Explore the Coast Overnight

AN ASSESSMENT OF
LOWER-COST COASTAL
ACCOMMODATIONS

Coastal
Conservancy

Explore
the Coast
Overnight

Expanding Opportunities
for All Californians
to Stay on the Coast

Coastal
Conservancy
STATE *of* CALIFORNIA

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CONTENTS

CONTENTS CONTINUED

Explore the Coast Overnight

ASSESSMENT

"Well, one of the biggest barriers for me is…wanting to stay…in a hotel to spend the night there, and just enjoy the next night at the beach again because we're a really big family. You know, hotels aren't really cheap, they're really expensive, especially if you want to stay at a nice one and enjoy the view."

COURTNEY,
SCC FOCUS GROUP PARTICIPANT
IN FRESNO

Introduction

California's coast is a world-renowned treasure, celebrated for its spectacular scenery, temperate climate, and unrivaled recreational opportunities. The image of the California coast is such a vital part of the national psyche that it is often a prominent feature in popular songs and movies. People are drawn to the coast for many reasons, but the main reason is to relax and enjoy its extraordinary scenic features and recreational opportunities. The beaches, bluffs, trails, piers, harbors, waterfronts, estuaries, parks, cities, and towns along the coast offer abundant opportunities for discovery and adventure during weekend trips or even lengthy vacations. Californians overwhelmingly consider the coast personally important to them and a substantial majority say they wish they could visit it more often.[1]

After much public pressure to preserve the coast, in 1976 the California State Legislature passed the California Coastal Act,[2] which expanded the California Coastal Commission (CCC) and mandated the protection and enhancement of natural and scenic resources, as well as the development of public access to and along the coast. With regard to public access, the Act states: "Maximum access, which shall be conspicuously posted, and recreational opportunities shall be provided for all the people…"[3] The State Coastal Conservancy (SCC), CCC's sister agency, was established under Division 21 of the Public Resources Code, and likewise declares that "it is the policy of the state that the right of the public to access and enjoyment of coastal resources should be effectively guaranteed."[4]

For over 40 years, the State of California, through CCC and SCC, has worked to increase public access by protecting coastal lands, opening access for visitors from the nearest roadways to the beaches, installing directional and interpretive signs, providing amenities such as restrooms and parking lots, completing sections of the California Coastal Trail (CCT), and funding educational programs and interpretive facilities.

Concerning public access, the California Coastal Act also declares, "Lower cost visitor and recreational facilities shall be protected, encouraged, and where feasible, provided."[5] In carrying out this policy over the past 40 years, CCC, SCC, and the California Department of Parks and Recreation (DPR) have worked hard to protect and provide for Lower-Cost Coastal Accommodations (LCCAs). CCC has approved numerous Local Coastal Program policies and coastal development permits that protect existing accommodations and provide new ones by requiring development of campgrounds adjacent to new hotels, such as the Long Beach Convention Hotel, the Ventana Inn in Big Sur, and Costanoa in San Mateo County. CCC has also required payment of over $25M of in-lieu fees for mitigation, with portions of those funds transferred to SCC and DPR for the development of new LCCAs.

Over the past several decades, SCC has funded numerous hostel and campground projects. More than $7 million in SCC funds have helped establish new hostels in the cities of Santa Cruz, Monterey, and Santa Monica, which today provide 330 beds. Additionally, SCC helped expand hostel facilities in Point Reyes National Seashore in Marin County, and is helping to do the same at Jug Handle Farm and Nature Center in Mendocino County. SCC is also providing assistance to add cottages in Crystal Cove State Park in Orange County. In San Luis Obispo County, a new campground at Port San Luis Harbor with car camping, and walk-in and bike-in campsites is now in development because of SCC funding to design and permit the project.

In addition to CCC's and SCC's work to-date on lower-cost accommodations, Parks Forward, an independent commission comprised of 12 members, was created to assist DPR in improving efficiency, increasing accessibility, and meeting the needs of a growing and changing

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1 *State Coastal Conservancy Statewide Survey, April 2017, Probolsky Research.*
2 *Division 20 of the Public Resources Code.*
3 *Public Resource Code Section 30210.*
4 *Public Resource Code Section 31400.*
5 *Public Resource Code Section 30213.*

population. The Parks Forward Commission released a set of final recommendations in 2015. Of relevance to coastal access and overnight visitation, these recommendations include increasing the number and variety of state park overnight accommodations, expanding access to parks in underserved and urban areas, improving transportation options to broaden park access, and developing a strategic marketing and communications strategy to reach potential new park visitors. [6]

Despite the various access efforts of CCC, SCC, DPR, and other agencies and organizations, barriers to coastal access remain. These barriers include inaccessible stretches of coastline, lack of visitor-serving amenities in many areas, and increasingly, the scarcity of overnight accommodations for low and middle-income individuals and families on the coast. The most expensive part of a coastal vacation is typically lodging, and the supply of LCCAs, including hotels, motels, hostels, campgrounds, and cabins, is substantially lower than the demand. Low and middle-income households, people of color, and young people are less likely than higher-income, white, or older Californians to stay overnight at the California coast. Financial reasons are the most common barrier cited. [7]

To address this need for coastal accommodations, in 2017 the California State Legislature enacted AB 250 (Gonzalez-Fletcher), codified as Chapter 10 of Division 21 of the Public Resources Code Sections 31411–31414. The Legislature declared the following policy findings and goals:

- The right of access to the coast is guaranteed to the people of California by the California Constitution and the California Coastal Act of 1976 (Division 20 [commencing with Section 30000]), which requires that coastal development be regulated, and public access rights to our state's beaches be protected.

- California's Parks Forward Commission has emphasized the need to expand access to parks and public lands throughout California to ensure that all Californians and visitors to the state, including those from low-income and under-resourced communities, are able to benefit from outdoor experiences.

- Lower-cost coastal accommodations, including hotels, motels, hostels, cabins, and camping opportunities, are essential elements of coastal and park access because they enable Californians and visitors from a variety of backgrounds, including those of low and middle-income, to enjoy California's beaches and parks and encounter the full range of recreational, educational, spiritual, and other experiences offered.

- A lack of affordable accommodations remains a barrier to coastal access. California's historic supply of lower-cost coastal accommodations has been reduced and continues to be diminished because of high coastal property values and economic pressures to develop new accommodations that are too expensive to be affordable to most visitors.

- California should invest in new strategies and partnerships to improve the availability of lower-cost coastal accommodations, particularly for low and middle-income families. A strategic program to provide affordable accommodations in appropriate areas of our coastal parks and public lands can play an important role in improving public access to the coast. California should also support innovative pilot projects that enable the state to partner with nonprofit organizations and the private sector to provide coastal access.

To carry out the policy goals above, AB 250 calls on SCC to work with CCC and DPR to develop and implement the Explore the Coast Overnight program to facilitate the improvement of existing and the development of new lower-cost coastal accommodations. [8] It further provides that both coastal programs and facilities will serve low and middle-income families. To accomplish these goals, SCC is required to prepare an assessment of lower-cost coastal accommodations to guide the establishment of the new Explore the Coast Overnight program. [9] This Explore the Coast Overnight assessment fulfills this legislative requirement. SCC and CCC, in partnership with public agencies, such as DPR and local and regional park districts, and with nongovernmental organizations (NGOs), such as Hosteling International and others, can use the recommendations in this Explore the Coast Overnight assessment to reduce barriers faced by low and middle-income people who want to experience and enjoy the California coast

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6 *A New Vision for California State Parks, Recommendations of the Parks Forward Initiative, February 2015.*
7 *State Coastal Conservancy Statewide Survey, April 2017, Probolsky Research.*
8 *Public Resources Code Section 31412(a).*
9 *Public Resources Code Sections 31412(a) and 31413.*

GOALS

GOALS OF THE EXPLORE THE COAST OVERNIGHT PROGRAM

The goals of SCC's Explore the Coast Overnight program are to undertake actions as follows:

1. Help improve existing and develop new lower-cost coastal accommodations within 1.5 miles[10] of the California coast and/or within the coastal zone[11], with consideration given to projects farther from the coast.

2. Ensure that new or renovated coastal accommodation projects supported by the Explore the Coast Overnight program will be affordable and available for all Californians, in particular low and middle-income individuals and families.

3. Ensure that lower-cost coastal accommodations will be affordable and available to NGOs and public entities that support a range of programs for young or under-resourced populations, including education, service learning, healthy living, recreational, or similar opportunities.

4. Support innovative pilot projects that enable the state to collaborate with NGOs, public agencies, and the private sector to provide coastal access.

5. Create and preserve a variety of lower-cost coastal accommodations that will serve the great diversity of California residents and enhance the public's experience when visiting the coast.

6. Maintain and increase the stock of lower-cost coastal accommodations on coastal public lands and land owned or managed by NGOs, which will likely become the focus of SCC's Explore the Coast Overnight program due to the ability of NGOs to maintain lower-cost coastal accommodations and operate them in conjunction with programs that target low and middle-income Californians.

GOALS OF THE EXPLORE THE COAST OVERNIGHT ASSESSMENT

This Explore the Coast Overnight assessment includes the following:

1. Description of the context, history, and goals of the Explore the Coast Overnight program.

2. Description of the existing supply of LCCAs on the California coast, including the supply relative to population within 150 miles of the coast, anticipated costs of new development, and the demand for enhancing and creating a variety of LCCAs.

3. Analysis of relevant factors for identifying facility and programmatic opportunities for LCCA projects. This analysis includes, but is not limited to, factors such as rates, seasonality, the cost of land and construction, maintenance costs, permitting, environmental review, geography, community perspectives, transportation issues, Americans with Disabilities Act requirements, Fire Marshal requirements, and projected climate change issues.

4. Identification of potential criteria that may be used to prioritize investment of program funds in LCCA projects, such as legal requirements applicable to funds, project proximity to the coast or within the coastal zone, vulnerability to sea level rise, availability of collaborating agencies or NGOs, adequacy of existing infrastructure, and financial feasibility.

5. Identification of potential sources of funding and financing mechanisms for LCCA projects.

6. Identification of potential opportunities and sites for improving existing and developing new LCCAs, both on public lands, and private lands owned or operated by NGOs.

7. Description of anticipated measures needed to ensure projects supported by the Explore the Coast Overnight program are affordable and available to (1) low and middle-income families, and (2) to NGOs or agencies that provide young or under-resourced populations with educational and similar opportunities.

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10 *Pursuant to Public Resources Code Section 31412(a), the Explore the Coast Overnight program facilitates improvement of existing and development of new lower-cost coastal accommodations within 1.5 miles of the coast.*

11 *California Coastal Commission maps of the coastal zone boundary are available here: www.coastal.ca.gov/maps/czb/*

*"My first overnight trip was really eye opening…
After being able to finally get to those further destinations
on trips with Outdoor Outreach, I really came to love
what was beyond those barriers and not letting it scare me.
Now those are my favorite places that I go to all the time."*

LUIS,
FORMER PARTICIPANT AND CURRENT
EMPLOYEE AT OUTDOOR OUTREACH

Supply and Demand of Lower–Cost Coastal Accommodations

SUPPLY

In 2016, SCC contracted Sustinere, Inc. to collect data about the existing stock of coastal overnight accommodations. For this study, "ower-cost coastal accommodations" were defined as those accommodations within the coastal zone, as well as within one mile of the coastal zone boundary. The coastal zone varies in distance from the edge of the coast throughout California. This study did not consider coastal accommodations at private residences through short-term rental services such as Airbnb or HomeAway, or private web-based camping services such as Hipcamp. Information collected by Sustinere included:

- The number of units available at a facility: A unit was defined as a hotel room, camping or RV site, hostel bed or private room, or a cabin, yurt, or similar type accommodation.

- Ownership type: Types of ownership included private for-profit entities, public agencies, NGOs, or U.S. military. While data was collected on facilities serving only U.S. military personnel and their families, these facilities were not included in the analysis of the availability of lower-cost coastal accommodations because they are not available to the public.

- Type of accommodation: Types of accommodations included hotels, motels, cabins, camping, RVs, and hostels.

- Cost per night: Because there is often a significant difference between the summer, peak season cost, and the winter, off-season cost, Sustinere collected data on peak, as well as off-peak costs where possible.

There are numerous ways of defining "lower-cost" with regard to accommodations, and lower cost does not necessarily translate to affordability for people of low and middle-incomes. For the Sustinere analysis, "lower-cost" coastal accommodations were defined as those having a daily rate that was 75% or less of the statewide average daily rate (ADR) in 2015.

Sustinere found that out of approximately 64,471 commercially available coastal accommodations, approximately 13,298 (21%) qualify as LCCAs (at or under $112 per day year-round or $123 per day during the summer, both of which represent 75% of the average daily rate in 2015). Sustinere was unable to obtain cost data for 5% of accommodations, so it is unknown whether they qualify as LCCAs or not.

Sixty two percent of the LCCAs were either camping or RV sites, with only 35% being hotel or motel type accommodations and 3% being hostels. The data is summarized in Figure A (although cabins were included in the survey, 0.25% was too small to register on Figure A).

The rates used for the research on the existing supply of LCCAs are not being used by SCC to define "lower-cost". The Potential Prioritization Criteria section in this Assessment describes how overnight rates will be used to evaluate facility projects. SCC is not establishing a set rate for units or projects to be considered lower cost. Overnight rate plans for LCCAs should maximize access, including access for visitors from low and middle-income families and for organizations that serve youth or other under-resourced populations.

FIGURE A:
NUMBER OF
LOWER-COST COASTAL
ACCOMMODATIONS
ACROSS CALIFORNIA

Camping and RVs
8,263 (62%)

Hostels
319 (2%)

Non-LCCAs
51,173 (79%)

LCCAs
13,298 (21%)

Hotels & Motels
4,683 (35%)

Cabins
33 (0.25%)
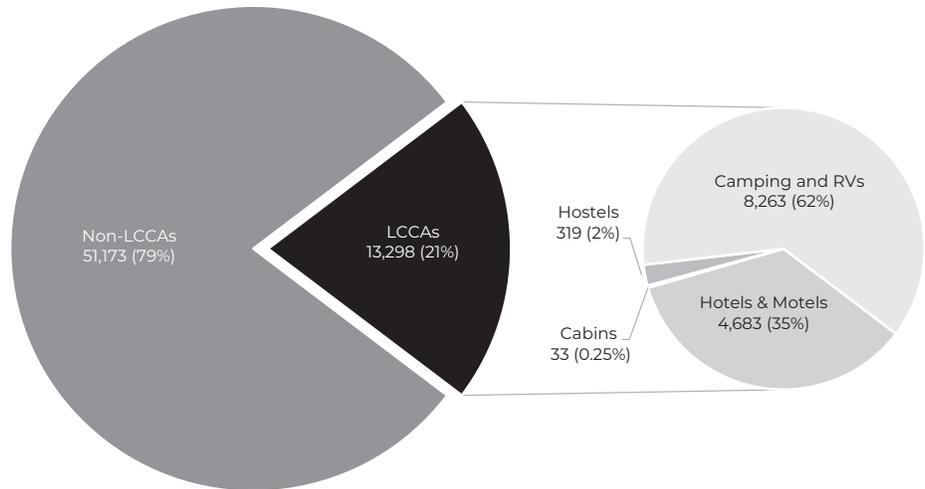
Camping and RV LCCAs are evenly distributed be-tween public and private ownership (Figure B). However, the lower-cost coastal hotels or motels are almost exclusively in private ownership. Research conducted by CCC found that the volume of lower-cost accommodations in coastal counties in California has been declining in recent decades, as lower-cost motels and hotels have been redeveloped into higher-cost lodging or residential units.

There is a high risk of ongoing loss of LCCAs. Of the approximately 13,000 lower-cost coastal accommodations currently available, just over 5,000 are on publicly owned lands, such as state parks, and are thus to some degree protected. That leaves over 8,000 accommodations that are privately owned and potentially at risk of conversion to other uses, such as higher-cost lodging or residential units.[12]

Sea level rise and coastal erosion pose other threats to the future of LCCAs. Many coastal hotels, motels, and campgrounds are in low-lying areas that may be vulnerable to sea level rise or on coastal bluffs that may be vulnerable to coastal erosion during this century.

Figure C below indicates the number of LCCAs found in each county within the coastal zone as well as one mile inland of the coastal zone boundary. This figure also shows the total number of households for the entirety of each county.

Note that the number of LCCAs can vary throughout the year depending on seasonal openings and closings. This distribution of LCCAs relative to population is discussed in detail in the Demand for Lower-Cost Coastal Accommodations section below.

FIGURE B:
TYPES AND MANAGEMENT
OF LOWER-COST COASTAL
ACCOMMODATIONS

Amount

9,000

8,000

7,000

6,000

5,000

4,000

3,000

2,000

1,000

0

	Hotels & Motels	Camping & RVs	Cabins	Hostels
NGO	0	0	0	188
Private	4683	3433	13	131
Public	0	4830	20	0

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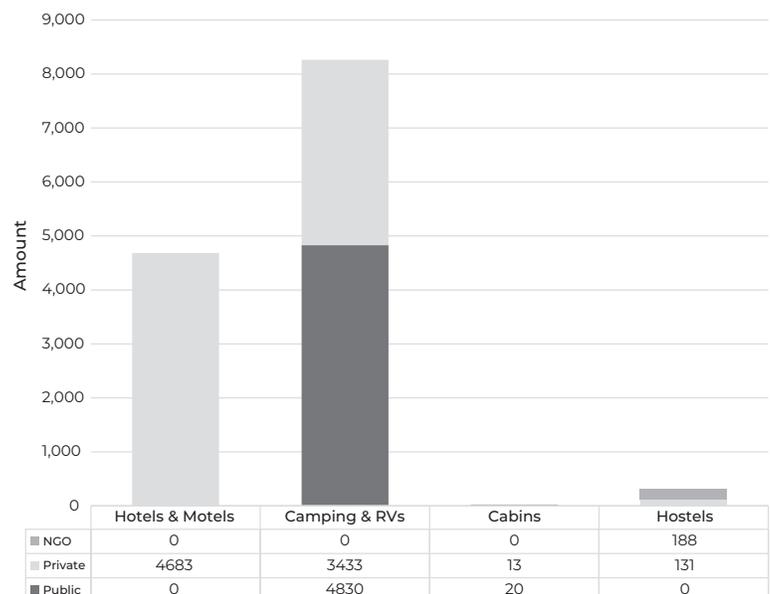
12 *California Coastal Commission Staff Report on Lower-Cost Visitor-Serving Accommodations, October 2016.*

Figure C below indicates the number of LCCAs found in each county within the coastal zone as well as one mile inland of the coastal zone boundary. This figure also shows the total number of households for the entirety of each county.

Note that the number of LCCAs can vary throughout the year depending on seasonal openings and closings. This distribution of LCCAs relative to population is discussed in detail in the Demand for Lower-Cost Coastal Accommodations section below.

FIGURE C:
LOWER-COST COASTAL ACCOMMODATIONS BY COUNTY [13]

▇ Coastal Zone + 1 mile inland

Del Norte:
1,254 Rooms

Humboldt:
1,373 Rooms

Mendocino:
1,317 Rooms

Sonoma:
216 Rooms

Marin:
384 Rooms

San Francisco:
0 Rooms

San Mateo:
210 Rooms

Santa Cruz:
451 Rooms

Monterey:
594 Rooms

San Luis Obispo:
1,691 Rooms

Santa Barbara:
388 Rooms

Ventura:
348 Rooms

Los Angeles:
547 Rooms

Orange:
594 Rooms

San Diego:
3,965 Rooms

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13   *Number of rooms per coastal county is based on Sustinere data. County population numbers are from American Community Survey's 2016 5-Year Estimate. A room is defined as a hotel or motel room, a camping or RV site, hostel bed or private room, or a cabin, yurt, or similar type of accommodation.*

DEMAND

The California coast is one of the most cherished features of the state. It is beloved and heavily utilized by Californians. In 2016, California's 39.5 million residents took over 200 million leisure trips within the state, and over 20% of overnight trips were to the beach. Californians make three out of every four tourism trips in California.[14]

SCC contracted Probolsky Research in 2016 and 2017 to conduct six focus groups and statewide phone surveys on the topic of coastal access. The survey found that close to 90% of Californians have a very strong emotional tie to the coast, including its beaches and ocean. A substantial majority even feel a deep connection to the California coast when they are not there.[15] It seems the experience of visiting the coast lingers positively in the mind of millions of Californians.

