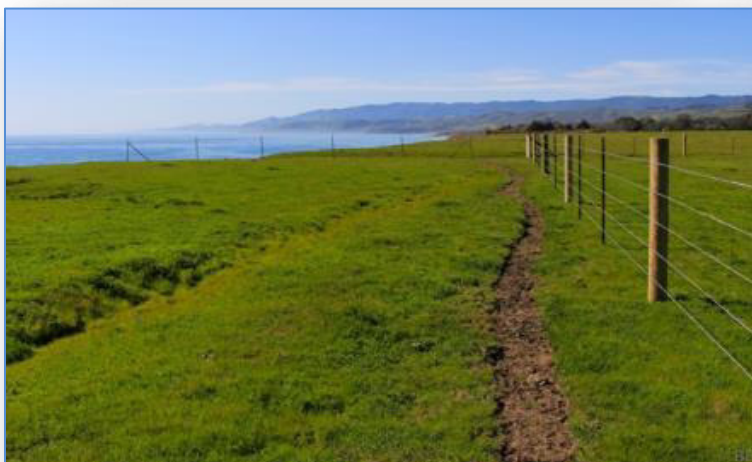


# 3.0 Coastal Trail and Access Framework

This section proposes Gaviota Coastal Trail and coastal access improvements that account for the different characteristics of the Gaviota Coast in three primary segments: 1) the rural eastern 6.2 miles; 2) the central 5.6 miles across State Parks and along the existing Coastal Trail; and, 3) the western 8.8-mile roadside and bluff top alignment. The Eastern Gaviota Coast would remain more remote, consisting of narrow natural earthen surfaces, while central and western segments would be more developed (e.g., existing bike trail). This section also provides design principles for proposed parking areas, signs, bridges and stairways to encourage recreation consistent with Gaviota's rural character.



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**Summary:** This *Gaviota Coastal Trail and Access Framework (Trail Framework)* proposes Coastal Trail and access improvements that account for the different characteristics of each Coastal Trail segments and access points. Remote trail segments would consist of narrow natural earthen surfaces while others would be more developed (e.g., existing bike trail). Parking areas, signs, bridges and stairways would also be designed consistent with Gaviota’s rural character. Ten miles of new Coastal Trail would cross public lands and 6.2 miles and several new access trails would be located on private lands. Exactions from or incentives for new development would be used to acquire easements from private owners. Funding for construction would come from federal, state, county and foundation grants and private donations. Framework implementation would require 20+ years, with several Coastal Trail segments and access points completed in 10 years.

### 3.0 Coastal Trail and Access Framework

#### Overview

This Trail Framework describes the proposed 20.7-mile bluff top alignment of the Coastal Trail from the Bacara Resort through Gaviota State Park (Figure 3-1); also discussed are seven new or improved proposed developed public coastal access points designed to protect and enhance beach access along this scenic shoreline. This section also addresses key issues such as trail design, trail easement acquisition and coastal access location and general design. The proposed Gaviota Coastal Trail and access points have been subdivided into three segments due to different characteristics, design challenges and the length of the study area:

- **Eastern** – Bacara to El Capitan State Beach- natural surface earthen trail (6.2 miles).
- **Central** – El Capitan to Refugio State Beaches- bike path and onroad trail (5.6 miles).
- **Western** – Refugio State Beach to Gaviota State Park- road shoulder, onroad and multiple use offroad trail segments (8.8 miles).