Despite this fact, the majority of those surveyed said that they do not stay overnight at the coast. This result was particularly pronounced among younger people, low-income households, and people of color, as shown in Figure D. The study revealed that the only California populations with a majority who stay on the coast overnight are white, aged 55 or more, and/or with a family income greater than $200K.[16] Respondents cited financial concerns as the primary reason they do not stay overnight at the coast. Over 45% of Californians said that overnight accommodations at the coast were inconvenient or unaffordable.or RV sites, with only 35% being hotel or motel type accommodations and 3% hostels. The data is summarized

Through a recent on-line survey conducted by SCC and distributed with the help of CCC and the California State Lands Commission, a strong demand for lower-cost coastal accommodations was confirmed. Approximately 170 survey respondents agreed that there is a lack of lower-cost coastal accommodations, and the existing ones lack the volume needed to handle the demand. "The accommodations are very limited and it wouldn't be too crowded with just a couple more cabins or campsites," stated a survey participant about a campground in Marin County. Another respondent stated the need in Monterey County for "[m]ore low-cost camping areas that are actually available." Ideas were submitted for LCCA projects, with nearly every coastal county receiving five or more suggestions each for such things as new or expanded hostels, bike-in or hike-in campsites, low-cost cabins or yurts, RV camping, and short-term rentals. Respondents also promoted educational and recreational programs for youth and suggested improving accessibility for persons with disabilities.

GEOGRAPHIC DEMAND

As shown in Figure C, there are approximately 13,000 LCCAs on the California coast, just[17] 21% out of nearly 65,000 coastal accommodations. At the same time, of the 12.6 million California households within 150 miles of the coast, roughly 50% are low-income.[18]

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14 *Domestic Travel to California, 2016, Visit California.*
15 *State Coastal Conservancy Statewide Survey, April 2017, Probolsky Research.*
16 *State Coastal Conservancy Statewide Survey, April 2017, Probolsky Research.*
17 *The combined Coastal Zone and 1.5-miles from shoreline buffer.*
18 *Low-income is define as 80% of median income by county.*

FIGURE D:
"DO YOU EVER STAY OVERNIGHT WHEN YOU VISIT THE CALIFORNIA COAST?"

Stay Overnight, Californians

Stay Overnight, by Income

Stay Overnight, by Age

Stay Overnight, by Ethnicity
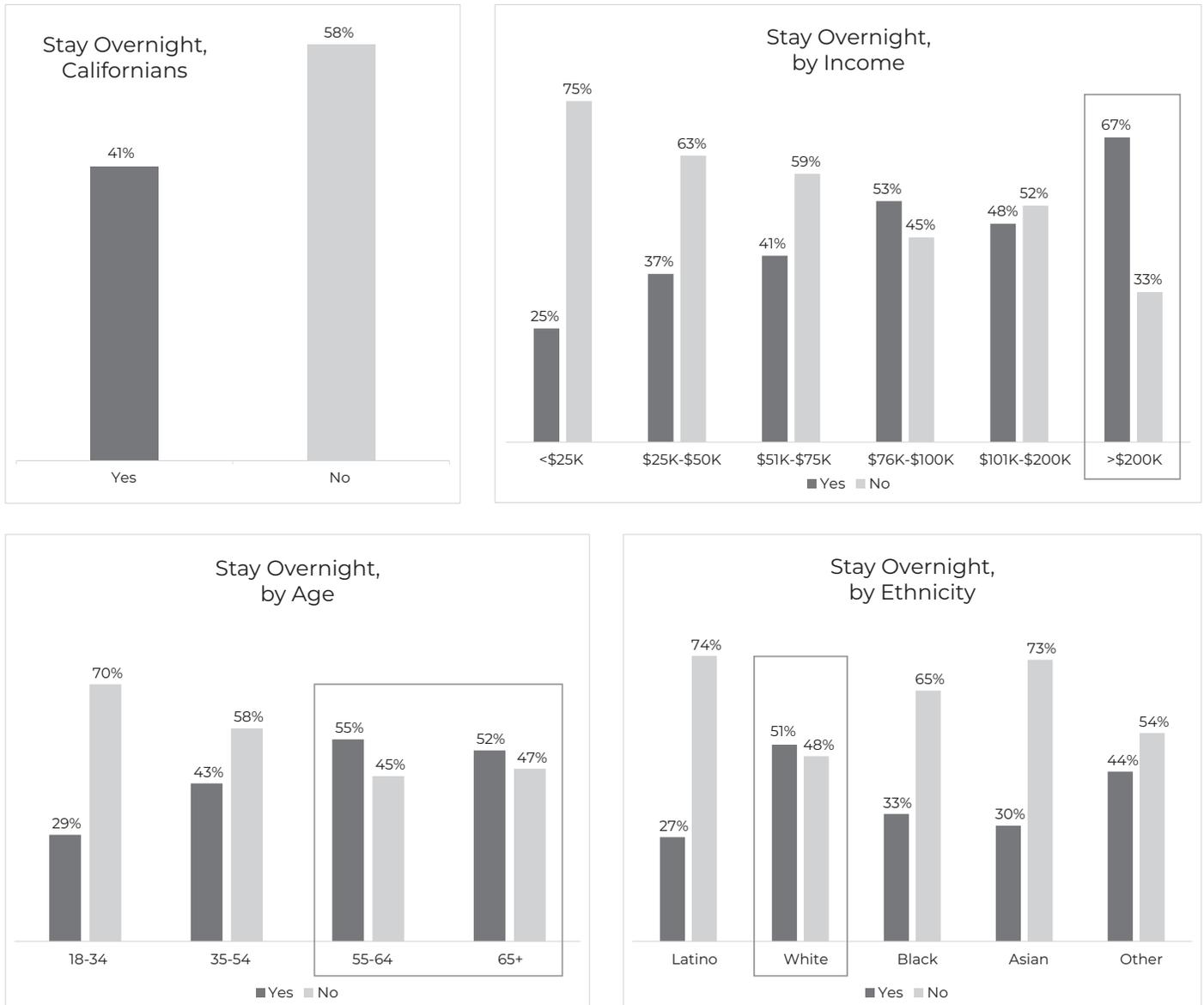
FIGURE E:
DISTRIBUTION OF LCCAS REGIONALLY
COMPARED TO DISTRIBUTION OF LOW-INCOME HOUSEHOLDS
(LCCA UNITS: 1,000 LOW-INCOME HOUSEHOLDS WITHIN 150 MILES)

North
18 Lower Cost Rooms
per 1000 Households

18:1000

1:1000

Central
4 Lower Cost Rooms
per 1000 Households

Bay Area
1 Lower Cost Room
per 1000 Household

4:1000

2:1000

South
2 Lower Cost Rooms
per 1000 Households
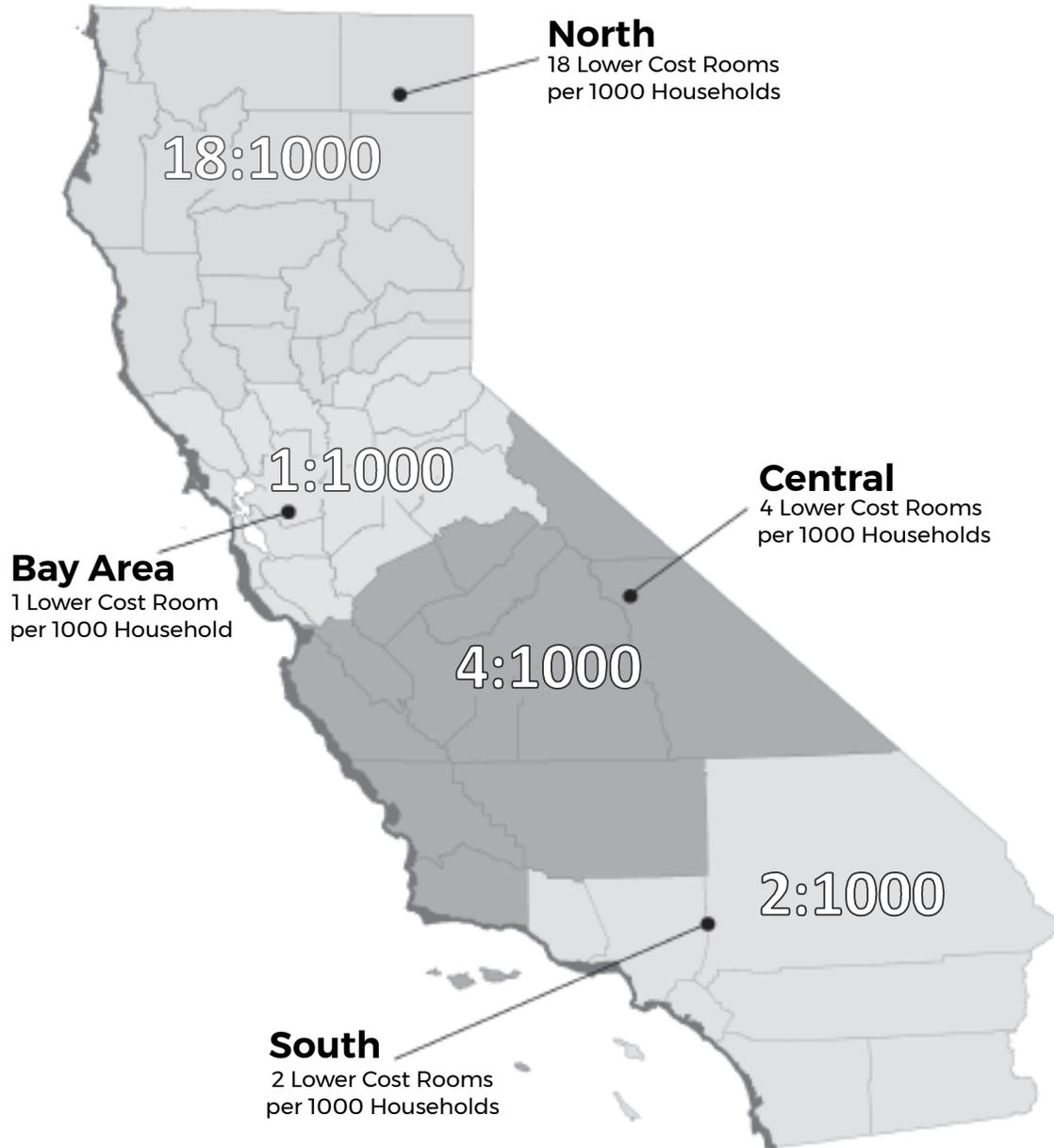
Figure E shows the distribution of LCCAs regionally as compared to low-income households within 150 miles of the coast. Figure F summarizes the number of low-income households in different geographic regions of the state. Over half of the low-income households in California are located in Southern California. The ratio of supply to demand is low throughout California but is especially low in the Bay Area and Southern California. In short, the potential demand for lower-cost coastal accommodations appears to outstrip significantly the supply, particularly in heavily urbanized areas.

Occupancy rates provide additional evidence of the underlying demand for various types of facilities. While occupancy rates are difficult to obtain from privately owned facilities, recent data collected by Visit California, a tourism industry nonprofit, indicates that the average annual occupancy rate in coastal counties is 70%. North of San Francisco, the annual occupancy rate is 60%, while in Southern California the rate rises to 80% or higher, with San Diego County at 84%.[19]

Year-round occupancy rates at DPR campgrounds on or near the coast have averaged 65% to 70% in recent years and during the summer months have typically exceeded 90%. Due to a larger demand than existing supply, making a reservation for a DPR campsite on the coast, especially in the summer months and/or on weekends, is difficult. At coastal hostels, occupancy rates can reach 97% during the summer season and up to 85% throughout the entire year, indicating a greater demand than current supply can meet.

Other factors besides occupancy rates may influence demand for new or renovated LCCAs, such as the condition or uniqueness of the facility, amenities offered by the facility, proximity to points of interest, or affordability.

PREFERENCES FOR A VARIETY OF LOWER-COST COASTAL ACCOMMODATIONS

In the development and implementation of the Explore the Coast Overnight program, SCC will consider, among other factors, the type of accommodations that are currently available relative to the needs and preferences among Californians. In their 2015 report, Parks Forward recommended that DPR "increase the number and variety of overnight accommodations," and elaborated on the importance of this action:

"Overnight stays can help visitors of all ages and backgrounds connect with their parks. Today, overnight visitors can stay at thousands of campsites using tents or recreational vehicles, but for those who don't own such

FIGURE F:
LOW-INCOME HOUSEHOLDS IN CALIFORNIA BY GEOGRAPHIC REGION
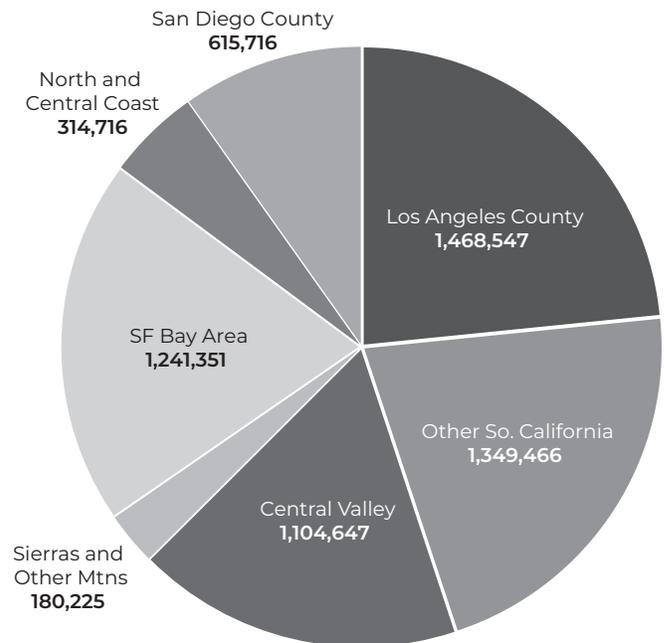
equipment, lodging options – ranging from on-site cabins and yurts to off-site lodges and hotels – are fewer and often more expensive. Increasing the number, variety, and affordability of overnight accommodations, particularly for young people and others who have not yet built personal connections to parks and the outdoors, is a key Parks Forward recommendation."[20]

Within state parks and on other public and private land along the California coast, a variety of lower-cost lodging with a mixture of amenities is necessary to serve the diverse needs and preferences of Californians. SCC's statewide surveys of Californians included questions about overnight accommodations along the coast, providing an understanding of what types of accommodations are currently used or would be considered by Californians.

Californians indicate a robust interest in camping, cabins, or dorms, as well as hotel/motel rooms. Camping indoors (such as in a cabin, cottage, or bunkhouse) appeals to almost half of respondents while 40% would also consider camping outside, indicating a need for the

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19 *California Lodging Report, Visit California, STR Inc., 2018.*
20 *A New Vision for California State Parks, Recommendations of the Parks Forward Initiative, February 2015.*

FIGURE G:
"WHAT KIND OF
ACCOMMODATION DO YOU
USE WHEN YOU VISIT THE
CALIFORNIA COAST?" [21]

| Accommodation	%
Hotel	41%
Campground such as sleeping in a tent, sleeping bag, or RV	19%
With friends and family	13%
Motel	11%
Your own vacation home or time share	7%
Short-term rental (AirBnb, VRBO, Homeaway)	5%
Indoor camping such as staying in a cabin, cottage, or bunkhouse	3%
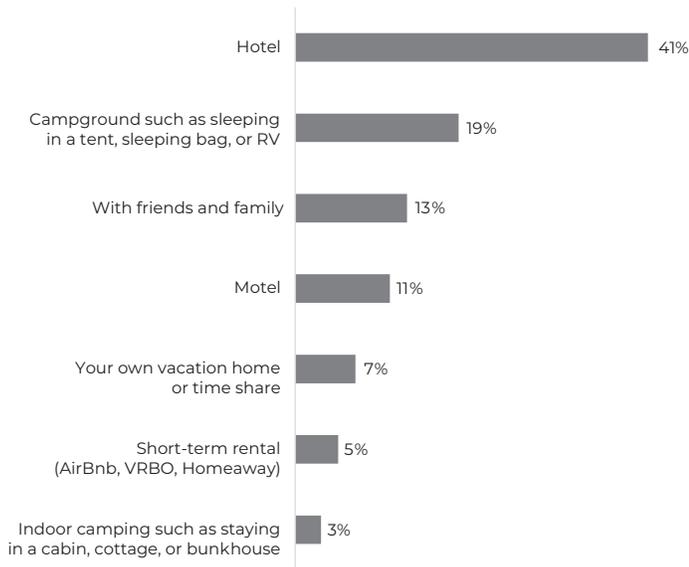
FIGURE H:
OVERNIGHT ACCOMODATION
OPTIONS, CALIFORNIANS

QUESTION: "When considering overnight accommodations along the california coast, which of the following would be options for you and your family? Choose as many as apply: camping indoors, such as staying in a cabin, cottage or bunkhouse; camping outside, such as in a tent or sleeping bag; rv (recreational vehicle) or trailer equipped with living space and amenities." [22]

Option	%
Camping indoors	47%
Camping outdoors	41%
RV or Trailer	30%
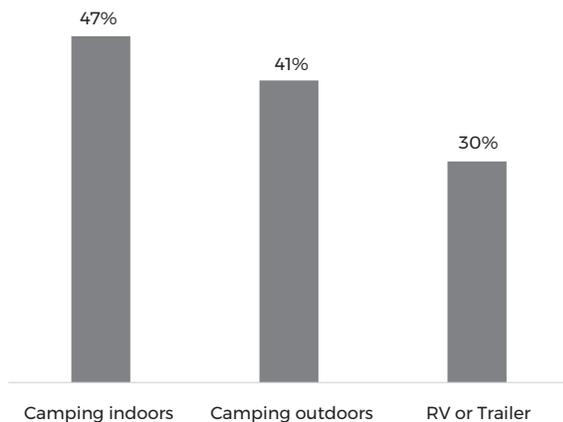
Explore the Coast Overnight program to support cabins, cottages, or yurts in existing and new campgrounds, in addition to increasing the number of traditional campsites. RV or trailer camping is slightly less appealing than camping indoors or outdoors, possibly due to the need for an initial investment in equipment. Staying in dorms, or similar accommodations, with shared bathrooms, appeal to 40-47% of low and middle-income Californians and should be an area of focus for the Explore the Coast Overnight program.

A large number of Californians, however, are not interested in camping, staying in a cabin, or using a dorm or hostel, due to a desire for privacy, comfort, convenience, or security; not being comfortable with shared bathrooms; lack of the necessary equipment for camping; or personal preference. Clearly, hotels, motels, and hostels with private bathrooms are popular and will need to be part of the effort to increase LCCAs on the coast.

Among the 41% of Californians who stated that they do stay overnight when they visit the California coast, hotels were the most commonly used accommodation, with smaller percentages stating that they camp, stay in cabins, motels or short-term rentals, or use other types of accommodations, as shown in Figure G below. It should be noted that only those who currently stay overnight on the coast were asked this question; thus, the respondents skew higher-income and older.

When Californians, including those who do not currently stay overnight at the coast, were asked the broader question, "When considering overnight accommodations along the California coast, which of the following would be options for you and your family?", and presented with a number of options besides hotels and motels, many were open to alternative forms of lodging. As shown in Figure H below, 47% of Californians stated that camping indoors would be an option for them, 41% would camp outdoors, and 30% would stay in an RV or trailer. Even though a fairly small percentage of Californians who stay overnight on the coast now choose camping, cabins, or other alternative forms of lodging, as shown in Figure G, a larger percentage of Californians have expressed a willingness to try other accommodations besides hotels, as shown in Figure H. The relatively lower interest in staying in an RV, or even in camping outdoors, may reflect the lack of equipment necessary to do so. RVs can be an expensive investment with ongoing costs for operation and storage, out of reach financially to low and

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21 *State Coastal Conservancy Statewide Survey, April 2017, Probolsky Research.*
22 *State Coastal Conservancy Statewide Survey, April 2017, Probolsky Research.*

middle-income families. Even camping equipment has an initial cost that creates barriers.

Respondents were also asked if they would be willing to stay in accommodations with shared bathrooms, such as college dorms (when vacated for the summer and holidays) or hostels. Accommodations with shared bathrooms are generally less expensive but can raise issues of privacy and convenience. Slightly over one-third of Californians would choose accommodations with shared bathrooms. Those who showed more acceptance of these types of accommodations included younger people and

low-income households (see responses in Figure I below). Women were slightly less likely than men are to choose a dorm-style accommodation with a shared bathroom.[23]

Continued research into the preferences of low and middle-income families and other under-resourced populations in California on their preferences for overnight accommodations on the coast will increase understanding of which LCCA categories best fit the needs of target populations.

FIGURE I:
"IF THERE WAS AN OPTION TO STAY IN COLLEGE DORMS NEAR THE COAST, OR OTHER SIMILAR ACCOMMODATIONS WITH SHARED BATHROOMS, FOR A MODEST PER NIGHT PRICE, WOULD YOU EVER CHOOSE TO STAY THERE?"[24]

Willingness to stay in accommodations with shared bathrooms, by Age

Age	Yes	No
18-34	48%	50%
35-54	39%	59%
55-64	32%	65%
65+	29%	68%

Willingness to stay in accommodations with shared bathrooms, by Income

Income	Yes	No
<$25K	47%	50%
$25K-$50K	42%	56%
$51K-$75K	40%	59%
$76K-$100K	43%	57%
$101K-$200K	29%	69%
>$200K	33%	64%
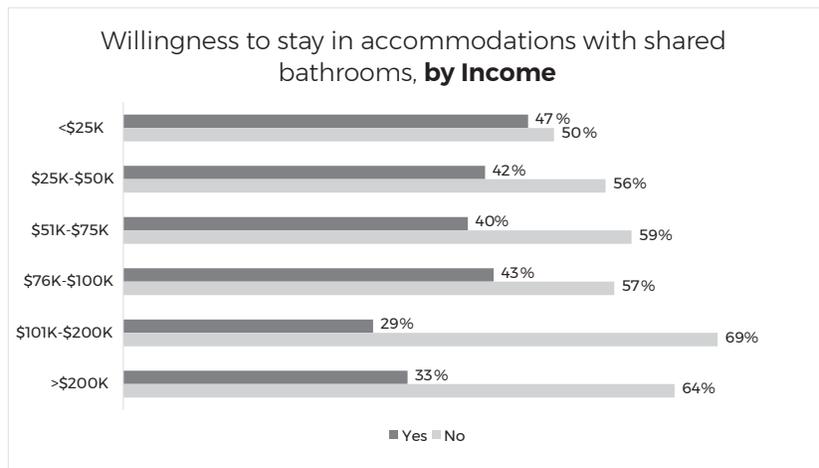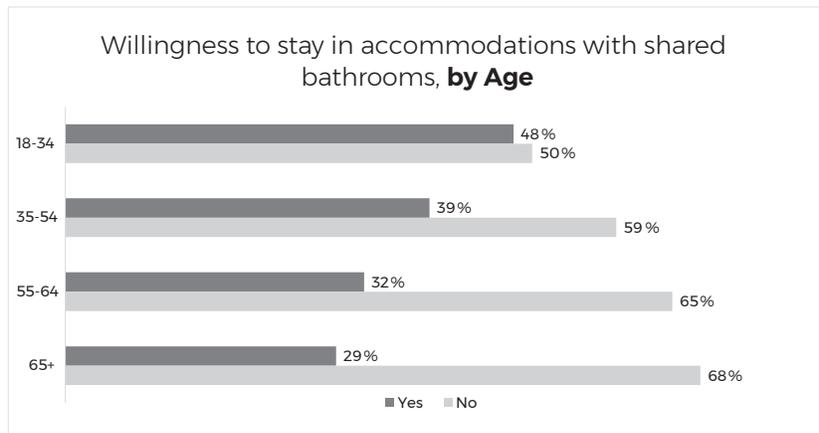
23 *State Coastal Conservancy Statewide Survey, April 2017, Probolsky Research.*
24 *State Coastal Conservancy Statewide Survey, April 2017, Probolsky Research.*

"I'm a server and a stay at a place like this would have been impossible to us without Crystal Cove."

APRIL AND DAVINA,
CRYSTAL COVE COTTAGES GUESTS

Lower-Cost Coastal Accommodations Categories

SCC has identified the following categories of LCCAs for the Explore the Coast Overnight program. As described in the Demands for Lower-Cost Coastal Accommodations section, ongoing outreach in multiple languages of low and middle-income people and other under-resourced populations on their specific preferences will aid in determining which LCCA categories best fit the needs of the target populations.

HOTELS AND MOTELS

Hotel and motel rooms offer some significant amenities that are not available with the other types of LCCAs, including a fully secure, protective, and heated structure that can be used in all weather and has a private bathroom. Because many people desire these amenities, or at least would not want to do without them for long, they are the most popular type of accommodations.

HOSTELS

Hostels typically offer visitors a bed in a room shared with others, although some offer private family rooms, and a shared bathroom. Hostels typically have a shared kitchen and/or dining area. On a per person basis, hostels can be quite inexpensive, but since costs are typically charged per person, the cost of a hostel stay is usually greater for a family than for a single person or couple. In recent years, some hostels have begun offering private rooms, though bathrooms continue to be shared.

CAMPING

Camping is a significantly different experience from staying in a hotel and is often chosen by users for reasons other than its cost. That said, on a comparative basis, a campsite costs significantly less than a hotel room and can provide a unique coastal experience at a low cost. However, camping is vulnerable to inclement weather and seasonal closures, involves a shared bathroom, and offers little privacy. Campsite users typically must provide all their own camping equipment, though there are a handful of programs that will supply basic camping equipment to groups. Refer to the appendix for lists of campgrounds on the coast.

RVS AND TRAILERS

The RV camping experience varies significantly depending on the type of RV. Cost can also vary significantly depending on the additional services provided by the campground. In general, RVs and trailers offer a more private and protective space for users, sometimes with a private bathroom. Ownership of an RV can be an expensive initial investment and can be out of reach financially to low and middle-income families. RVs can provide a lower-cost overnight option once purchased, however there are ongoing costs to operate, maintain, and store an RV. In some campgrounds, primarily privately-owned, proprietors have set up popular, charming trailers as permanent accommodations for rent by the night. Generally, rates are on par with hotels for these types of accommodations, but it might be possible to operate such a facility at a lower cost. There

are also RV rentals by private companies, but again, these typically cost about the same as hotels.

CABINS AND YURTS

Cabins, cottages, huts, yurts, tent cabins, and similar structures offer an option somewhere between tent camping and a hotel room. They provide a protected space from the weather, privacy, and in some cases a private bathroom. They range from simple accommodations with minimal amenities, such as a sleeping platform and communal bathroom, to deluxe accommodations with a mattress, electricity, lighting, linens, water, and a private bathroom. Some even accommodate cooking inside. Because they provide shelter and some furniture, cabins and yurts typically require less equipment than traditional camping. Cabins can provide a camping experience for low and middle-income Californians who do not own camping equipment and/or prefer an "indoor" camping experience.

SEMI-PERMANENT "RV CABINS"

RV cabins are similar to regular cabins except that they are built on a trailer. Because these structures are considered mobile and not permanent, the permitting process can be simpler. RV cabins are sometimes hooked up to electricity, water, and sewage, allowing for private bathrooms, kitchens, and other amenities. The units are typically owned by the campground owner or manager and rented as a type of lodging. Some campgrounds use actual RVs (as opposed to RV cabins) in the same way – as a rentable type of lodging. The provision of RV cabins by public agencies, nonprofits, or private concessionaires at campgrounds can provide a camping experience for those who cannot afford to buy, rent, store, operate, and maintain an RV.

DORM ROOMS

There are a number of colleges, universities, and boarding schools on the coast of California with dormitories. Some of these schools already allow third parties to use their facilities in the summer for such things as conferences and retreats. Dorm rooms provide a private, protected space for users, and some include a private bathroom. Increasing the availability of existing coastal dorm rooms for organized groups, such as environmental education nonprofits, might be a cost-effective option for increasing the supply of LCCAs during the summer season. Refer to the appendix for a list of coastal colleges and universities with dormitories.

RESIDENTIAL OUTDOOR EDUCATION FACILITIES

Residential Outdoor Education Facilities (ROEFs) provide overnight accommodations for youth and program participants as part of an environmental educational program. Many school districts maintain their own ROEFs incorporated within their local school systems. ROEFs plays a part of their overall science or outdoor education curriculum. Non-profits that operate ROEFs often use their facilities as part of their own environmental education programming and can partner with schools that do not own ROEFs to offer lower-cost coastal accommodations to students. When not in partnership with a school, non-profit ROEFs open their facilities and program to the general public. This provides Californian youth opportunities to learn about environmental stewardship while staying on site in dormitory style rooms. Refer to the appendix for a list of ROEFs located 1.5 miles along the coast.

Examples of Lower–Cost Coastal Accommodation Facility Development Models

DEVELOPMENT AND MANAGEMENT OF LCCAS BY PUBLIC ENTITIES ON PUBLIC LAND

With almost 70% of California's nearly 40 million residents living on or near the coast, coastal properties that could be developed into LCCAs are scarce and expensive. The limited space on which to build LCCAs may be the program's greatest challenge. However, there are large areas of coastal land already owned by public agencies, some of which may be suitable for development of new or expansion of existing LCCAs. The most likely partners for SCC in development of LCCAs on public land include DPR; federal agencies such as the National Park Service, Bureau of Land Management, or U.S. Forest Service; local harbor, port, or regional park districts; and county or city park departments.

PUBLIC-PRIVATE PARTNERSHIPS

For purposes of this assessment, SCC views public-private partnerships as any project involving both public and private entities. An example is a nonprofit or for-profit entity operating a LCCA on public land, such as Hostelling International operating a hostel on state land under a lease. This arrangement may also include development of a LCCA on NGO-owned land supported with public funding. Issues that may have to be assessed in such a partnership include whether funding the project is a gift of public funds, whether the project is a private activity if funded by a state bond, and other regulatory and legal constraints.[25] Given the potential issues, these types of arrangements are sometimes difficult to negotiate and structure, although they could potentially be an effective way to develop new LCCAs.

CONCESSIONS AND OPERATORS

One common example of a public-private partnership is a public entity working with a concession. Concessions and operators are businesses under contract with a facility or landowner that provide specific products or services. Concession contracts can include many services, including stores, restaurants, and overnight accommodations. The owner of a concession typically does not own the land or the building that houses the operation. Under some concession contract models, the concession splits a portion of their earnings with the facility or landowner. Concessions are a possible option for operating new LCCA facilities if a public or NGO landowner is not interested or capable. If the Explore the Coast Overnight program funds the acquisition of an existing hotel or motel property by public agencies or NGOs, a concession contract may be an effective way to manage the property.

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25 *These topics are further explored in the Funding Sources and Financing Mechanisms section of this Explore the Coast Overnight assessment.*

"This was my first time going to an overnight field trip and it was the best…In the future I would like to be an instructor in the Ocean Institute."

ISSAC,
OCEAN INSTITUTE'S
PROGRAM PARTICIPANT

Program Options & Opportunities

While increasing the volume of LCCAs is necessary, additional effort is needed to address other barriers to coastal access to ensure that coastal overnight trips are accessible to low and middle-income households and to organizations that serve youth and other under-resourced populations. A program that is flexible in nature, taking into consideration a multitude of economic, social, or cultural stressors, will increase options and opportunities for all Californians to enjoy the California coast.

The Explore the Coast Overnight's target populations broadly include low and middle-income families and organizations that serve youth and other under-resourced populations, but individual LCCA projects should more specifically define their intended target populations. One method to reach under-resourced populations include the use of criteria, such as targeting families that qualify for free and reduced school lunches, the California Alternate Rates for Energy Program, Supplemental Security Income (SSI), the California Work Opportunity and Responsibilities to Kids (CalWORKS), or other programs. Projects could also reach target populations by working with Title 1 schools, engaging families in affordable or subsidized housing, or focused outreach in Disadvantaged Communities or Severely Disadvantaged Communities. However, setting criteria for use or participation in programs can be challenging and the application of metrics can result in increasing barriers to coastal access. When developing outreach and engagement programs, facility managers are encouraged to work with state or local agencies that have expertise in providing social services and to partner with NGOs that have a record of serving target populations.

This section describes some options and opportunities that SCC and others can consider when developing LCCA projects. [26]

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26 *Some programming options identified within Dr. Nina S. Roberts' LCCA support study, 2018 Lower-Cost Coastal Accommodations: Support for California Coastal Conservancy AB 250/LCOA Assessment Investigation of State and National Models, are included in this assessment as potential models and examples to consider when developing LCCA facilities or program structures.*

ADDRESSING ECONOMIC COST BARRIERS

- *Flexible Fee Programs, Including Discounts, Vouchers, and Coupons:* Flexible fees, discounts, vouchers, and coupons can be used to provide discounted or subsidized lodging for individuals or groups. Vouchers or coupons could be distributed directly to individuals with proof of their low-income status for redemption at participating facilities. These discounts also can be offered as part of a partnership with an organization or community group working directly with a targeted population (e.g. discounts to persons with disabilities, veterans, or foster youth) or as part of a partnership, or with tour providers to offer discounts to groups. Existing discount programs provided by public agencies and non-profits can serve as models, be better advertised to target populations, and even be expanded. For example, DPR's Distinguished Veteran Pass entitles the holder to camp at no charge, the Disabled Discount Pass provides a 50% discount on family camping, and the Golden Bear Pass (for people eligible for Supplemental Security Income or CalWorks) and Limited Use Golden Bear Pass (for people 62 or older) allow for free day use at state parks that charge a vehicle entrance fee.

- *Financial Incentives for Existing or Potential LCCA Developers:* To encourage development or protection of LCCAs, SCC or other partners could offer grants or loans for facility development with the condition that a portion of the property or development be set aside for LCCAs.

• *Restructure Funding Criteria to Prioritize Organizations Working with Targeted Populations:* Public agencies that give out grants can reframe their project selection criteria or develop grant programs that prioritize funding to community groups or organizations that help targeted populations overcome barriers to visiting the coast. An example would be a nonprofit that works closely with Title I schools, children, and youth from under-resourced populations, low-income individuals living in affordable or subsidized housing, or youth with emotional, physical, or developmental needs.

• *Programs to Provide Camping Equipment:* The average American who goes camping spends about $546 on camping gear and between $200 and $400 on gear when preparing for a first time camping trip. [27]Programs that provide people with camping equipment or introductory training to camping lessen the burden of transporting camping equipment, and increases the enjoyment of the initial camping experience. DPR's "FamCamp" program is a good example of a program that provides both camping equipment and training for participants interested in learning more about how to organize overnight outdoor recreational experiences. Through DPR's Outdoor Recreation Leadership program, individuals affiliated with a non-profit, community-based organization can attend a three-day, two-night training designed to build outdoor recreation leadership, youth development principles, and community building skills. Upon completion, participants can lead a FamCamp program, bringing their group to a participating state park and utilizing a group campsite and camping gear at no cost. The creation, growth, and ongoing management of programs that provide free or low-cost loans of camping gear should be supported to address barriers to camping due to a lack of oftentimes expensive camping equipment. These programs can be operated by public agencies, nonprofits, camping supply companies, and concessionaires or private facility operators.

ADDRESSING OPERATIONAL BARRIERS

• *Reservation System Improvements and Set-Asides:* Improve existing reservation systems to make it easier for users to locate and reserve affordable overnight accommodations such as campsites, hotel/motel/hostel rooms, or RV trailers. The on-line reservation systems for campsites can create barriers for low and middle-income households. For example, it may not be possible for someone who works to be online at 8:00 a.m. on a weekday in order to make a reservation for a summer camping trip. Online reservation systems can be challenging to understand and navigate. There may also be distrust in using on-line reservation systems for government-run facilities, particularly by immigrants. Reservation systems should be continuously evaluated and improved to ensure equitable access. A significant part of the issue with reserving coastal campsites during the summer and/or on weekends is due to the higher demand than the existing supply can accommodate. Having a number of reservation slots set aside for targeted populations, such as NGOs that serve under-resourced populations, can eliminate the pressures of reservation competition and ensure access to reservations. NGOs can play a crucial role in reaching under-resourced populations, navigating reservation systems, and introducing people to overnight opportunities at the coast.

• *Programs to Provide Transportation:* Transportation is one of the main barriers to Californians accessing and enjoying the coast. Many Californians lack transportation that links the neighborhood or community they reside in to the coast, even if they are closer to the ocean than other Californians living in the state. SCC's Explore the Coast Grant Program and similar funding programs that help subsidize transportation have opened up routes for people to access the coast. Shuttle services that pick up people from low-income communities or community carpools that take people to coastal destinations are options that should be explored. Support for expansion of public transit options to the coast should also be encouraged, which requires partnerships with transit agencies. Access to the coast could be improved with additional or expanded bus routes, increased bus service, or new coastal stops along on existing rail lines. The Metro Expo Line in Los Angeles is an example of expanding access opportunities to the California coast for millions of people.

• *Partner with Existing Organizations that Offer Affordable Outdoor Recreational Programs:* Utilize existing resources by building partnerships with organizations that already offer affordable coastal or outdoor recreational programs or have established connections with target populations. One example of this type of partnership could be a LCCA owner who partners with a nonprofit

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27 *American Camper Report, Coleman Company, Inc. and the Outdoor Foundation*

that takes youth from under-resourced communities or from Title I schools to the beach during the day but is looking for opportunities to expand into overnight trips. NGOs that work with under-resourced populations play a crucial role in providing overnight programs at facilities on the coast. Partnerships between LCCA facility managers and NGO program providers can help reach target populations and provide for meaningful, relevant programming.

- *Continue to monitor and evaluate existing LCCA facilities and programs:* Monitoring and collecting user data will be useful for determining the success of any program. Such data can be qualitative or quantitative, such as household income, family size, zip code, gender, race/ethnicity, or choice of transportation. By collecting various types of information on LCCA facilities and programs, administrators of Explore the Coast Overnight programs can ascertain whether the program serves the needs of visitors and other community members or needs further improvement. Transparency on the use of the data for program improvements is critical.

ADDRESSING CULTURAL AND SOCIAL BARRIERS

- *Adapt Programs and Facilities to Incorporate Input from Target Populations:* Facility spaces and program content should respond, to the extent practical, to the expressed desires of the populations to be served by these programs. Through early and honest dialogue, LCCAs and affiliated programs can create spaces and experiences that make participants feel welcome.

- *Outdoor Environmental Education Programs:* Programs that focus on building knowledge of the outdoors will encourage program participants to view the outdoors as approachable and safe. Conservation programs can fill gaps in science learning and inspire environmental responsibility and environmental stewardship among youth. To strengthen partnerships with schools or school districts, educational programs can be encouraged to connect outdoor learning to California's educational standards.

- *Environmental Leadership Training Programs:* Investing in environmental leadership training can empower youth and young adults to access the outdoors. By building confidence and inspiring program participants to engage more with the outdoors, such programs are a significant avenue to increase diversity and leadership in the environmental field.

- *Internship and Job Programs:* Having internships and job opportunities within LCCA operations can create pathways to employment for low to middle-income youth and young adults. Paid internships for low-income students attending local colleges or high schools can build familiarity and engagement with the outdoors and introduce more diversity into the existing outdoor industry workforce.

- *Marketing and Outreach to Target Populations:* LCCA facility managers should develop marketing and outreach materials and strategies to reach target populations. One strategy is for LCCA managers to partner with other organizations, such as social service NGOs that work with low-income individuals, to reach a larger number of people. When creating marketing programs and developing the LCCA facility, culturally relevant information should be included to ensure that people of different backgrounds have the information they need to enjoy their experience to the fullest.