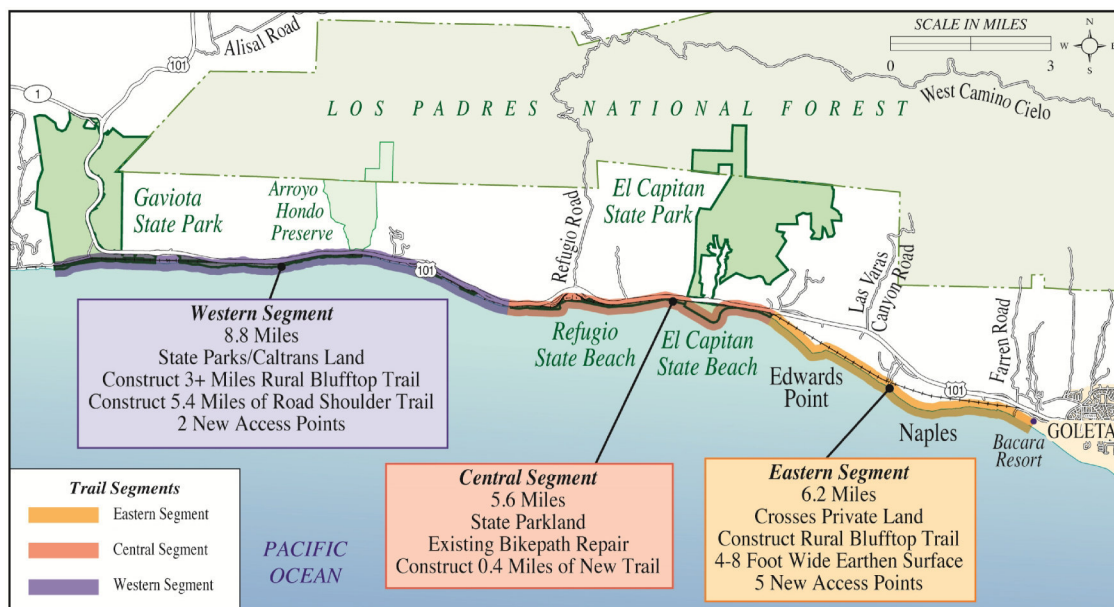
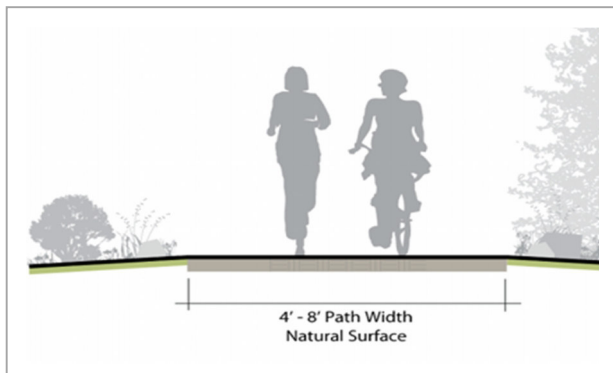


Figure 3-1. Gaviota Coastal Trail Overview

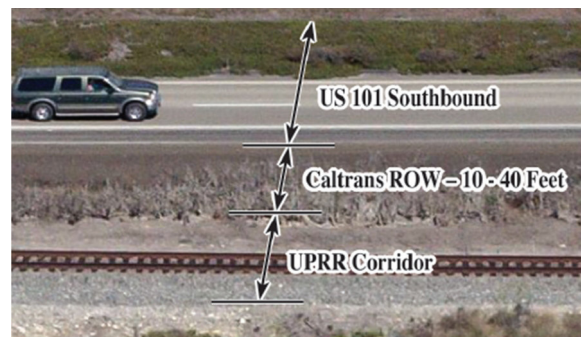
**Coastal Trail Design:** Completion of the Gaviota Coastal Trail would require use of different design techniques and approaches for different segments of the Coastal Trail to reflect the different characteristics and constraints of each location. In more remote areas of the eastern 6.2-mile segment from Bacara Resort to El Capitan, a narrow 4-8 foot-wide natural earthen multiple use trail is recommended to best reflect the areas more remote character and sensitive resources. This trail could accommodate hikers, runners, mountain bikers and equestrians. For the 5.6 miles of already developed paved multiple use trail within El Capitan and Refugio State Beaches, improvements would include repaving of deteriorated sections, repairing 580 feet of multiple use trail currently closed due to coastal erosion damage and installing improved signage. For the 8.8 mile-long western segment of the proposed Coastal Trail, improvements are recommended to differ substantially in two separate reaches. For the 5.6 mile-long reach within Caltrans right-of-way adjacent to US 101 from Refugio State Beach to San Onofre Canyon, a paved multiple use road shoulder trail of 10 feet in width, would fit the character of this reach and anticipated users, including cyclists and pedestrian. Unfortunately, equestrians could not be accommodated along the existing paved multiple use trail within El Capitan and Refugio State Beaches or the road shoulder trail along US 101. For the more natural and rural 2.5-mile segment through the bluff tops of Gaviota State Park and the Gaviota Marine Terminal, proposed parallel paved multiple-use and soft surface equestrian trails proposed by State Parks in 2007 are included in the *Trail Framework* to accommodate hikers, bikers and equestrians.