- *Cultural Sensitivity Training:* Incorporating cultural sensitivity into program operations and staff training will help visitors feel welcome. Cultural sensitivity training improves the ability to learn, understand, and work with people from a wide variety of backgrounds and life experiences. Being considerate of cultural differences and similarities can improve overall visitor experience, bring inclusivity, and transform the outdoor experience into a safe space.

- *Cultural Interpretation:* Incorporating accurate cultural interpretation into programming objectives can open conversations and increase awareness among visitors of the wide array of people and communities who have lived along California's coast and played a role in its history. Starting with Native Californians, through generations of immigrants from around the world, California's coast has provided many people and communities with livelihoods, cultural and spiritual identity, and recreation, but has also been a place of misappropriation of land and resources. Stories, historical lessons, interpretive plaques, and signs should reflect the histories of indigenous peoples, immigrant communities, and people of color on the coast.

"Many of our students have never slept away from home, let alone in tipis without access to technology. They learn about all the natural world has to offer, how it can be their playground and source of life."

KATIE,
LIGHTHOUSE CHARTER SCHOOL
5TH GRADE TEACHER

Feasibility Considerations

Below is a list of potential considerations that can factor into the feasibility of a LCCA project. While SCC has identified the items below as some of the important considerations in evaluating the feasibility of a LCCA project, this list is not definitive nor exhaustive:

PERMITTING

One of the biggest challenges facing any major plan for construction, whether it be private or public, is the acquisition of required federal, state, and local permits from government agencies. The development of new LCCAs or the expansion or improvement of an existing LCCA on or near the coast is subject to multiple requirements. Some common types of permits are further described below.

COASTAL ACT AND LOCAL COASTAL PROGRAM COMPLIANCE

The CCC, or a local government pursuant to its Local Coastal Program, requires a Coastal Development Permit (CDP) for development in the coastal zone. Local Coastal Programs are basic planning tools used by local governments to guide development in the coastal zone, in partnership with the CCC. Securing a CDP is often time consuming and can be costly. The construction of a small cabin on public land, for example, can sometimes require the same permitting process as a much larger development project.

ZONING

Zoning consists of laws and policies that determine what type of land use is allowed or prohibited for a given area. The zoning process is determined by cities or by counties for unincorporated areas. Typically, a proposed development must adhere with the land's zoning designation. Sometimes a variance can be granted, which allows the applicant to use the land in a way that it was not previously zoned for, in which case, a conditional use permit will likely be required. If the zoning designation for an area needs to be changed to allow a LCCA to be developed, it would involve working with the local jurisdiction. However, this permitting process can be time-consuming, as well as controversial and costly. For example, a zoning change may require city council approval, or a majority vote by the electorate.

ENVIRONMENTAL REVIEW

LCCA projects are subject to state and federal environmental review requirements, such as the California Environmental Quality Act (CEQA). Generally, as part of the CEQA environmental review process, consideration must be given to the potential environmental impacts of the project, and, if significant environmental impacts are anticipated, measures to avoid, mitigate, or minimize those impacts and feasible alternatives to the project must be considered. If a project involves wetland habitat, discharges to waterways, or special status species, additional state and federal regulatory and resource agencies may need to provide permits or be consulted.

CALIFORNIA DEPARTMENT OF PARKS AND RECREATION GENERAL PLAN

DPR actively develops general plans and management plans that dictate the long-range development and management of its state parks. If LCCA facilities are developed in state parks, the facilities may be subject to a general plan or management plan. Additionally, in some instances, a plan may need to be approved prior to the development of facilities in the park.

AMERICANS WITH DISABILITIES ACT

Generally, parties that own, lease, or manage new or altered accommodations must comply with the requirements of the Americans with Disabilities Act (ADA). For outdoor areas, accessibility standards are determined by the Architectural Barriers Act Accessibility Guidelines for Outdoor Developed Areas. Depending on site conditions, meeting these standards can be a significant endeavor and can increase the complexity of the site design and the overall project cost.

FIRE MARSHAL REQUIREMENTS

New or altered LCCAs must meet the requirements of state and local fire codes. For example, if electricity is provided to enclosed structures such as cabins and yurts, then stricter codes may apply. In many such cases, sprinklers are required, which can add considerable cost.

ORGANIZATION BUY-IN AND COMMUNITY SUPPORT

To ensure a successful LCCA project, all participating organizations must work in cooperation to expand opportunities for visitors to have an affordable and enjoyable experience on the coast. Project stakeholders should engage potential users in the planning and design of the facility or programs and consult with nearby communities to build support for the LCCA project.

FLOODING, SEA LEVEL RISE, COASTAL EROSION, TSUNAMI HAZARDS

As part of the project planning process, LCCA projects will need to consider flooding, as well as threats from future sea level rise and related erosion hazards. The State of California's Sea Level Rise Guidance should be used as part of the planning process for new or enhanced LCCA facilities.

OPERATION AND MAINTENANCE FUNDING

Any LCCA facility will require the development of a business plan that considers ongoing operation and maintenance costs. In some cases, revenue from the LCCA will be sufficient to cover the operation and maintenance costs, but in other cases, additional revenue will be needed. Public agencies may be able to fund LCCA operational and program activities. NGOs could, in addition to funding LCCA operations with existing funds, also turn to donors, foundations, investors, or perhaps even establish an endowment. Associated revenue-generating activities, such as restaurants, gift shops, and special events, could also offset operations and maintenance costs for LCCAs. Alternatively, an LCCA could subsidize its lower-cost facilities and programming with market-rate facilities. For a more in-depth discussion on available funding, see Funding Sources and Financing Mechanisms section.

CAPITAL FUNDING

Unlike operations and maintenance funds, capital funding is used for purchasing land and any other long-term "hard" investments, such as materials or building structures. If property is to be acquired, for instance, or a hostel built, it requires capital funding. The capital costs should be included in the business plan for the LCCA. A capital campaign by a NGO or "friends" group to a public agency can be used to raise funds to construct a LCCA, as well as provide an endowment for operations and maintenance. Capital funding for LCCA projects could also come in part from state general obligation bond funds, CCC's in-lieu fee program, local or regional agencies, or from philanthropic or individual donations. In addition, LCCA project developers could receive funding from private investors. For a more in-depth discussion on available funding, see Funding Sources and Financing Mechanisms section.

PREVAILING WAGE

Prevailing wages apply to public works projects, which can include a project developed by a private party that receives public funding. State prevailing wage rates depend on the classification or type of work performed by a worker and are determined by the Department of Industrial Relations.

TRANSPORTATION OPTIONS

LCCAs operators need to be aware of how transportation requirements can affect their visitors. There is nothing enjoyable about being stuck in traffic while trying to access the coast, and the reality of needing to plan extra travel time to account for heavy traffic can be a significant disincentive. For this reason, LCCAs need to analyze methods of transport, including public transportation, to and around popular coastal areas. Some parks already provide shuttle services, ushering cars into parking areas, and using shuttle buses to get to points of interest, such as trailheads, viewpoints, accommodations, and restaurants, especially during busy seasons.

Potential Prioritization Criteria

SCC has developed a list of potential LCCA projects based on ideas submitted by public agencies, nonprofits, private entities, and individuals. For more information, please see the Potential Projects section of this assessment. Currently, there are two types of "projects" that have been considered: 1) projects to plan or construct new LCCAs or improve or acquire existing facilities, such as campsites, cabins, hostels, motels, and hotels; and 2) projects, such as reservation improvements, outreach efforts, environmental education or service-learning programs, job programs, subsidies, or shuttle/transportation programs, that increase use of LCCAs by target populations. SCC has identified the following potential criteria that may be considered when evaluating Explore the Coast Overnight projects. Several of these criteria are only applicable to LCCAs and other criteria for projects that increase the use of LCCAs. While SCC is required to provide prioritization criteria as part of this assessment, the criteria that SCC ultimately uses to evaluate funding for individual LCCA projects may change, depending on funding sources and other considerations:

PROXIMITY TO COAST AND OCEAN

Priority will be given to projects that are on or near the coast. The closer the LCCA is to the coast, the easier it will be for visitors to access a full range of scenic and recreational features, such as the ocean, beaches, bluffs, and piers. LCCAs close to these features also expose visitors to the full range of coastal experiences, including the sight and sound of the surf and the feel of the sea breeze. Projects within view and walking distance of the ocean, coast, or beach would likely provide a highly desirable

coastal experience, though it is acknowledged that these sites are potentially more expensive to acquire and develop, and are potentially more vulnerable to coastal hazards and sea level rise. LCCA projects within 1.5 miles of the coast and/or within the coastal zone[28] are highest priority. Projects farther from the coast can be considered. In many cases, sites not directly on the coast may be less expensive to acquire and more feasible to develop. When LCCA projects are located farther than walking distance to the coast, existing and potential transportation options (including private and public transportation) will be evaluated to ensure relatively easy access to the coast to the extent possible.

OVERNIGHT RATES

Priority will be given to projects that create coastal accommodations that are lower cost. SCC is not establishing a set rate for units or projects to be considered lower cost, but seeks assurance that any funded projects will provide rates for some significant periods of the year. Each project should include an overnight rate plan that provides accommodations at a lower cost that maximizes access, including access for visitors from low and middle-income households and for organizations that serve youth and other under-resourced populations. While accommodations costing 75% or less of the average daily hotel rate (ADR) in California was the criterion used as an initial method of determining LCCA supply, this method may not be appropriate in some locations,

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28 *California Coastal Commission maps of the coastal zone boundary are available here: www.coastal.ca.gov/maps/czb/*

especially when considering the type of accommodation and the intended target populations. When analyzing a specific project, the ADR in California or in a specific location may be a useful guide. However, there are many criteria that lower or raise the acceptable overnight rate, such as the number of people that can be accommodated in a room or unit, type of overnight accommodations (such as a campsite, cabin, yurt, hostel room, hotel room, or motel room), geographic location, availability of private or shared bathrooms, nearby attractions, and other amenities provided as part of the overnight rate, as well as the intended target populations.

Priority will be given to projects that demonstrate affordability and availability to low and middle-income families and to organizations that serve young or at-risk populations. Further, it is anticipated that projects funded with public funds will provide the lowest rate feasible. Overnight rate plans for LCCAs should expand and maximize access for visitors from low and middle-income households and for organizations that serve youth or other under-resourced populations.

POPULATION SERVED

Priority will be given to projects that benefit defined target populations. The Explore the Coast Overnight's target populations broadly include low and middle-income families and organizations that serve youth and other under-resourced populations (such as veterans or persons with disabilities), but projects should more specifically define the target populations they intend to serve. The benefits of the project to target populations should be shown through plans for outreach and engagement, reserving a portion of the rooms or campsites for the targeted audience, integrating culturally relevant policies such as cultural sensitivity training, and/or hosting educational programs aimed at building outdoor recreational skills.

OUTREACH AND ENGAGEMENT

Priority will be given to projects that demonstrate meaningful engagement of and outreach to target populations, to ensure that projects will serve under-resourced communities. Projects should engage target populations in the development and planning of new or enhanced LCCAs and work in partnership on the design of facilities and programs to ensure relevancy. Outreach and management plans should demonstrate how target populations will be notified about the availability of LCCAs, how LCCAs will be made available or set aside for target populations,

how partnerships with NGOs that serve under-resourced populations will be leveraged, and/or how culturally-relevant policies and programs will create welcoming environments for under-resourced communities.

ACCESSIBILITY/PROXIMITY TO TARGET POPULATIONS

Priority will be given to projects that are accessible to low and middle-income families and/or under-resourced populations, such as youth. Consideration will be given to the type of transportation (car or public transportation) that is needed to get to the LCCA, how far away it is from target populations, how much time it takes to get there, how much it costs to get there, and the condition of the roads along the route.

POPULAR AREAS WITH HIGH DEMAND AND INADEQUATE SUPPLY

Priority will be given to project sites located within a heavily-visited coastal destination (based on recent tourism data). "Heavily-visited" destinations are where existing LCCAs have a high occupancy rate and low availability. Priority will also be given to areas with a low percentage of existing LCCAs compared to overall stock of overnight accommodations, as well as areas with little to no overnight accommodations.

QUALITY OF COASTAL EXPERIENCE

Priority will be given to LCCA projects that provide a unique, memorable, educational, or other enjoyable coastal experience. Experiences may include wildlife watching, visiting cultural or historical features, recreational opportunities, and scenic vistas, nearby attractions, restaurants, or other characteristics and qualities.

NUMBER OF ACCOMMODATIONS

Priority will be given to LCCA projects that increase the number of lower-cost rooms or campsites and aid SCC in meeting its Strategic Plan objectives for increasing LCCAs in California. The number of accommodations can be measured by the number of people that the LCCA could serve at any one time, as well as over the course of a year.

DIVERSITY OF LCCA TYPE

Priority will be given to projects that result in an increased diversity of LCCA types within a distinct

geographic area or destination. For instance, in an area with existing camping opportunities, priority will be given to projects that increase the number of other types of LCCAs (such as cabins, hostels, or motels) to better meet a range of preferences for overnight accommodations.

SITE FEASIBILITY

Priority will be given to projects that already have suitable and sufficient infrastructure (e.g., roads, water, sewer/septic, electricity) or where such infrastructure could be developed cost-effectively. Projects will be evaluated for their ability to meet ADA and other requirements; the feasibility of the LCCA project to be permitted by CCC and/or other regulatory and resource agencies; and the consistency of the LCCA project with zoning and local land use laws. The project cannot be considered without a willing landowner, whether a public agency, nonprofit, or private entity.

SITE VULNERABILITY AND RESILIENCE

Priority will be given to projects that are resilient to hazards, such as bluff erosion, tsunami, flooding, earthquake, wildfire, sea level rise, and other natural and human-induced disasters. No site is immune to hazards, but priority will be placed on public safety and the long-term viability of the LCCA.

VIABLE PLAN FOR OPERATIONS

Priority will be given to projects with a viable operations and maintenance plan. For example, having a willing and qualified public agency or operator, a concessionaire agreement, or a partnership to operate the facility. LCCA managers who do not own the land or facility should have a long-term agreement with the land or facility owner.

FINANCIAL FEASIBILITY

Priority will be given to projects with per unit development costs that are cost-effective relative to other comparable options in the region, as well as those with construction funding that is available or has a reasonable chance of being secured. The business plan will be evaluated for how well it demonstrates that operations and maintenance can be covered through income or other sources.

INNOVATIVE PILOT PROJECTS

Priority will be given to projects that can serve as pilots or demonstration projects for new, potentially more

effective approaches to developing and operating LCCAs on the California coast.

POTENTIAL CRITERIA FOR PROGRAMS THAT MAY INCREASE USE OF LCCAS BY TARGET POPULATIONS

Priority will be given to programs that encourage and increase opportunities for low and middle-income families or organizations that serve youth or other under-resourced populations to stay overnight on the coast. Programs may include environmental education, service learning, employment development, shuttles or other transportation support, reservation set-asides, subsidies or coupons, culturally relevant interpretation, and/or outreach to target populations. Programs may be provided by LCCA facility owners or managers, be part of a formal partnership, or may informally support or utilize LCCAs on the coast. SCC may consider the following factors when evaluating the program:

• Number of people served

• Ability of program to reach and serve target populations

• Quality of the program

• Cost-effectiveness

• Ability to successfully manage the program

• Extent to which the program serves as a model or pilot for others

• Partnerships with community organizations or institutions

• Partnerships with existing or planned LCCAs

CURRENT STATE COASTAL CONSERVANCY PROJECT SELECTION CRITERIA

In addition to the criteria above, SCC will also assess LCCA projects with SCC's board-approved Project Selection Criteria and Guidelines (which are periodically updated) below:

REQUIRED CRITERIA

• Promotion of SCC's statutory programs and purposes

• Consistency with purposes of the funding source

• Promotion and implementation of state plans and policies (specific plans and policies that are being considered or implemented)

- Support from the public

- Location (must benefit coastal, ocean resources or the San Francisco Bay region)

- Need (desired project or result will not occur without SCC's participation)

- Greater-than-local interest

- Sea level rise vulnerability (consistent with Executive Order S-13-08, for new projects located in areas vulnerable to future sea level rise, planning shall consider a range of sea level rise scenarios in order to assess project vulnerability and, to the extent feasible, reduce expected risks and increase resiliency to sea level rise.)

ADDITIONAL CRITERIA

- Urgency (threat to a coastal or ocean resource from development or natural or economic conditions; pressing need; or a fleeting opportunity)

- Resolution of more than one issue

- Leverage (contribution of funds or services by other entities)

- Conflict resolution

- Innovation (for example, environmental or economic demonstration)

- Readiness (ability of the grantee and others to start and finish the project timely)

- Realization of prior SCC goals (advances previous SCC projects)

- Return to SCC (funds will be repaid to SCC, consistent with the SCC's long-term financial strategy)

- Cooperation (extent to which the public, nonprofit groups, landowners, and others will contribute to the project)

- Minimization of greenhouse gas emissions (project design and construction methods include measures to avoid or minimize greenhouse gas emissions to the extent feasible and consistent with the project objectives)

- Vulnerability from climate change impacts other than sea level rise (project objectives, design, and siting consider and address vulnerabilities from climate change impacts other than sea level rise)

Funding Sources and Financing Mechanisms

SCC will be able to draw from a number of funding sources to support the Explore the Coast Overnight program. The following is a list of public and private funding sources and financing mechanisms that could potentially be used for Explore the Coast Overnight program purposes.

FUNDING SOURCES

STATE BOND FUNDS

Bond funds represent the largest source of SCC's funding and have traditionally been used to fund the majority of the agency's projects. However, use of bond funds is generally limited to planning and construction-related activities and they would not be available for LCCA operations and maintenance ("O&M") activities. Additionally, restrictions on bond funding may make it difficult to use them to fund other types of coastal programs designed to increase the use of LCCAs by low-income residents, such as educational programs or transportation programs.

Proposition 68 (California Drought, Water, Parks, Climate, Coastal Protection, and Outdoor Access for All Act of 2018), approved by California voters in June 2018, specifically allocates up to $30 million to SCC to provide lower-cost coastal accommodation grants and project development to public agencies and nonprofits, as well as $30 million to DPR to support lower-cost coastal accommodation projects in the California State Parks system. Prop 68 also includes funding for community access.

NON-BOND STATE FUNDS

SCC may also draw upon non-bond state funding sources for LCCA projects. These funds could potentially support O&M or programming (e.g., educational programs, transportation, subsidies). However, these funding sources often have additional and substantive requirements. Some examples of non-bond state funding mechanisms that could be directed to LCCA projects are provided below.

PROPOSITION 99 (CIGARETTE AND TOBACCO TAX FUND)

This source could potentially fund programs for enhancement of state and local park and recreation purposes. However, the legislature would have to allocate funds to SCC from the tobacco tax and none has been allocated for many years.

CALIFORNIA URBAN WATERFRONT AREA RESTORATION FINANCING AUTHORITY ("CUWARFA")

This financing source was established to restore, revitalize, and develop coastal and inland urban waterfront areas of the state in cooperation with local governments. CUWARFA consists of five members: State Treasurer, Director of the Department of Finance, State Controller, Secretary of the Natural Resources Agency, and the Executive Officer of SCC. While CUWARFA successfully funded one project in 1989 (a reimbursable grant was authorized to the Los Angeles Council of American Youth Hostels, Inc. to construct a hostel), it has otherwise been dormant for many years. If there is a desire to revisit the potential of CUWARFA to fund LCCA projects, there should be additional studies on the economics and financial viability of using the funds in this way.

COASTAL ACCESS ACCOUNT

The State Legislature in the annual Budget Act allocates these funds to SCC, providing funds to public agencies and NGOs for the development, maintenance, and operation of new or existing facilities that provide public access to the shoreline.

CA ENVIRONMENTAL LICENSE PLATE FUND (ELPF)

These funds are generated from sales of special California license plates. ELPF resources appropriated to SCC may be granted to public agencies, nonprofits, and private research organizations with environmental purposes for projects consistent with SCC's statute.

CALIFORNIA COASTAL COMMISSION IN-LIEU FEES

CCC collects in-lieu mitigation fees for LCCA projects pursuant to California Coastal Act Section 30213. The fees are collected to mitigate the impacts of new development on LCCAs in the coastal zone. The in-lieu fees are generally used for new or expanded LCCA facilities in the coastal zone, rather than supplement existing lower-cost programs. Specific terms for spending the funds are subject to MOUs between CCC and the entity holding the funds, which is sometimes SCC. Today, nearly $13 million is available to fund future LCCA projects; including $2 million for two projects in the initial design and planning phases in San Diego and Big Sur. CCC is able to direct in-lieu fees that have not been spent on designated projects within seven years to any LCCA project(s) that are consistent with the California Coastal Act, if CCC's Executive Director determines that the original intent of the in-lieu fee will be better utilized by the proposed project(s). [29]

CALIFORNIA INFRASTRUCTURE & ECONOMIC DEVELOPMENT BANK

This funding entity was created in 1994 to finance public infrastructure and private development that promote a healthy climate for jobs, contribute to a strong economy, and improve the quality of life in California communities. The Development Bank has broad statutory authority to issue tax-exempt and taxable revenue bonds, provide loans to state and local governments for public infrastructure and economic expansion, and provide loan guarantees to help small businesses. Infrastructure State Revolving Fund (ISRF) loans are currently funded with the proceeds of

tax-exempt ISRF revenue bonds. Eligible applicants must be located in California and may include any subdivision of a local government such as a city, county, special district, assessment district, joint powers authorities, or nonprofit organization sponsored by a government entity. Funded projects may include parks, recreational, educational, cultural, and social facilities.

SB-1 (ROAD REPAIR AND ACCOUNTABILITY ACT OF 2017)

While these funds are not directly available to SCC, DPR currently receives funds from this source that could be directed to the development, operation, and maintenance of LCCAs. "This bill, commencing November 1, 2017, would transfer the gasoline excise tax revenues attributable to boats and off-highway vehicles from the new $0.12 per gallon increase, and future inflation adjustments from that increase, to the State Parks and Recreation Fund, to be used for state parks, off-highway vehicle programs, or boating programs." [30]

NON-BOND, NON-STATE PUBLIC FUNDS

LCCA projects may also receive funding from other federal or local funding sources. These funding sources come from outside of the environmental conservation arena in areas such as economic development, education, and public health. This funding would likely go directly to the project rather than through SCC, but could serve as important matching funds. Some examples are listed below:

COMMUNITY REVITALIZATION AND INVESTMENT AUTHORITIES (CRIA)

CRIA was enacted via AB 2 (Alejo and E. Garcia, Chapter 319, Statutes of 2015), which authorized the revitalization of disadvantaged communities through planning and financing infrastructure improvements and upgrades, and economic development activities. CRIAs can fund improvements to existing structures, acquire property, and provide direct assistance to businesses. However, only city and county governments can create CRIAs, 25% of revenue must be used towards affordable housing, and they must operate within designated

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29 *Public Resources Code Section 30607.8(b)(1).*
30 *Senate Bill No. 1.*

disadvantaged communities. Creating a CRIA for purposes of supporting LCCAs would likely require a local government to lead this effort.

ENHANCED INFRASTRUCTURE FINANCING DISTRICT (EIFD)

EIFD was enacted via SB 628 (Beall, Chapter 785, Statutes of 2014), with further refinements via AB 313 (Atkins, Chapter 320, Statutes of 2015). EIFDs can be created in a city or county to finance a wide variety of public infrastructure and private facilities. Like a CRIA, the money comes from property tax increments of the taxing agencies (aside from school districts). EIFDs are also authorized to combine tax increment funding with other funding sources. Unlike CRIAs, EIFDs (1) may fund parks, recreational facilities, and projects that implement a "sustainable community" strategy, (2) are not limited to disadvantaged communities, and (3) do not have to dedicate 25% of revenue to affordable housing. Like CRIAs, leveraging EIFDs would also likely require a local government to lead the project and fund development.

HOUSING AND URBAN DEVELOPMENT COMMUNITY DEVELOPMENT BLOCK GRANT PROGRAM

This federal funding source must benefit low-income households, create jobs, or accommodate business expansion or retention. It can fund public services, community facilities, and public works projects.

CENTERS FOR DISEASE CONTROL PREVENTATIVE HEALTH AND HEALTH SERVICES BLOCK GRANT

These grants can fund unique public health needs and could be applied towards coastal access and recreation.

PRIVATE FUNDING SOURCES

LCCA projects could receive matching funds from a mix of private sources, such as foundations, NGOs, private donors, private investors, and commercial banks.

PRIVATE INVESTORS

Private investment can come in various forms, from less formal sources such as friends and families to more formalized entities and groups like an investor network. Private investors are individuals or companies that invest their own money into a project, company, or development, expecting a return from their investment.

COMMERCIAL BANKS

Commercial banks are lending institutions that offer loans and related financial services to the public, nonprofit organizations, and companies. Commercial loans can assist with funding needed for operational costs or equipment purchases, as well as funding for site acquisition and construction.

PRIVATE PHILANTHROPY AND FOUNDATIONS

Foundations can make grants or Program Related Investments (PRIs), which can be a source of funding for LCCAs as foundations seek to support NGO and philanthropic activities that benefit the community. Unlike a foundation grant, PRIs are investments that involve a potential return of capital. Foundations commonly use PRIs to further their charitable mission and can use PRI dollars to contribute to affordable housing and community development projects, historical and natural site preservation, or even emergency loans to social service agencies.

CORPORATE GIVING OR IN-KIND GIFTING

Corporate giving is a monetary donation made by a company to NGOs to support charitable needs such as arts, education, the environment, human services, and public benefit. In-kind gifting is the charitable gifting of tangible resources like goods and services instead of financial capital. In-kind gifts can contribute to LCCA design and development, marketing and outreach, and/or operations by providing resources.

NON-GOVERNMENT ORGANIZATIONS (NGOS)

Environmental or shelter construction NGOs can provide resources, such as volunteers and management, and some funding for LCCA projects.

REVENUE FROM THE LCCA

Once the LCCA is established and in use, there is potential for the project to generate revenue, which could be used for O&M, repayment of loans, or for additional expansions of the LCCA site.

FUNDING & FINANCING MECHANISMS

SCC may employ the following mechanisms to fund LCCA projects:

GRANTS

For the Explore the Coast Overnight program, SCC can provide grants to governmental agencies, nonprofits, and, in certain cases, for-profit entities.[31] Depending on the funding source and structure of the project, grants can pay for the acquisition of property, facility design, permitting, construction, O&M, and programs to increase the use of LCCAs by low and middle-income families. Since lodging often involves revenue-generating activities, bond-funded grants may require an evaluation of whether the funding will be deemed a "private activity," which comes with tax consequences to the state. In addition, projects receiving grant funding will need to be evaluated for whether the grant is considered a "gift of public funds." [32]

DIRECT CONTRACTING FOR SERVICES

SCC can directly contract for services for a LCCA project, such as for design and permitting, construction, or O&M. A primary benefit of direct contracting is the ability of SCC to control the funded activity. However, SCC may not have the staffing capacity to fully manage the development and/or operation of an LCCA project and may have greater legal and regulatory constraints compared to a private developer. For example, SCC may be subject to public works project requirements.

LOANS

SCC has the statutory authority under AB 250 (PRC Section 31414(b)) to provide loans to for-profit or nonprofit entities for purposes of acquiring or improving accommodations. Loans could generate revenue from loan interest to fund additional projects (e.g., revolving loan). However, if the funding comes from bonds and is lent to a for-profit, nonprofit, or federal agency, SCC has to be mindful of the potential for the loan to be deemed a "private activity," which comes with tax consequences to the state. Loans typically require repayment of the balance with interest, though interest-free or low-interest loans from SCC can also be an option. As in the case with grants, SCC must be assured that the proposed project for which the loan is granted has a substantial public purpose

to avoid the loan being deemed a "gift of public funds."

OWNERSHIP

SCC has the statutory authority under AB 250 to provide a wide range of "financial assistance" to non-profit and for-profit entities for acquiring or improving accommodations. SCC also has authority under AB 250 to acquire property or existing accommodations. This authority would potentially allow SCC to own, wholly or in part, property or an accommodation facility. As an owner, SCC could retain a certain level of control over the implementation of the project, as well as potentially receive revenue to fund additional projects. Unlike a loan, the return to SCC could be based on performance of the project (rather than a flat interest rate), making this structure potentially more attractive to nonprofit and for-profit entities. However, as with loans, if the funding comes from bonds, SCC has to be mindful of the funding investment being categorized as a "private activity" with potential tax consequences to the state.

In 2013, SCC and the Port San Luis Harbor District entered into an agreement to work together to develop a new campground on land owned by the Port. SCC provided $450,000 in up-front capital to complete the necessary design and permitting work through a direct contract for services. The Port is responsible for managing the project and securing a developer to construct and operate the campground. Under the terms of the agreement with the Port, SCC will receive a portion of the campground revenue over a specified period. A Coastal Development Permit was secured in 2015, and in 2018, the Port executed a 50-year lease agreement with a private campground developer and operator. The campground is scheduled to open in early 2020.

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31 *Public Resources Code Section 31414(b) permits SCC to provide grants to private entities for purposes of acquiring or improving accommodations.*

32 *The California Constitution, Article XVI, Section 6 prohibits gifts of public money to any individual, municipal or other corporation. Generally, a grant of public funds is not a gift if the funds, while incidentally beneficial to a private recipient, promotes a direct and substantial public purpose within the authorized mission of the public agency appropriating the funds (see California Emp. etc. Com. v. Payne (1947) 31 Cal.2d 210, 216; County of Alameda v. Janssen (1940) 16 Cal.2d 276, 281; Johnston v. Rapp (1951) 103 Cal.App.2d 202, 207; California Housing Finance Authority v. Elliot (1976) 17 Cal. 3d 575, 583).*
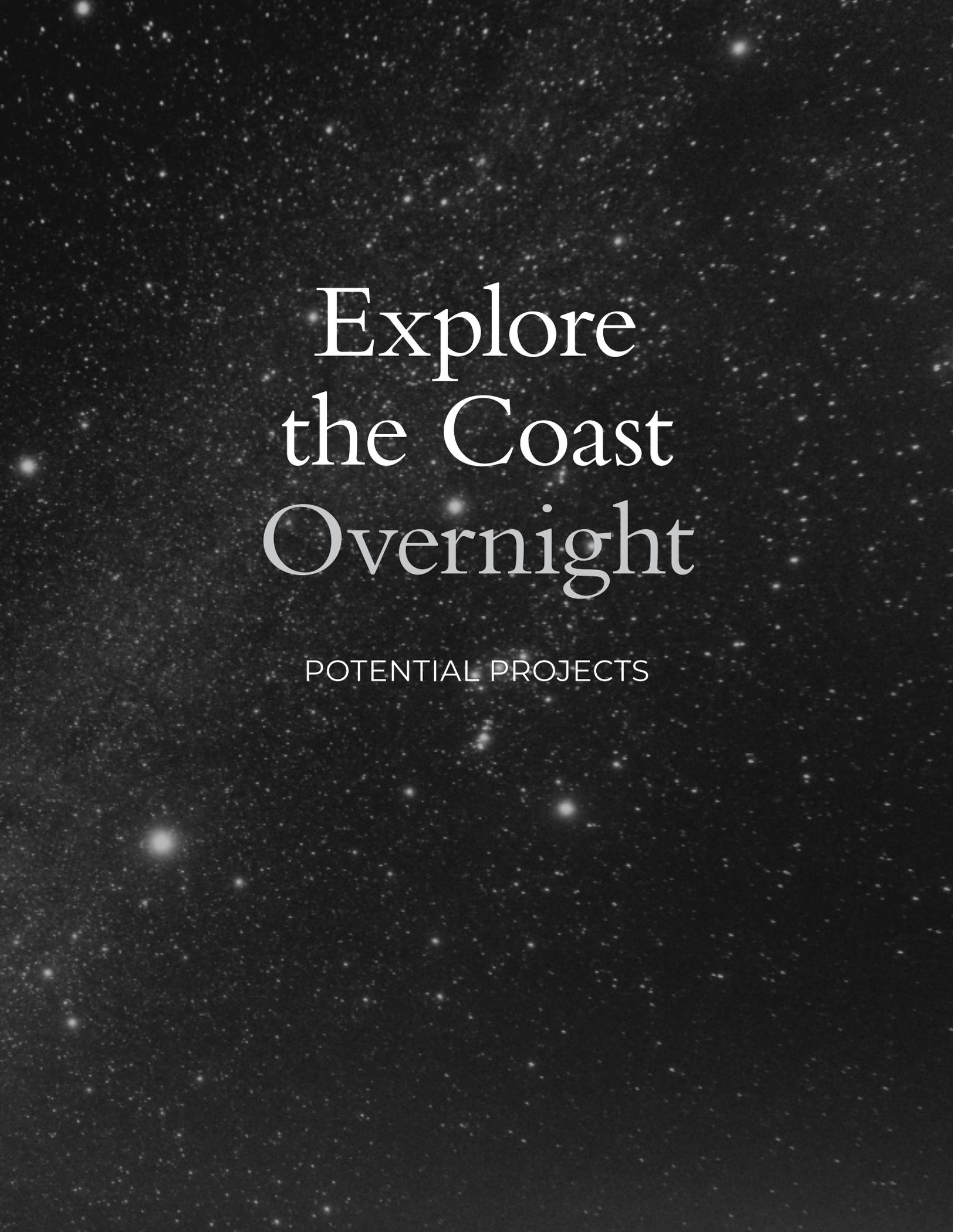
Explore
the Coast
Overnight

POTENTIAL PROJECTS

"A retreat from 'real life' for a couple of days. Falling asleep to the sound of the waves. The sunsets! The view!"

RACHEL,
CRYSTAL COVE COTTAGES GUEST

Potential Projects

There are many types of projects that can be planned and implemented to meet the goals of SCC's Explore the Coast Overnight program. Other parties, such as DPR, CCC, and other agencies or NGOs, may also implement projects that are consistent with this program. The potential projects described below were identified by SCC staff via discussions, meetings, and workshops with public agencies and NGOs, and through a survey distributed to thousands of stakeholders.

This Potential Projects section is divided into two parts. The first part includes descriptions of "High Opportunity" projects. Based on an initial assessment, these projects may meet the prioritization criteria described in this Explore the Coast Overnight assessment. There are five high opportunity projects in Northern California, four in Central California, and seven in Southern California.

Following this list of high opportunity projects is a lengthier list of over 50 project ideas that require further assessment to determine if they are feasible and meet the prioritization criteria. To further explore potential opportunities for developing or expanding LCCAs, this assessment includes an appendix that contains lists of state parks campgrounds or cabins on the coast, non-state parks campgrounds or cabins on the coast, hostels along the coast, residential outdoor education facilities on the coast, and coastal colleges and universities that could potentially partner to provide lower-cost accommodations at their dormitories during certain times of the year.

While some of these potential projects are already in-progress, some projects are in the preliminary exploration stage only; some have yet to be evaluated for feasibility; and none of these projects has been assessed as part of the Explore the Coast Overnight program. Accordingly, meeting the prioritization criteria described in this Explore the Coast Overnight assessment does not guarantee approval or funding of any specific project, and does not indicate a project's potential feasibility. SCC shall determine, in its sole discretion and through specific project authorization, whether SCC will fund or implement any project based on its assessment of the merits of a specific project, its consistency with Chapter 10 of Division 21 of the Public Resources Code, environmental review as required by the California Environmental Quality Act, availability of funding, consistency with proposed funding sources, and any other factors SCC deems relevant.

Not all of these projects, including the high opportunity projects, will move forward, receive funding, or be part of the Explore the Coast Overnight program, but they are illustrative of the wide range of project types and geography desired for this program. Finally, these projects are representative and not a comprehensive list of potential opportunities for Explore the Coast Overnight program projects. Some potential projects are not included in this list to protect the confidentiality of third parties. SCC will continue to explore and evaluate other potential projects that may be a fit with Explore the Coast Overnight program goals.

HUMBOLDT LAGOONS STATE PARK

COUNTY: Humboldt County, CA

LOCATION OF PROJECT:

Humboldt Lagoons State Park

NAME OF ORGANIZATIONS INVOLVED:

California Department of Parks and Recreation

LANDOWNER:

California Department of Parks and Recreation

DESCRIPTION:

There are approximately five group sites at this location that are accessible along a paved road that is in poor condition. The group sites can accommodate up to ten people per site but need camp furnishings appropriate for the number of occupants. The gated road to these sites also needs to be upgraded and the gate replaced. The proposed project sites can be configured to allow for ADA compliant grades, furnishings, and to accommodate a double vault toilet.

STATUS: This project is in the pre-planning stage.

MANAGEMENT/OPERATION PLAN:

The management and operation of this development could be tied to the Patrick's Point State Park using DPR's reservation system and staff. Additional patrol, maintenance, and interpretive services could be expanded from operations at Patrick's Point State Park.

HUMBOLDT LAGOONS STATE PARK. SOURCE: PARKS.CA.GOV

MATTOLE BEACH CAMPGROUND EXPANSION

COUNTY: Humboldt County

LOCATION OF PROJECT:

Adjacent to Mattole River Estuary and Beach, Humboldt County

NAME OF ORGANIZATIONS INVOLVED:

Bureau of Land Management

LANDOWNER: Bureau of Land Management

DESCRIPTION:

The Mattole Beach campground is a rustic, 14-site campground directly adjacent to Mattole Beach at the mouth of the Mattole River. The campground is popular because it provides the northern jumping-off point for hikers on the famed Lost Coast Coastal Trail, and it also is one of the few locations in Humboldt and Del Norte counties where one can camp on the beach. Despite its remote location, BLM reports that the campground is full on holiday weekends and throughout most of the summer season. Each site provides a tent area, fire pit, and picnic table, and the campground has vault toilets and bear-proof garbage cans, but no shower facilities. BLM is working to restore the campground's water system to provide once again drinking water to the site. If implemented, the proposed campground expansion project would create 12-15 new campsites at this popular facility, doubling the number of available sites. Anticipated construction costs if implemented are estimated to be low, as BLM would provide the planning and construction oversight.

STATUS:

BLM is consulting with in-house natural resource and archeology specialists to determine any site constraints.

ANTICIPATED COMPLETION/OPENING DATE:

If funding is identified and if the project is approved in 2018, subject to environmental review under CEQA, new campsites could be constructed and available in summer 2019.

MANAGEMENT/OPERATION PLAN:

BLM currently manages the campground and would add the new sites into its existing management structure.

BUDGETS FOR PLANNING, CONSTRUCTION, OPERATIONS AND MAINTENANCE:

BLM would provide the planning for the campground as an in-kind contribution and would absorb the O&M costs in its existing campground budget. The initial estimate for constructing the 12-15 new sites and rehabilitating some of the old sites is less than $100,000.

ANTICIPATED OVERNIGHT RATES: $8/site

AERIAL VIEW OF PROJECT LOCATION.

JUG HANDLE CREEK FARM AND NATURE CENTER BUNKHOUSE

COUNTY: Mendocino County

LOCATION OF PROJECT: Community of Caspar

NAMES OF ORGANIZATIONS INVOLVED:
 Jug Handle Creek Farm and Nature Center; State Coastal Conservancy

LANDOWNER:
Jug Handle Creek Farm and Nature Center

DESCRIPTION:
Jug Handle Creek Farm and Nature Center (JHCFNC) is a 501 (c) 3 nonprofit, whose mission is to educate about the stewardship and sustainable use of coastal land and water resources while providing affordable accommodations for nature loving visitors. The 39-acre property is adjacent to the Jug Handle Creek Ecological Reserve in the Community of Caspar, approximately 4 miles south of the City of Fort Bragg. The site is adjacent to DPR's Jug Handle State Natural Ecological Reserve, and is a short, 5-minute walk to the beach along an existing nature trail. JHCFNC currently provides lodging through seven shared bedrooms in its farmhouse, three sleeping cabins, and seven campsites. The proposed project will provide an additional 25 beds in a new bunkhouse, which will include two family rooms, two bunkrooms, and a classroom area. The expansion will also include new shower and restroom facilities, parking and site improvements.