#### Initial Coastal Trail Design Principles

- Use natural earthen trails of 4-8 feet in width in more remote or undeveloped areas
- Use paved multiple use trail of 10 feet in width for road shoulder trail along US 101
- Repair and maintain 4.5 miles of existing paved bike path in State Parks and Calle Real
- Employ interpretive signage to help protect sensitive areas; use fencing where required
- Use bridges over larger perennial creeks and culverts. Footbridges for drainages
- Construct slope protection or switchback reinforcement using natural materials
- Install side sloping, rolled grade dips and borders to control erosion and trail use
- Maximize views and natural amenities
- Provide accessible trails where appropriate



**Rural Natural Surface Trails:** Remote rural areas of the Gaviota Coastal Trail from Bacara to El Capitan would be developed as a natural earthen trail of 4 feet+ in width, similar to trails on the Ellwood Mesa, More Mesa or the Douglas Family Reserve. Such multiple use trails could accommodate pedestrians, mountain bikes, equestrians and trail runners.



**US 101 Corridor Paved Multiple Use Trail:** The proposed new 5.8 mile-long Coastal Trail segment along the US 101 corridor from Refugio State Beach to San Onofre Creek would be a 10 foot-wide paved multiple use trail to accommodate cyclists, pedestrians and runners. Equestrians could not be accommodated on this reach unless landward relocation of the UPRR and US 101 provides additional room for trail development.

**Coastal Access Point Design:** This Trail Framework proposes five new coastal access points not identified in the County’s 1982 Local Coastal Plan (LCP), as discussed more fully below. Five new parking areas would be provided and two access points at Eagle Canyon and Tomato Canyon West would be accessed off of the Coastal Trail only. This Trail Framework also proposes retention of the seven access points proposed in the 1982 LCP, with acquisition and development of key access points at Dos Pueblos and Las Varas Ranches as well as improvements to Arroyo Hondo; however, many of these proposed 1982 LCP roadside access points may not be suitable for formal access due to constraints associated with US 101 and the Union Pacific Railroad (UPRR). This Framework recommends protection of existing public access trails and roadside coastal access parking along US 101 and County roads.

*“[The Gaviota Coast] is the main attraction of living in Santa Barbara!”*

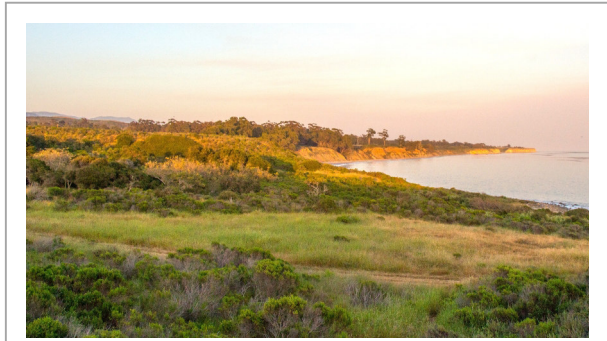
**- Gaviota Coast visitor for 24 years**

New coastal access trails in remote or natural areas (e.g., Naples) would consist of natural surface trails of 4+ feet in width. Trails at heavily used locations such as Arroyo Hondo or Gaviota Marine Terminal may require improved surface trails of 10+ feet in width. All beach access would be developed in a manner consistent with the area’s rural character, using canyons or gullies wherever possible to limit the need for major engineered stairways. Required stairways would be constructed of natural materials, be of limited height and located in gullies to minimize construction impacts and costs. As discussed below, several of these trails would need to cross the UPRR from existing or proposed parking areas.

- Initial Coastal Access Point Design Principles**
- Construct natural earthen 4 foot wide access trails in more remote or undeveloped areas
  - Use improved natural surfaces trails at popular access points (e.g., Gaviota Marine Terminal)
  - Provide scattered smaller parking areas of 20-30 spaces to serve remote areas
  - Site access trails in canyons or using other features to minimize stairway construction
  - Construct stairways of natural materials and limited heights to protect rural area
  - Site access points to respect natural features and resources; use interpretative sign to educate public



**Trail Corridor Acquisition:** Almost 70% of the proposed 20.7 mile-long Gaviota Coastal Trail is under public ownership. This includes approximately 8.3 miles of State Parks land and 5.8 miles in Caltrans right-of-way (ROW). A 0.6-mile offer to dedicate exists within the Gaviota Marine Terminal and will be available after the facility is decommissioned. However, more than 6.2 miles (30%) of scenic rural segments of the proposed trail route is on private property, most of which, as of 2013, is currently proposed for – or anticipated to soon submit for – development of large residential