STATUS:
JHCFNC has completed the design, environmental review, and permitting process. SCC has awarded funds for the bunkhouse project, and JHCFNC has awarded a construction bid for the bunkhouse. Funds for the shower/restroom facilities were donated by a founding JHCFNC board member. Additional funding is needed to construct the future outdoor covered cooking area.

**ANTICIPATED COMPLETION /
OPENING DATE:** Summer 2019

LOCATION OF PROJECT, MENDOCINO, CA.

BUNKHOUSE DESIGN.

BUNKHOUSE VIEW FROM TRAIL.

CARRINGTON RANCH

COUNTY: Sonoma County

LOCATION OF PROJECT:

Adjacent to Highway 1 and Coleman Valley Road, north of Salmon Creek and the Community of Bodega

NAME OF ORGANIZATIONS INVOLVED:

Sonoma County Regional Parks; Sonoma County Agricultural Preservation and Open Space District (SCAPOSD)

LANDOWNER:

Currently SCAPOSD, but in the process of transferring to Sonoma County Regional Parks

DESCRIPTION:

The 335-acre Carrington Ranch was acquired by SCAPOSD in 2003 because of its beautiful ocean and coastal views, natural resources, and potential for recreational access and trail connections. The property is now being transferred to the Sonoma County Regional Parks for the potential creation of a new county park. The ranch includes a relatively flat portion north of Coleman Valley Road, which has the potential to provide camping and cabin opportunities, and Sonoma County Regional Parks is interested in exploring the opportunity for a new campground.

STATUS:

As of April 2018, a feasibility study is needed to determine whether a campground could be constructed on this popular stretch of the coast.

CARRINGTON RANCH. SOURCE: SONOMACOUNTY.CA.GOV

WILLOW CREEK ENVIRONMENTAL CAMP

COUNTY: Sonoma County

LOCATION OF PROJECT:

On Willow Creek Road within the northern part of Sonoma Coast State Park, next to the Russian River

NAME OF ORGANIZATIONS INVOLVED:

California Department of Parks and Recreation

LANDOWNER:

California Department of Parks and Recreation

DESCRIPTION:

Willow Creek Campground offers 11 first-come, first-serve campsites with fire rings, picnic tables, and pit toilets. The walk-in campsites are within a quarter mile of the parking lot and are close to the Russian River for swimming and fishing. Blue heron, egrets, osprey, and river otters can be seen by the river. The site does not contain running water. There is the potential to expand the existing Willow Creek Campground to accommodate two or three times the number of current campsites. With close proximity to heavily used corridors, such as Highway 1 and Highway 116, the site is accessible and near developed areas.

STATUS: The project is in the pre-planning stage.

SONOMA COAST STATE PARK. SOURCE: PARKS.CA.GOV

FORT ORD DUNES CAMPGROUND

COUNTY: Monterey County

LOCATION OF PROJECT:

In the dunes of Fort Ord State Park

NAME OF ORGANIZATIONS INVOLVED:

California Department of Parks and Recreation

LANDOWNER:

California Department of Parks and Recreation

DESCRIPTION:

Fort Ord Dunes State Park is located along Monterey Bay, adjacent to the cities of Monterey, Seaside, Marina, and Sand City. The park is also within close proximity to large urban areas such as the Salinas Valley, Santa Cruz, the South San Francisco Bay Area, San Jose, and the Silicon Valley. The property includes approximately 990 acres of California State Parks land, including four miles of ocean beach. The park provides an expansive seascape, dune habitat, and undeveloped seashore that is rich in both natural and cultural resources. As part of the former Fort Ord Army Base, the park's distinctive history provides a unique opportunity for the interpretation of local and Fort Ord history.

Added in January of 1995, Fort Ord Dunes State Park is one of the newest units of the State Parks system. The land was transferred to the state by the National Park Service through the Federal Lands to Parks program and the park was opened to the public in 2009.

This project plans to add 95 new campsites to the California State Parks system, including 45 RV campsites with electrical and water hookups, 40 traditional tent campsites, and 10 walk-in or bike-in campsites accessible from the California Coastal Trail. The campground also will include a parking lot, four restroom buildings with showers, a community building, a modern campfire center/amphitheater with a traditional fire ring and full audiovisual facilities, and will be Wi-Fi ready.

The project will fill a geographical void for public camping opportunities along the coast of Monterey Bay. DPR has designed the project in full compliance with state and federal accessibility codes. When completed, the campground will have four accessible RV campsites, four accessible traditional campsites, two accessible traditional double family sites, an accessible dump station, and accessible restrooms and showers. In addition, the project will include compliant parking, routes, and beach access.

STATUS:

Environmental review pursuant to CEQA has been completed. Additional permitting is required including the development of a Habitat Conservation Plan that is expected to occur by fall 2018. Upon state and federal permit approval, construction of the new campground can begin in 2019.

ANTICIPATED COMPLETION/OPENING DATE:

A target opening date has not been set but would likely be in 2020 or 2021, pending completion and approval of the HCP.

ANTICIPATED OVERNIGHT RATES:

Standard DPR camping rates

ADDITIONAL DETAILS:

https://www.parks.ca.gov/?page_id=28340

CAMPGROUD PLAN. SOURCE: PARKS.CA.GOV

BIG SUR CABINS

COUNTY: Monterey County

LOCATION OF PROJECT:

Pfeiffer Big Sur Campground

NAME OF ORGANIZATIONS INVOLVED:

California Department of Parks and Recreation, California Coastal Commission, State Coastal Conservancy

LANDOWNER:

California Department of Parks and Recreation

DESCRIPTION:

DPR is proposing to build 12 new cabins of the "State Fair" model. There is one 4-person cabin already in operation. DPR proposes that a concessionaire be identified to develop three more of the 4-person cabins and nine of the 8-person cabins along with the supporting infrastructure, such as restrooms and showers.

STATUS:

As of September 2018, the potential project is anticipated to begin the planning and environmental review phases.

ANTICIPATED COMPLETION/OPENING DATE:

2022 pending permit approval and environmental review.

MANAGEMENT/OPERATION PLAN: Concession

ESTIMATED PROJECT COST:

The total development cost for the 12 new cabins is estimated to be $2.7 million if undertaken in 2019. This total equates to approximately $215,000 per cabin (in 2019 dollars).

ANTICIPATED OVERNIGHT RATES:

Standard DPR cabin rates.

MODEL WEDGE CABIN AT PFEIFFER BIG SUR CAMPGROUND.

PIEDRAS BLANCAS CAMPGROUND

COUNTY: San Luis Obispo County

LOCATION OF PROJECT:

Hearst San Simeon State Park, northern San Luis Obispo County coast near the town of San Simeon

NAME OF ORGANIZATIONS INVOLVED:

California Department of Parks and Recreation, State Coastal Conservancy

LANDOWNER:

California Department of Parks and Recreation

DESCRIPTION:

Located in northern San Luis Obispo County near the gateway to the Big Sur coast, the Piedras Blancas Campground is situated within Hearst San Simeon State Park where 20 miles of pristine coastline are open for the public to enjoy. Nearby attractions include Hearst Castle, beaches, piers, elephant seal viewing areas, Piedras Blancas Lighthouse, and the quaint shops and restaurants of Cambria. These attractions, combined with a year-round average daytime temperature of 70 degrees, make the area a popular destination for millions of visitors annually. If completed, the Piedras Blancas Campground anticipates offering 40 tent camping sites, 15 cabins, and associated restrooms situated on a coastal terrace with panoramic views of the Pacific Ocean to the west and the rolling hills of the Hearst Ranch and Los Padres National Forest to the east.

STATUS:

As of April 2018, permitting and CEQA environmental review are in progress.

ANTICIPATED COMPLETION/OPENING DATE:

2020 pending permit approval and completion of environmental review.

MANAGEMENT/OPERATION PLAN:

Either DPR will manage the campground directly or through a concession with a private operator such as

Aramark, which currently manages visitor services at the Hearst Castle.

ESTIMATED PROJECT COST:

Construction is estimated to be $1 million.

ANTICIPATED OVERNIGHT RATES:

Standard DPR camping rates

ADDITIONAL DETAILS:

http://kcbx.org/post/groundwork-continues-pie-dras-blancas-cabin-and-campground-project#stream/0

AERIAL VIEW OF PROJECT LOCATION.

SAN SIMEON PIER.

HIGH OPPORTUNITY PROJECTS **CENTRAL CALIFORNIA**

PORT SAN LUIS HARBOR TERRACE CAMPGROUND

COUNTY: San Luis Obispo County

LOCATION OF PROJECT:

Port San Luis Harbor, adjacent to Avila Beach

NAME OF ORGANIZATIONS INVOLVED:

Port San Luis Harbor District, State Coastal Conservancy

LANDOWNER: Port San Luis Harbor District

DESCRIPTION:

Located within a four-hour drive of both San Francisco and Los Angeles, the new Harbor Terrace Campground will no doubt attract many visitors. Port San Luis Harbor is adjacent to the beach town of Avila Beach, popular for its wide sandy beaches, pier, calm ocean waters, and its variety of shops and restaurants. Facing south and protected by Point San Luis, the area is sheltered from the gusty northwest winds that dominate the coast most afternoons, thus making for pleasant weather most days of the year. In addition to the harbor, piers, and the Avila Beach waterfront, another nearby attraction is the Point San Luis Lighthouse, where visitors can tour the grounds and hike along the Pecho Coastal Trail.

When completed in 2020, Harbor Terrace will provide visitors with 65 low-cost tent camping sites overlooking the harbor, plus restrooms, showers, swimming pool, restaurant, and other amenities.

STATUS:

As of April 2018, all entitlements and environmental review pursuant to CEQA have been completed. Construction is expected to begin in the fall of 2019.

ANTICIPATED COMPLETION/OPENING DATE:
2021

MANAGEMENT/OPERATION PLAN:

Lease Agreement / Private Concession. The campground will be built and operated by a private management company under a 50-year lease agreement with the Port San Luis Harbor District, which owns the land.

ESTIMATED PROJECT COST:

Planning – $450,000; Construction – $10 million

ANTICIPATED OVERNIGHT RATES:

Standard rates for tent camping sites

ADDITIONAL DETAILS:

https://www.portsanluis.com/2173/Harbor-Terrace and http://pointsanluislighthouse.org/

PORT SAN LUIS. SOURCE: PORTSANLUIS.COM
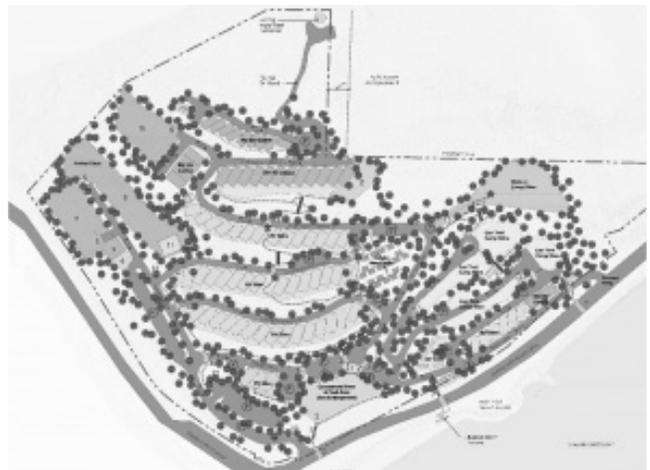
SITE LAYOUT PLAN. SOURCE: PORTSANLUIS.COM

MCGRATH STATE BEACH

COUNTY:

Ventura County

LOCATION OF PROJECT:

McGrath State Beach

NAME OF ORGANIZATIONS INVOLVED:

California Department of Parks and Recreation

LANDOWNER:

California Department of Parks and Recreation

DESCRIPTION:

McGrath State Beach is one of the best bird-watching areas in California, with the lush riverbanks of the Santa Clara River and sand dunes along the shore. Two miles of beach provide surfing and fishing opportunities. The park currently offers campsites by the beach, and hopes to develop new cabins in a new proposed campground.

STATUS:

The campground is in the initial planning stages.

MCGRATH STATE BEACH. SOURCE: PARKS.CA.GOV

COASTAL RESIDENCE HALL ROOMS MALIBU

COUNTY: Los Angeles County

LOCATION OF PROJECT: City of Malibu

NAME OF ORGANIZATIONS INVOLVED:
Pepperdine University

LANDOWNER: Pepperdine University

DESCRIPTION:

On a hill overlooking the Pacific, Pepperdine University offers beautiful scenery to visitors and students. Located immediately inland of Pacific Coast Highway, visitors to Pepperdine are within walking distance of Amarillo Beach, which extends along Malibu Road, and a short drive to Malibu Lagoon State Park, a beautifully restored coastal lagoon. The area is popular with surfers and bird watchers, and close to Malibu's upscale and rustic retail centers.

Between May 15 and August 1, dorm-style housing is available to groups that include school-aged children, and apartment style housing that includes kitchenettes are available for groups of adults. Facilities are rented to groups whose purposes are consistent with Pepperdine's educational mission, as well as in compliance with all Pepperdine policies. Rental rates in 2018 are $78.00 per person per night double occupancy, including three meals per 24-hour period, use of athletic facilities (as available), parking, and meeting space (as available). Rental requirements include provision of insurance, a tour of campus prior to booking, and at least 90 days advance commitment.

Situated between the Pacific Ocean and the Santa Monica Mountains, residence hall rooms at Pepperdine are ideally located for groups interested in the Malibu Creek watershed; the rare Mediterranean habitat of this area; surfing; the ecology and function of Malibu Lagoon; and the fascinating history of tile manufacturing in Malibu as exhibited at the Adamson House in Malibu Lagoon State Park.

STATUS:

Pepperdine is open to developing potential programs.

PEPPERDINE UNIVERSITY. SOURCE: FLICKR.COM

EXPANSION OF HOSTELLING INTERNATIONAL LOS ANGELES SANTA MONICA HOSTEL

COUNTY: Los Angeles County

LOCATION OF PROJECT:

1436 2nd Street, Santa Monica, CA 90401

NAME OF ORGANIZATIONS INVOLVED:

Hostelling International USA

LANDOWNER:

Hostelling International USA

DESCRIPTION:

Hostelling International USA is planning to build 21 to 28 additional sleeping rooms (8,000+ sq. ft.). The initial set-up of these rooms is expected to be:

1) 21 private rooms with 2-4 person occupancy (66 "pillows") or

2) 21 private rooms plus 7 more dorms rooms with 34 additional "pillows"

This expansion will replace a wing that currently is only a one-story dining hall with a new dining hall and three to four stories above for sleeping rooms.

As of this assessment, the conceptual planning has been completed, the design development phase has begun, and funding for the additional fifth floor is under consideration. A city zoning change in July 2017 has allowed for more square footage than expected, so currently considering 28 rooms (five stories) instead of 21 rooms (four stories).

ANTICIPATED COMPLETION/OPENING DATE:

April 2020

MANAGEMENT/OPERATION PLAN:

Expansion of current hostel operations

BUDGETS FOR PLANNING, CONSTRUC-TION, OPERATIONS AND MAINTENANCE:

Early construction and soft cost estimates, which ranges from $8-$10.2 million, depend on whether four or five stories will be built.

ANTICIPATED OVERNIGHT RATES:

Private rooms $149-$199; Dorms $32-$59

PHOTO OF SANTA MONICA'S HOSTEL COURTYARD.
SOURCE: HOSTELLING INTERNATIONAL

HIGH OPPORTUNITY PROJECTS **SOUTHERN CALIFORNIA**

CRYSTAL COVE COTTAGES

COUNTY: Orange County

LOCATION OF PROJECT:

Crystal Cove State Beach

NAME OF ORGANIZATIONS INVOLVED:

Crystal Cove Conservancy and California Department of Parks and Recreation

LANDOWNER:

California Department of Parks and Recreation

DESCRIPTION:

Crystal Cove State Park Historic District (South Orange County) is full of charm and nostalgia stemming from its development in the early 20th century as a community of beachfront cottages. Forty-six cottages were constructed in the 1920's and 30's, of those, 22 were restored and made available to the public in the summer of 2006, and another seven cottages were restored and made available to the public in 2011. Crystal Cove represents one of the existing Lower-Cost Coastal Accommodations (LCCAs), along the coast of California. Occupancy rates are consistently at 98.8% year-round and the demand for reservations is unprecedented. With the reservation system now available daily, for six months in advance, they are booked within minutes.

Currently, 24,000 guests stay in the low-cost accommodations each year. In addition to the restored cottages, the Historic District of Crystal Cove State Park contains a roadside café, a restaurant, and bar, making the site a full-service beach destination. The restored cottages have kitchenettes and bathrooms. Free parking for two cars is included in the per night rental rate. Guests may also take advantage of a wide range of education programs for park visitors.

ANTICIPATED COMPLETION/OPENING DATE:

An additional 17 cottages, a total of 22 keys, on the North Beach will be restored for use by the general public. Of these, a future dorm-style cottage with shared bathrooms will be available to house school groups participating in the coastal engineering education programs currently being developed with University of California, Irvine. Once this project is completed, the occupancy will be doubled to 48,000 heads on pillows each year. Planning and permitting began in 2012 with the Coastal Development Permit approved in 2017. The project was designed to meet the California Coastal Commission's 2050 projections for sea level rise. This 5-year construction project is estimated to be completed in 2023 based upon final fundraising efforts.

BUDGETS FOR PLANNING, CONSTRUCTION, OPERATIONS AND MAINTENANCE:

The total cost of the project is $38 million for all site work and infrastructure and to restore the final cottages. Over half of this cost is due to the very complex nature of this historic coastal site. The first $19 million in infrastructure cost was raised as of October 2018. The remaining balance of $19 million is still needed to complete the actual cottage restoration and the final vision for this park.

ANTICIPATED OVERNIGHT RATES:

Dorm beds, dorm rooms, and full cottages range from $36 for 2 guests to $251 per night for 9 guests and will mirror the existing rates.

PHOTO OF CRYSTAL COVE COTTAGE (BEACHCOMBER'S LODGE, #38).

MAGNOLIA TANK FARM GUESTHOUSE

COUNTY: Orange

LOCATION OF PROJECT:

12345 Magnolia Street Huntington Beach (adjacent to the Huntington Beach Wetlands and Huntington State Beach)

NAME OF ORGANIZATIONS INVOLVED:

Shopoff Realty Investments (SRI)

DESCRIPTION:

As part of a Specific Plan for a 29-acre site it owns adjacent to the Huntington Beach Wetlands, Shopoff Realty Investments (SRI) is proposing a 217-room hotel (Lodge). Forty of the rooms will be designed to accommodate several individuals per room (e.g. families and groups seeking budget-oriented overnight accommodations). The lower-cost accommodations will be an integrated part of the Lodge. The first floor will be comprised of the lobby and visitor-serving amenities such as food and beverage services with outdoor dining areas overlooking the wetlands and ocean. The second and third floors will feature forty lower-cost rooms with multiple beds. The design and configuration of the rooms will permit flexible, family and group-focused overnight accommodations. The interior and exterior of the Lodge will be designed to complement the aesthetic and ecological functions of the adjacent wetlands—celebrating unique local coastal resources and repurposing the site of the former Magnolia Tank Farm to be a gateway to the marsh and the beach.

In view of the Lodge's location next to the wetlands, SRI has partnered with the Huntington Beach Wetlands Conservancy (HBWC) in developing an educational interpretive program designed to give coastal visitors of the Lodge docent led tours of Magnolia Marsh – the northernmost segment of the Huntington Beach Wetlands. The wetland interpretive program, conducted by HBWC, will focus on educating visitors on the important role wetlands play in marine ecosystems. The Bolsa Chica Conservancy also offers wetlands education programs at the nearby Bolsa Chica State Ecological Reserve north of the property. SRI is also exploring opportunities to partner with the Bolsa Chica Conservancy to provide

wetlands educational programs at the ecological reserve as well as Magnolia Marsh.

STATUS:

Entitlement applications for the Magnolia Tank Farm Specific Plan have been submitted to the City of Huntington Beach and environmental review is underway. It is anticipated that approval of the specific plan will occur in the third quarter of 2019.