*The County has planned for acquisition of 108 acres of coastal bluff top at Edwards Point for 30 years; no action has been taken to date. The County's draft Gaviota Coast Plan provides perhaps the last opportunity to acquire this property and the proposed Coastal Trail.*

estates. Implementation of the proposed Framework in these areas would require use of a range of tools to acquire needed easements across private land (refer also to Appendix E):

Offers to Dedicate Easements: The County has historically received offers to dedicate trail easements for properties proposed for subdivision or development; this mechanism helped create more than 10 miles of trails in Montecito. The Paradiso del Mare development includes such an offer; however, pending development at Las Varas Ranch and 8501 Hollister have refused to offer nearshore Coastal Trail easements. The County may need to use other tools to acquire these easements.

Easement Acquisition Tools: The County has historically used General Plan updates to acquire community benefits such as open space and trails. Acquisition methods have included land use tools to exact (i.e., require) trail easement, incentives (e.g., increased development) or a combination of both to acquire large areas of open space and trail corridors in both Goleta and Orcutt. Tools for Gaviota Coastal Trail easement or open space acquisition could include development of specific plans, increases in minimum home sizes, transfer development rights, rezones, and clustered development or purchase to acquire such properties. Additionally, use of rolling easements would permit landward retreat of the Coastal Trail to address bluff erosion.

Recreation Overlay: The County's draft 2013 Gaviota Coast Plan proposes a recreation overlay on the 108-acre La Varas Ranch bluff top south of the UPRR. This and other coastal bluff land along the proposed nearshore Coastal Trail route (e.g., 8501 Hollister, LLC, Dos Pueblos Canyon Creek mouth) could be acquired as open space using a recreation overlay and the tools described above to facilitate trail construction.

#### **Trail Corridor/ Open Space Acquisition Techniques**

- Use specific plans or rezones to acquire open space to transfer or cluster development
- Restrict home sizes on sensitive coastal bluffs; allow limited increases in homes size exchange for trail easement dedication
- Provide incentives for easement dedication
- Use the environmental review process to assess impacts to existing access and require dedication of existing informal trails
- Incorporate policies and land use tools into the Gaviota Coast Plan to strongly promote open space and trail easement acquisition

**Creek Crossings:** Bridges are commonly installed by local agencies to accommodate new trails crossing large creeks. Bridge designs vary, but often consist of a metal framework, support struts and hand rails with a five to eight foot-wide wooden or recycled material deck. Span bridges are typically anchored or supported by concrete abutments located outside of the creek channel. These span bridges avoid in-water piling construction and potential impacts to sensitive species and flood flows in larger streams. Footbridges or boardwalks are often used to cross gullies or smaller streams and may be of similar construction, but may include support pilings within the stream channel. The prices of such bridges installed vary from as little as \$30,000 for shorter prefabricated 20-40 foot span bridges to \$100,000 to \$150,000 for larger spans of 100 feet or more, including installation of abutments.

Santa Barbara County and the cities of Carpinteria, Santa Barbara and Goleta have all recently approved or constructed new bridges across area streams. Recent examples include the City of Goleta approval of the Hideaway Development bridge over Devereux Creek, the County’s approved Cavaletto Tree Farm development’s bridge at San Jose Creek, and the City of Santa Barbara’s bridge across Mesa Creek. Bridge construction must account for protection of riparian habitat and sensitive species as well as the flood potential of these drainages. Permits from California Department of Fish and Wildlife, Regional Water Quality Control Board and U.S. Army Corps of Engineers are often required.

**Initial Creek Crossing Design Principles**

- Use existing bridges where possible to reduce trail costs (e.g., Arroyo Hondo)
- Use span bridges over larger creeks to minimize impacts to sensitive species
- Use culverts and footbridges to cross smaller canyons and drainages
- Treat creeks as an amenity and provide interpretative signs and informal seating



*Completion of the Gaviota Coastal Trail would require construction of ten new larger creek bridges of 30 to 120 feet in length similar to this 80 foot-long bridge on El Capitan Creek. Bridges would be of metal, wood or recycled material, about 5 feet-wide and often of span construction, with foundations or abutments built outside of creek channels.*