ANTICIPATED COMPLETION/OPENING DATE:
Construction is anticipated to commence in 2021.

MANAGEMENT/OPERATION PLAN:

SRI will partner with an experienced hospitality operator to oversee management of the Lodge.

BUDGETS FOR PLANNING, CONSTRUCTION, OPERATIONS AND MAINTENANCE:

±$5.4 million for construction; ≈$700,000 annually for operations and maintenance

ANTICIPATED OVERNIGHT RATES:

Of the total of 215 rooms in the Lodge, 175 rooms will be market rate. As required in the specific plan, forty rooms will be rate restricted based on an annual survey of hotel/motels in the coastal zone within ten miles of the Lodge. The rates for the forty lower-cost rooms shall be in the bottom thirty percent of room rates within the survey area.

GUESTHOUSE MODEL.

SILVER STRAND STATE BEACH CAMPSITES

COUNTY:

San Diego County

LOCATION OF PROJECT:

Ocean side of Silver Strand State Beach

NAME OF ORGANIZATIONS INVOLVED:

California Department of Parks and Recreation

LANDOWNER:

California Department of Parks and Recreation

DESCRIPTION:

DPR would like to locate seasonal tent cabins on existing parking lots when parking demand is low. Upcoast of the site is the town of Coronado. Downtown San Diego is a short drive or ferry ride away, or a bike ride along the Bayshore Bikeway. Just across the road is South San Diego Bay, which offers excellent bird watching opportunities. To the south lies the Tijuana Valley and the regional and state parks that are located there.

STATUS:

DPR is initiating a feasibility study and developing funding for planning and public outreach.

SILVER STRAND STATE BEACH. SOURCE: PARKS.CA.GOV

TIJUANA RIVER VALLEY REGIONAL PARK CAMPGROUND AND NATURE EDUCATION

COUNTY: San Diego County

LOCATION OF PROJECT:

Tijuana River Valley Regional Park

NAME OF ORGANIZATIONS INVOLVED:

San Diego County Department of Parks and Recreation

LANDOWNER: San Diego County

DESCRIPTION:

San Diego County Department of Parks and Recreation is planning a new campground with approximately 76 campsites, possibly including tents, cabins, and/or yurts, about one mile inland of the beach in Tijuana River Valley Regional Park. The tent sites plan to include a separate area for equestrian campers, as horseback riding is very popular in the area and particularly along this southernmost stretch of California's coast. The campground is planned to be close to the Tijuana River National Estuarine Research Reserve, which offers trails and bird watching opportunities; close to Border Field State Park and the border with Mexico; and within a short drive to the cities of Imperial Beach and San Diego.

STATUS:

A final Mitigated Negative Declaration is currently being prepared for consideration by the County of San Diego Board of Supervisors at a future public hearing, and potential construction to begin in spring of 2019.

ANTICIPATED COMPLETION/OPENING DATE: Spring/Summer 2020

MANAGEMENT/OPERATION PLAN:

San Diego County Department of Parks and Recreation will manage the campground.

BUDGETS FOR PLANNING, CONSTRUCTION, OPERATIONS AND MAINTENANCE:

- Planning / Design / Construction: Estimated $13 million project ($3.3 million secured, $6 million pending)
- Operations and Maintenance – $1 million per County Parks' Operations Plan (General Fund)

ANTICIPATED OVERNIGHT RATES:

Unknown at this point. County Parks sets fees based on market value, but within the range approved by the County Board of Supervisors. Fees will be at or below the maximum daily rate for LCCAs, as identified by SCC.

TIJUANA RIVER VALLEY REGIONAL PARK CAMPGROUND PLAN

VIEW OF TIJUANA RIVER VALLEY PARK.

OTHER POTENTIAL PROJECT IDEAS

County	Landowner/Manager	Location(s)	Opportunity	Next Steps
Del Norte	County of Del Norte	Clifford Kamph Memorial Park	Revamp and expand campsites	Assess feasibility
Del Norte	Not Yet Identified	Del Norte County	Identified need for a hostel to replace the closed hostel in Redwood National and State Parks	Identify suitable location
Humboldt	Not Yet Identified	Trinidad	Interest in increased camping	Identify suitable location
Humboldt	Humboldt County Parks	Clam Beach	Increase number of campsites	Assess feasibility
Humboldt	Not Yet Identified	Humboldt Bay Dunes	Identified as an area with insufficient camping opportunities	Identify suitable location
Mendocino	Not Yet Identified	Mendocino or Fort Bragg	Identified need for hostel in Mendocino, Fort Bragg, and/or Westport	Identify suitable location
Mendocino	Jug Handle Creek Farm and Nature Center	Jug Handle Creek Farm and Nature Center	Improve site by adding restroom/shower and kitchenette facilities for three cabins, restrooms for seven campsites, and two additional visitor serving cabins	Secure funding for permitted improvements
Mendocino	Not Yet Identified	Point Arena	Identified as area needing hostel, cabins, and/or increased camping	Identify suitable location
Mendocino	California Department of Parks and Recreation	MacKerricher	Develop 18 cabins to replace 2 older cabins and 6 platforms for use in the spring and fall by environmental education camp and summer and winter by general public	Develop conceptual design
Sonoma	Sonoma County Agricultural Preservation and Open Space District	Poff Ranch	Potential hike-in/Environmental Camp	Assess feasibility
Sonoma	Sonoma County Regional Parks	Stillwater Cove	Develop off grid modest hut and 2-4 backpacking campsites	Address identified constraints
Sonoma	Sonoma County Regional Parks	Stillwater Cove	Reuse footprint of existing office to construct bunkhouse with small office	Address identified constraints
Sonoma	Sonoma County Regional Parks	Gualala Point Regional Park	Develop overnight RV parking for self-contained vehicles	Develop conceptual design
Sonoma	The Wildlands Conservancy	Jenner Headlands	Potential hike-in to adirondak shelters	Develop conceptual design
Sonoma	Not Yet Identified	South West County	Increase cabins/campsites	Identify suitable location
Sonoma	California Department of Parks and Recreation	Salt Point State Park	Potential to develop 4-5 yurts or cabins	Identify suitable location

OTHER POTENTIAL PROJECT IDEAS

County	Landowner/Manager	Location(s)	Opportunity	Next Steps
Sonoma	California Department of Parks and Recreation	Bodega Dunes Campground	Potential for cabins or alternative camping, including trailers, tents, yurts, etc.	Assess feasibility
Marin	Point Reyes National Seashore	Historic Lifeboat Station Complex, Chimney Rock	Interior upgrades to the lifeboat station and the Officer-in-Charge residence to provide accommodation to organized groups	Develop conceptual design
Marin	Point Reyes National Seashore	Various	48 boat-in and hike-in campsites	Assess feasibility
Marin	Point Reyes National Seashore	Bear Valley Complex Campground	Create a front country campground to include group sites, indoor camping, and gathering spaces for programing	Assess feasibility
Marin	Point Reyes National Seashore	Laguna Complex	Reclaim facility to expand family camping and enhance residential environmental education	Assess feasibility
Marin	Not Yet Identified	West Marin	Identified as an area with high, unmet demand	Identify suitable location
Marin	California Department of Parks and Recreation	Tomales Bay State Park – Marconi Cove Tomales Bay State Park – Heart's Desire	Potential for RV, tent, and boating concession Popular day use area. Potential to open up hike and bike sites and expand to walk-in or car camping. Nice location for summer learning or group camping	Assess feasibility
San Francisco	California Department of Parks and Recreation	Angel Island State Park	Good potential for cabins to be concession operated	Assess feasibility
San Francisco	Golden Gate National Recreation Area	West Fort Miley above Lands End	Develop new group campground	Assess feasibility
San Mateo	Golden Gate National Recreation Area	Rancho Corral de Tierra	Develop new campground and/or hiker hut	Assess feasibility
San Mateo	Golden Gate National Recreation Area	Sweeny Ridge	Identified as a potential area for a new hiker hut	Assess feasibility
San Mateo	Hostelling International and Coast Guard	Point Montara Lighthouse	Expand existing facility by adding an annex building in high demand area	Address identified constraints
San Mateo	California Department of Parks and Recreation and Hostelling International	Pigeon Point Lighthouse	Expand existing facility in high demand area	Address identified constraints
San Mateo	Peninsula Open Space Trust	Wavecrest Open Space	Develop new campground with diverse types of accommodations (e.g., tent camping, cabins, etc.)	Assess feasibility
San Mateo	Peninsula Open Space Trust	Alpine Ranch	Construct new hiker hut	To be opened in 2019

OTHER POTENTIAL PROJECT IDEAS

County	Landowner/Manager	Location(s)	Opportunity	Next Steps
San Mateo	California Department of Parks and Recreation	Green Valley Trail	Repurpose site from a residential duplex with 5-7 tent sites, vault toilet, and water. Electricity and septic currently exist New trail is planned from Devil's Slide area across Caltrans property and through Green Valley	Feasibility study for the campground completed.
San Mateo	California Department of Parks and Recreation	Año Nuevo State Park, Lake Elizabeth	Potential for a small tent camping facility or a larger campground to accommodate cars and small RVs adjacent to Lake Elizabeth	Assess feasibility
San Mateo	California Department of Parks and Recreation	Butano State Park, Gazos Mountain Camp	This property has several buildings and cabins in close proximity to the coast that could be repurposed for overnight and day use camping	It is currently in caretaker status and not available to the public.
Santa Cruz	Bureau of Land Management	Coast Dairies National Monument	Develop new campground with diverse types of accommodations	Assess feasibility
Santa Cruz	Santa Cruz Barrios Unidos	Barrios Unidos Headquarters	Expand existing facility by building hostel and tiny house village for overnight visitors and day use	Secure funding for permitted improvement and develop conceptual design
Santa Cruz	Santa Cruz Barrios Unidos	Walter Guzman Retreat Center	Expand existing facilities and improve site by adding restrooms/showers and common kitchen for five cabins, and one conference room	Secure funding for permitted improvements and develop conceptual designs
Santa Cruz	Not Yet Identified	Santa Cruz	Identified as an area with high, unmet demand	Identify suitable location
Monterey	Fort Ord Hostel Society	Seaside Fort Ord Eco-Hostel	Develop a 12-room, 48-bed eco-hostel at Fort Ord.	Raise funding to construct
Monterey	Hostelling International	Monterey Hostel	Expand existing facility into parking lot in high demand area	Address identified constraints
Monterey	California Department of Parks and Recreation	Andrew Molera State Park	Develop 10-15 cabins with central restroom/shower facilities. Location has good public access, would optimize park use	Assess feasibility
Monterey	Hostelling International	Big Sur	Interest in operating a hostel in Big Sur	Identify suitable location
Monterey	Monterey Peninsula Regional Park District	Palo Corona Regional Park	Develop new LCCA facilities including potentially backcountry backpack, equestrian, or bike-in campsites; and cabin or campsites	Assess feasibility

OTHER POTENTIAL PROJECT IDEAS

County	Landowner/Manager	Location(s)	Opportunity	Next Steps
San Luis Obispo	Not Yet Identified	Morro Bay and Cayucos	Identified as an area with high, unmet demand	Identify suitable location
San Luis Obispo	California Department of Parks and Recreation	Oceano Dunes	Develop a campground at Oso Flaco	Develop a Public Works Plan
San Luis Obispo	County of San Luis Obispo	El Chorro Regional Park	Develop new campground with diverse types of accommodations	Assess suitability of location
San Luis Obispo	Not Yet Identified	Guadalupe Dunes vicinity	Identified as an area with unique coastal experience and community need for economic development	Identify suitable location
Santa Barbara	Santa Barbara County Parks	Rancho Guadalupe Dunes	Provide lower-cost coastal accommodation opportunities.	Assess feasibility
Santa Barbara	Santa Barbara County Parks	Point Sal Open Space	Provide lower-cost coastal accommodation opportunities.	Assess feasibility
Santa Barbara	Santa Barbara County Parks	Jalama County Park	Expand existing facility with additional cabins	Develop conceptual design
Santa Barbara	El Capitan Canyon Campground and Resort	El Capitan Canyon/Ocean Mesa Campgrounds	Expand programs and facilities to provide and enhance coastal access	Develop plan
Santa Barbara	Not Yet Identified	City of Santa Barbara	Identified as an area with high, unmet demand	Identify suitable location
Santa Barbara	Not Yet Identified	Carpinteria	Identified as an area with high, unmet demand	Identify suitable location
Ventura	Not Yet Identified	Ormond Beach	Create new campground	Identify suitable location
Ventura	California Department of Parks and Recreation	Point Mugu State Park	Convert La Jolla Canyon group campsite into a mixed-use area consisting of traditional campsites and up to 12 four-person cabins	Assess feasibility
Ventura	California Department of Parks and Recreation	San Buenaventura State Beach	Additional overnight camping sites	Assess feasibility
Los Angeles	Santa Monica Mountains Conservancy	Cameron Nature Preserve at Puerco Canyon	Develop youth camping program and lower-cost coastal accommodations	Complete plan
Los Angeles	Santa Monica Mountains Conservancy	Corral Canyon Park	Offer safe parking at night in parking lot for persons who live in their vehicles as a no-cost coastal accommodation that provides easy coastal access to homeless community	To be opened soon
Los Angeles	Santa Monica Mountains Conservancy	Ramirez Canyon Park	Increase visitor amenities and programs for 16 campers per night. Restore damages from Woolsey fire.	
Los Angeles	California Department of Parks and Recreation	Topanga State Park	Redevelop Topanga Ranch Motel	Develop plan

OTHER POTENTIAL PROJECT IDEAS

County	Landowner/Manager	Location(s)	Opportunity	Next Steps
Los Angeles	LA County Department of Beaches and Harbors & California Department of Parks and Recreation	Dockweiler Beach State Park	Expand the existing campground	Assess feasibility
Orange	Not Yet Identified	Dana Point	Identified as an area with high, unmet demand	Identify suitable location
San Diego	Not Yet Identified	Encinitas	Identified as an area with high, unmet demand	Identify suitable location
San Diego	Hostelling International	Ocean, Mission or Pacific Beach area	Looking for suitable facilities in the Ocean Beach, Mission Beach, and Pacific Beach neighborhoods	Identify suitable location

Explore
the Coast
Overnight

APPENDIX

"On one of my very first experiences at San Clemente State Beach, I remember spending time with a group of high school students at the campground. We watched the sunset, and it was a moment of pure peace."

DEVEN,
OUTDOOR OUTREACH INSTRUCTOR
AND PAST PARTICIPANT

SAMPLE CHECKLIST FOR LOWER-COST COASTAL ACCOMMODATION PROJECT DEVELOPMENT

When starting a new LCCA project or enhancing an existing LCCA project, project sponsors should consider whether they have the resources and capacity to manage successfully the LCCA development or expansion. Having the knowledge, skill, time, and ability to work through the design, permitting, environmental, fundraising, and construction of the project can ensure that project goals are achieved and help avoid setbacks or roadblocks.

Because each project is different, this checklist is not a comprehensive outline of what needs to be completed for a "perfect" LCCA facility, but instead should serve as a guide to identify potential issues that may arise throughout the development or enhancement process. For example, the checklist can assist in determining how much capital resources will be necessary to contract for required services, such as developing a business plan, preparing CEQA documentation, undertaking coastal and other permitting, and drafting construction plans and specifications.

Some steps in the checklist may occur concurrently. The checklist also assumes ownership or control of the project site. For more information, links have been provided within sections of the checklist. If there are additional questions, contact SCC staff.

GETTING STARTED

☐ Establish clear project goals early in the process
  (SEE POTENTIAL PRIORITIZATION CRITERIA)

☐ Determine the target populations to be served

☐ Create a plan to identify and engage stakeholders throughout the planning and development process. Examples of community engagement:

  ☐ Build relationships with community organizations or schools

  ☐ Involve local nonprofits or governmental agencies in the decision making

☐ Identify resources, such as staffing, consultants, and funding, needed for each phase

☐ Have a preliminary budget and financing plan for project costs including construction, acquisition, planning, and environmental review

☐ Identify potential sites for new LCCAs

SITE ASSESSMENT

☐ Evaluate feasibility of the site. Common existing conditions that may affect feasibility include:

  ☐ Environmental Conditions

    ☐ Sea level rise

    ☐ Coastal erosion

    ☐ Tsunamis hazard

    ☐ Earthquake hazard

☐ Hydrology

☐ Topography

☐ Geology/Soil

☐ Sensitive Habitats

☐ Hazardous/chemical contaminants

☐ Wildfire frequency/intensity

☐ Regulatory Restrictions

☐ Americans with Disabilities Act

☐ Safety and Fire Marshall requirements

☐ Clean Water Act

☐ Clean Air Act

☐ Endangered Species Act

☐ Environmentally Sensitive Habitat Areas as defined in the Coastal Act

☐ Historic and Cultural Preservation Act

☐ Local zoning regulations

☐ California Coastal Act and Local Coastal Plan

☐ California Environmental Quality Act

☐ National Environmental Protection Act

☐ Existing Infrastructure

☐ Water supply

☐ Electrical lines

☐ Septic or sewer

☐ Roads

☐ Identify additional opportunities and constraints within the site (REFER TO FEASIBILITY CONSIDERATIONS SECTION)

FINANCIAL ASSESSMENT

☐ Develop a business plan based on assumptions related to:

☐ Occupancy rate

☐ Cost per unit

☐ Operations and maintenance costs

☐ Financing sources/funding strategies

☐ Long-term capital improvement costs

☐ Construction costs

☐ Permitting and regulatory compliance costs

☐ Marketing and outreach strategies and its associated costs

☐ Strategic goals and programming objectives

☐ Progress and metrics tracking

☐ Develop a financing plan (REFER TO FUNDING SOURCES AND FINANCING MECHANISMS)

CONCEPTUAL DESIGN DEVELOPMENT

☐ Consider target population needs, development costs, and site feasibility when designing the project

☐ Engage stakeholders and form partnerships early during concept planning

☐ Evaluate potential project tradeoffs (e.g. facility type, habitat, traffic, landscape, view) and identify alternatives

☐ Decide which LCCA structure(s) are suitable (REFER TO LOWER-COST COASTAL ACCOMMODATION CATEGORIES)

☐ Develop budget that is reflective of design objectives and addresses contingencies as needed

☐ Consider regulatory, planning, and permitting factors that may impact design such as:

☐ Local Coastal Programs

☐ Coastal Development Permits

☐ California Coastal Act

☐ Environmental regulations

☐ Zoning regulations

☐ California Environmental Quality Act[33]

☐ National Environmental Protection Act (NEPA)[34]

☐ State sea level rise planning guidance and climate change policies

OPERATIONS PLAN DEVELOPMENT

☐ Determine the operations model for the LCCA (REFER TO LOWER-COST COASTAL ACCOMMODATION FACILITY DEVELOPMENT MODELS SECTION)

☐ Develop a LCCA Operations and Management Plan based on:

☐ Site size and visitor capacity

☐ Primary services provided

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33 Refer to http://resources.ca.gov/ceqa/for more information

33 Refer to https://www.epa.gov/nepa for more information

☐ Utilities

☐ Maintenance and capital improvements

☐ Continued marketing and outreach strategies

☐ Determine programming (REFER TO PROGRAM OPTIONS AND OPPORTUNITIES SECTION)

DESIGN REFINEMENT

☐ Develop preliminary design

☐ Integrate conceptual designs into a set of preliminary plans and specifications and include updated cost estimates

☐ Complete CEQA/NEPA review for the project

☐ Evaluate design compliance under the California Coastal Act

☐ Finalize design

☐ Based on project review by permitting agencies, modify final project design as necessary

☐ Develop engineer's cost estimate

☐ Identify and secure the types of permits needed, including:

☐ Building permit

☐ Coastal Development Permit

☐ Grading permit

☐ Electrical permit

☐ Plumbing permit

☐ Mechanical permit

☐ Natural resource permits (e.g. U.S. Army Corps of Engineers, U.S. Fish and Wildlife Service, State Department of Fish and Wildlife)

CONSTRUCTION MANAGEMENT

☐ Identify construction method (e.g. offsite fabrication, on site construction, or a mix)

☐ Release project bids/solicitation for construction and select contractor

☐ If public funds are being used, understand state, federal, or local requirements

☐ For more information related to state requirements, refer to prevailing wage

☐ Consider all applicable construction costs including both hard and soft costs

☐ Consider contracting for construction management

☐ Note shifting circumstances such as legal, permitting, or hazardous weather that may impact project timeline

OPERATION AND MAINTENANCE

☐ Continue to build and develop collaborations with regional or local organizations

☐ Ensure proper maintenance of site and accommodations

☐ Adapt and/or expand facility and programming as needed

☐ Identify sources of funding for ongoing operations (REFER TO FUNDING SOURCES AND FINANCING MECHANISMS)

STATE PARK CAMPGROUNDS/CABINS ON THE COAST

This is a list of State Parks, State Beaches, State Historic Parks, and State Vehicular Recreation Areas on the coast that offer camping opportunities. Those with alternative camping opportunities (tent cabins/ shelters, rustic cabins, yurts, bunkhouses, or modern lodge/motel/detached cabins) are identified with an asterisk (*).

Tolowa Dunes State Park
Del Norte County
Kellogg Rd, Crescent City, CA 95531

Jedediah Smith Redwoods State Park (*)
Del Norte County
1440 Hwy 199, Crescent City, CA 95531

Del Norte Coast Redwoods State Park
Del Norte County
1111 2nd St, Crescent City, CA 95531

Prairie Creek Redwoods State Park (*)
Humboldt County
127011 Newton B. Drury Pkwy, Orick, CA 95555

Humboldt Lagoons State Park
Humboldt County
15336 US-101, Trinidad, CA 95570

Patrick's Point State Park (*)
Humboldt County
4150 Patricks Point Dr, Trinidad, CA 95570

Sinkyone Wilderness State Park (*)
Humboldt County
Briceland Thorn Rd, Whitethorn, CA 95589

Westport–Union Landing State Beach
Mendocino County
Westport, CA 95488

MacKerricher State Park
Mendocino County
24100 Mackerricher Park Rd, Fort Bragg, CA 95437

Point Cabrillo Light Station State Historic Park (*)
Mendocino County
13800 Point Cabrillo Dr, Mendocino, CA 95460

Russian Gulch State Park
Mendocino County
CA-1, Mendocino, CA 95460

Van Damme State Park
Mendocino County
8001 CA-1, Little River, CA 95456

Navarro River Redwoods State Park
Mendocino County
Elk, CA 95432

Manchester State Park
Mendocino County
44500 Kinney Rd, Manchester, CA 95459

Salt Point State Park
Sonoma County
25050 CA-1, Jenner, CA 95450

Fort Ross State Historic Park
Sonoma County
19005 Coast Hwy, Jenner, CA 95450

Sonoma Coast State Park
Sonoma County
CA-1, Bodega Bay, CA 94923

Marconi Conference Center State Historic Park (⋆)
Marin County
18500 CA-1, Marshall, CA 94940

China Camp State Park
Marin County
100 China Camp Village Rd, San Rafael, CA 94901

Mount Tamalpais State Park (⋆)
Marin County
3801 Panoramic Hwy, Mill Valley, CA 94941

Angel Island State Park
Marin County
Tiburon, CA 94920

Half Moon Bay State Beach
San Mateo County
95 Kelly Ave, Half Moon Bay, CA 94019

Pigeon Point Light Station State Historic Park (⋆)
San Mateo County
Pigeon Point Rd, Pescadero, CA 94060

Big Basin Redwoods State Park (⋆)
Santa Cruz County
21600 Big Basin Way, Boulder Creek, CA 95006

Wilder Ranch State Park
Santa Cruz County
1401 Coast Rd, Santa Cruz, CA 95060

New Brighton State Beach
Santa Cruz County
1500 Park Ave, Capitola, CA 95010

Seacliff State Beach
Santa Cruz County
201 State Park Dr, Aptos, CA 95003

Sunset State Beach
Santa Cruz County
Sunset Beach Rd, Watsonville, CA 95076

Asilomar State Beach (⋆)
Monterey County
Sunset Dr, Pacific Grove, CA 93950

Andrew Molera State Park
Monterey County
45500 CA-1, Big Sur, CA 93920

Pfeiffer Big Sur State Park (⋆)
Monterey County
47231 CA-1, Big Sur, CA 93920

Julia Pfeiffer Burns State Park
Monterey County
52801 CA-1, Big Sur, CA 93920

Limekiln State Park
Monterey County
63025 CA-1, Big Sur, CA 93920

Hearst San Simeon State Park
San Luis Obispo County
500 San Simeon-Monterey Creek Rd, Cambria, CA
93428

Morro Strand State Beach
San Luis Obispo County
Morro Bay, CA 93442

Morro Bay State Park
San Luis Obispo County
60 State Park Rd, Morro Bay, CA 93442

Montaña de Oro State Park
San Luis Obispo County
3550 Pecho Valley Rd, Los Osos, CA 93402

Pismo State Beach
San Luis Obispo County
555 Pier Ave, Oceano, CA 93445

Oceano Dunes State Vehicular Recreation Area
San Luis Obispo County
1001 Cabrillo Hwy, Oceano, CA 93445

Gaviota State Park
Santa Barbara County
US-101, Goleta, CA 93117

Refugio State Beach
Santa Barbara County
35 Refugio Beach Rd, Goleta, CA 93117

El Capitan State Beach
Santa Barbara County
Exit #117 from Hwy 101, Goleta, CA 93117

Carpinteria State Beach
Santa Barbara County
5361 6th St, Carpinteria, CA 93013

Emma Wood State Beach
Ventura County
Pacific Coast Hwy, Ventura, CA 93001

McGrath State Beach
Ventura County
2211 N Harbor Blvd, Oxnard, CA 93036

Point Mugu State Park
Los Angeles County
9000 West Pacific Coast Hwy, Malibu, CA 90265

Leo Carrillo State Park
Los Angeles County
35000 Pacific Coast Hwy, Malibu, CA 90265

Topanga State Park
Los Angeles County
20828 Entrada Rd, Topanga, CA 90290

Dockweiler State Beach
Los Angeles County
12001 Vista del Mar, Playa del Rey, CA 90293

Bolsa Chica State Beach
Orange County
17851 Pacific Coast Hwy, Huntington Beach, CA 92649

Crystal Cove State Park (★)
Orange County
8471 N Coast Hwy, Laguna Beach, CA 92651

Doheny State Beach
Orange County
25300 Harbor Dr, Dana Point, CA 92629

San Clemente State Beach
Orange County
225 Avenida Calafia, San Clemente, CA 92672

San Onofre State Beach
San Diego County
Old Pacific Highway, San Clemente, CA 92672

South Carlsbad State Beach
San Diego County
4477 Pacific Hwy, San Diego, CA 92110

San Elijo State Beach
San Diego County
2050 S Coast Hwy 101, Cardiff, CA 92007

Silver Strand State Beach
San Diego County
5000 CA-75, Coronado, CA 92118

NON-STATE PARK CAMPGROUNDS/CABINS ON THE COAST

This is a non-exhaustive list of current private campgrounds and cabins on the coast:

Village Camper Inn RV Park
Del Norte County
1543 Parkway Dr, Crescent City, CA 95531

Sounds of the Sea RV Park & Cabins
Humboldt County
3443 Patricks Point Dr, Trinidad, CA 95570

Redwood Coast Cabins & RV Resort
Humboldt County
4050 US-101, Eureka, CA 95503

Shoreline RV Park
Humboldt County
2600 North 6th Street, Eureka, CA 95501

Emerald Forest Cabins & RV
Humboldt County
753 Patricks Point Dr, Trinidad, CA 95570

Promo RV Park & Campground
Mendocino County
17999 Tregoning Ln, Fort Bragg, CA 95437

Manchester Beach / Mendocino Coast KOA
Mendocino County
44300 Kinney Rd, Manchester, CA 95459

Point Reyes National Seashore Campground
Marin County
1 Point Reyes–Petaluma Rd, Inverness, CA 94937

Bicentennial Campground
Marin County
948 Fort Barry, Sausalito, CA 94965

Kirby Cove Campground
Marin County
948 Fort Barry, Sausalito, CA 94965

San Francisco RV Resort
San Mateo County, California
700 Palmetto Ave, Pacifica, CA 94044

Santa Cruz North / Costanoa KOA
San Mateo County
2001 Rossi Rd, Pescadero, CA 94060

Santa Cruz / Monterey Bay KOA
Santa Cruz County
1186 San Andreas Rd, Watsonville, CA 95076

Moss Landing KOA Express
Monterey County
7905 Sandholdt Rd, Moss Landing, CA 95039

Marina Dunes RV Resort
Monterey County
3330 Dunes Rd, Marina, CA 93933

Kirk Creek Campground
Monterey County
CA-1, Big Sur, CA 93920

Plaskett Creek Campground
Monterey County
69345 CA-1, Big Sur, CA 93920

Big Sur Campground & Cabins
Monterey County
47000 CA-1, Big Sur, CA 93920

Fernwood Campground and Resort
Monterey County
47200 CA-1, Big Sur, CA 93920

Ventana Campground
Monterey County
48123 CA-1, Big Sur, CA 93920

Bella Vista by the Sea
San Luis Obispo County
350 N Ocean Ave, Cayucos, CA 93430

Avila / Pismo Beach KOA
San Luis Obispo County
7075 Ontario Rd, San Luis Obispo, CA 93405

Pacific Dunes Ranch RV Resort
San Luis Obispo County
1205 Silver Spur Pl, Oceano, CA 93445

Pismo Sands RV Park
San Luis Obispo County
2220 Cienaga St, Oceano, CA 93445

Golden Shore RV Resort
Los Angeles County
101 Golden Shore, Long Beach, CA 90802

Oceanside RV Park
San Diego County
1510 S Coast Hwy, Oceanside, CA 92054
Campland On the Bay
San Diego County
2211 Pacific Beach Dr, San Diego, CA 92109

Mission Bay RV Resort
San Diego County
2727 De Anza Rd, San Diego, CA 92109

San Diego Metro KOA
San Diego County
111 N 2nd Ave, Chula Vista, CA 91910

Chula Vista RV Resort
San Diego County
460 Sandpiper Way, Chula Vista, CA 91910

COASTAL COLLEGES AND UNIVERSITIES WITH DORMITORIES

SCC has identified the following colleges and universities along the California coast that have dormitories within their respective campuses. These colleges and universities could be potential locations to offer lower-cost accommodations during times when there are no students present.

College of the Redwoods
Humboldt County
7351 Tompkins Hill Rd, Eureka, CA 95501

Humboldt State University
Humboldt County
1 Harpst St, Arcata, CA 95521

Cal Maritime
Solano County
200 Maritime Academy Dr, Vallejo, CA 94590

CSU East Bay
Alameda County
25800 Carlos Bee Blvd, Hayward, CA 94542

UC Berkeley
Alameda County
1125 Jackson St, Albany, CA 94706

Academy of Art University
San Francisco County
79 New Montgomery St, San Francisco, CA 94105

San Francisco State University
San Francisco County
1600 Holloway Ave, San Francisco, CA 94132

University of San Francisco
San Francisco County
2130 Fulton St, San Francisco CA 94117

Northwestern Polytechnic University
Alameda County
47671 Westinghouse Dr, Fremont, CA 94539

CSU Monterey Bay
Monterey County
100 Campus Center, Seaside, CA 93955

UC Santa Cruz
Santa Cruz County
1156 High St, Santa Cruz, CA 95064

UC Santa Barbara
Santa Barbara County
UC Santa Barbara, Santa Barbara, CA 93106

Pepperdine University
Los Angeles County
24255 Pacific Coast Hwy, Malibu, CA 90263

Loyola Marymount University
Los Angeles County
1 Loyola Marymount University Dr, Los Angeles, CA 90045

Otis College of Art and Design
Los Angeles County
9045 Lincoln Blvd, Los Angeles, CA 90045

CSU Long Beach
Los Angeles County
1250 Bellflower Blvd, Long Beach, CA 90840

Laguna College of Art and Design
Orange County
2222 Laguna Canyon Rd, Laguna Beach, CA 92651

UC San Diego
San Diego County
9500 Gilman Dr, La Jolla, CA 92093

University of San Diego
San Diego County
5998 Alcala Park, San Diego, CA 92110

Point Loma Nazarene University
San Diego County
3900 Lomaland Dr, San Diego, CA 92106

HOSTELS ON THE COAST

This is a non-exhaustive list of current hostels on the California coast:

NORTH COAST

Humboldt County to Marin County

Lakeside Hostel & Guest House
1175 Lakeview Drive
Crescent City, CA 95531

The Redwood Lily Eco-Hostel
955 12th Street
Arcata, CA 95521

Hostelling International USA – Point Reyes Hostel
1390 Limantour Spit Road
Point Reyes, Station, CA 94956

Hostelling International USA – Marin Headlands Hostel
941 Rosenstock Road
Sausalito, CA 94965

SAN FRANCISCO BAY

San Francisco County

Hostelling International USA – San Francisco
Fisherman's Wharf Hostel
240 Fort Mason
San Francisco, CA 94123

Hostelling International USA – San Francisco,
Downtown
312 Mason Street
San Francisco, CA 94102

Green Tortoise Hostel San Francisco
494 Broadway Street
San Francisco, CA 94133

Orange Village Hostel
411 O'Farrell Street
San Francisco, CA 94102

Adelaide Hostel
5 Isadora Duncan Lane
San Francisco, CA 94102

Hostelling International USA – San Francisco, City
Center
685 Ellis Street
San Francisco, CA 94109

USA Hostels San Francisco
711 Post Street
San Francisco, CA 94109

Amsterdam Hostel
749 Taylor Street
San Francisco, CA 94108

Music City Hotel/Hostel
1353 Bush Street
San Francisco, CA 94109

Hostelling International USA – San Francisco
Fisherman's Wharf Hostel
240 Fort Mason
San Francisco, CA 94123

European Hostel
761 Minna Street
San Francisco, CA 94103

CENTRAL COAST

San Mateo County to Santa Barbara County

Hostelling International USA – Point Montara
Lighthouse Hostel
8800 Cabrillo Highway
Montara, CA 94037

Hostelling International USA – Pigeon Point Lighthouse
Hostel
210 Pigeon Point Road
Pescadero, CA 94060

Hostelling International USA – Santa Cruz Hostel
321 Main Street
Santa Cruz, CA 95060

Hostelling International USA – Monterey Hostel
778 Hawthorne Street
Monterey, CA 93940

The Wayfarer
500 East Montecito Street
Santa Barbara, CA 93103

SOUTH COAST

Ventura County to San Diego County

Hostelling International USA – Los Angeles South Bay
Hostel
3601 South Gaffey Street
San Pedro, CA 90731

Haus de Baum
1400 East 3rd Street
Long Beach, CA 90802

Samesun Venice Beach
25 Windward Ave
Los Angeles, CA 90291
 USA Hostels Hollywood
1624 Schrader Blvd
Los Angeles, CA 90028

Olympic Hostel
985 3rd Ave
Los Angeles, CA 90019

Hostelling International USA –
Los Angeles Santa Monica Hostel
1436 2nd Street
Santa Monica, CA 90401

Surf City Hostel
26 Pier Ave
Hermosa Beach, CA 90524

Hostelling International USA – San Diego, Downtown
521 Market Street
San Diego, CA 92101

Hostelling International USA – San Diego, Point Loma
Hostel
3790 Udall Street
San Diego, CA 92107

Hostel on 3rd
542 3rd Ave
San Diego, CA 92101

R.K. Hostel
642 West Hawthorne Street
San Diego, CA 92101

USA Hostels Ocean Beach San Diego
4961 Newport Ave
San Diego, CA 92107

California Dreams Backpacker's Hostel
743 Emerald Street
San Diego, CA 92109

ITH Adventure Hostel San Diego
1658 Front Street
San Diego, CA 92101

Lucky D's Hostel
615 8th Ave
San Diego, CA 92101

USA Hostels San Diego
726 Fifth Ave
San Diego, CA 92101

RESIDENTIAL OUTDOOR EDUCATION FACILITIES (ROEFS) ON THE COAST

While the assessment does not fully address the role of residential outdoor education facilities (ROEFs) in providing overnight stays, we would like to acknowledge the accommodation services ROEFs provide while implementing outdoor environmental education. ROEFs operated by non-profits offer lower-cost accommodations as part of their program curriculum, in which participants, usually students and youth, stay overnight on site while learning about nature and engaging in outdoor activities. ROEFs represent an opportunity for California youth to be able to enjoy the coast and learn about environmental stewardship while staying in dormitory style rooms.

The below list of ROEFs is not comprehensive. For purposes of this assessment, we are only focusing on potential lower-cost coastal accommodations that are within 1.5 miles of the coast. However, there are additional ROEFs located more inland that may include transportation from the facility to the nearest beach or coastal site if their environmental lessons include marine science.

Slide Ranch
2025 Shoreline Hwy
Muir Beach, CA 94965

NatureBridge – Golden Gate
1033 Forth Cronkhite
Sausalito, CA 94965

Call of the Sea
3020 Bridgeway #278
Sausalito, CA 94965

Point Bonita YMCA
981 Fort Barry
Sausalito, CA 94965

Clem Miller Environmental Education Center
1 Bear Valley Road, Bldg 70
Point Reyes Station, CA 94956

Camp Kern Environmental Education Program (KEEP)
– Ocean
3350 Pecho Valley Road,
Los Osos, CA, 93402
Point Fermin Outdoor School
Barlow Saxton Road
San Pedro, CA 90731

Malibu Outdoor Science School
11495 E. Pacific Coast Highway
Malibu, CA 90265

Ocean Institute
24200 Dana Point Harbor Dr.
Dana Point, CA 92629

"When I got to the Ocean Institute I had goose bumps all over my arms. I had never seen the ocean and it was a beautiful sight."

GUADALUPE,
OCEAN INSTITUTE'S PROGRAM
PARTICIPANT

ACKNOWLEDGEMENTS

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Azul

Bay Area Outreach and Recreation Program

Bay Area Ridge Trail Council

Bike San Gabriel Valley

Brown Girl Surf

Call of the Sea

City of Eureka

City of Laguna Beach

County of Del Norte

County of Humboldt Parks Department

County of Napa Regional Park and Open Space District

County of Santa Barbara Community Services Department

County of Santa Barbara Parks Department

County of San Diego Department of Parks and Recreation

County of San Luis Obispo

County of San Mateo Parks and Recreation

Crystal Cove Conservancy

Dornbusch Associates

Earth Team

El Capitan Canyon Campground and Resort

Fathers and Families of San Joaquin

Fort Ord Hostel Society

From Lot to Spot

Golden Gate National Parks Conservancy

Groundwork San Diego

Hostelling International USA

Jug Handle Farm and Nature Center

Land Trust of Santa Cruz County

Latino Outdoors

Literacy for Environmental Justice

Maurice Robinson and Associates, LLC

Mendocino Woodlands Camp Association

MIG, Inc.

Monterey Peninsula Regional Park District

Mountains Recreation and Conservation Authority

NatureBridge

Nature for All

Ocean Discovery Institute

Ocean Institute

Orange County Coastkeeper

Outdoor Outreach

Peninsula Open Space Trust

Pepperdine University

Pillar Point Harbor District

Point Reyes National Seashore Association

Port of San Diego

Port San Luis Harbor District

Priority Strategies

Project Access

Santa Monica Mountains Conservancy

Shopoff Realty Investment

Smith River Alliance

Sonoma County Agricultural Preservation and Open Space District

Sonoma County Regional Parks

State of Oregon Parks and Recreation Department

Surfrider Foundation

The Nature Conservancy

The Sierra Club

The Wildlands Conservancy

The Wildlife Conservancy

Trust for Public Land

United Camps, Conferences, and Retreats

U.S. Bureau of Land Management

U.S. National Park Service

Ventana Wildlife Society

Wood Environment and Infrastructure Solutions, Inc.

YMCA Point Bonita

Youth Outside

Coastal Conservancy

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