*County trails employ large free span bridges to cross major streams. The Obern Trail in Goleta has 5 free span bridges of 25-70 feet long that cross Atascadero and Maria Yganica Creeks, both designated Environmentally Sensitive Habitats that support riparian woodlands and sensitive species (e.g., steelhead trout, western pond turtle).*

**UPRR Crossings:** The UPRR is a major barrier to completing components of the proposed *Gaviota Coastal Trail and Access Framework*. Construction of railroad crossings for the Coastal Trail and new coastal access points would be the most expensive component for completing proposed improvements – the cost of a single railroad bridge may exceed that of several miles of the Coastal Trail. Further, UPRR and California Public Utilities Commission (CPUC) permit and study requirements can substantially increase the cost to complete such crossings. While many agencies in Southern California have successfully completed such crossings, these challenges emphasize the need for a strong policy framework in the County’s 2013 Gaviota Coast Plan to guide UPRR planning and permitting.

The UPRR and CPUC prefer to minimize new railroad crossings. While grade-separated crossings (i.e., bridges or tunnels) are strongly preferred over at-grade crossings, at-grade crossing points are far less expensive and have been successfully permitted in other Southern California communities. Two new railroad bridges, two new at-grade crossings and reuse/ improvement of an existing private at-grade crossing would likely be required to complete the Gaviota Coastal Trail and access points proposed in this Framework. Design and permitting of new rail crossings would be a multi-year process involving field surveys, environmental review, permitting and negotiations with the UPRR. Construction of two new at-grade crossings may require closure of up to four existing crossings along the rail corridor. Gaviota area at-grade crossings that could potentially be closed include a crossing at Bacara, Las Varas Ranch and Gaviota State Park; more research would be required into this issue. Such closures would need to be negotiated with property owners and the UPRR.

**Initial UPRR Crossing Design Principles**

- Minimize the number of crossings through appropriate and well placed access design
- Improve and permit use of existing crossings to reduce cost (i.e., Santa Barbara Ranch)
- Work with UPRR and property owners to identify existing crossings for closure
- Locate bridges over larger rail corridor cuts to minimize bridge height and cost



Completion of the Gaviota Trail would require construction of two new bridges across the UPRR, as preferred by the CPUC/ UPRR, similar to new bridges in Solana Beach (above). Bridges are typically prefabricated with 26 feet of track clearance; estimated cost for a new bridge at Paradiso del Maré is \$1.5 million (County of Santa Barbara 2013b).



Completion of the Gaviota Trail would require three UPRR at-grade crossings similar to crossings in San Clemente (above). At-grade crossings are the least expensive crossing technique and can include pedestrian gates, warning signals and rubberized tread. While not preferred by the CPUC and UPRR, such crossings may cost \$350,000 +/- to permit and construct (County of Santa Barbara 2011).



**Parking and Trailheads:** Provision of new developed parking areas and trailheads would be an important component of improved public access on the Gaviota Coast. Four new and one improved trailhead and public parking areas with up to 180 or more spaces are proposed in this Framework in addition to 75 existing spaces at Arroyo Hondo. New public parking areas would be sited off of existing intersections or interchanges to assure acceptable access off US 101. To minimize visual and environmental impacts, parking areas serving wilder trail segments of eastern Gaviota Coast (e.g., Naples) would be sited every 1-2 miles, would include no more than 30 spaces and be located to limit visibility from US 101 and the Coastal Trail; parking in these areas would be developed as graveled lots, similar to unimproved lots serving Malibu Coast State Parks (e.g., La Piedra). Parking at more developed access points such as Arroyo Hondo and Mariposa Reina would be paved, similar to the recently installed parking lot for the Elwood Mesa/ Sperlberg Preserve Open Space in Goleta. Trailheads would include trail signage and trashcans and, where appropriate, restrooms.

In addition to formal parking, existing free roadside coastal parking along both US 101 and County roads should be retained and protected, but may not be suitable for development as formal access points due to US 101 access and UPRR crossing issues. Informal public parking along US 101 is an important coastal access resource and is recognized as such in the County’s 2013 draft Gaviota Coast Plan. However, modest improvements such as trash cans and channeling coastal access to the safest UPRR crossing could be investigated.

#### Initial Parking Area Design Principles

- Limit parking areas serving remote trail segments to approximately 30 spaces; use natural surfaces for parking areas
- Include trailhead signage and trash receptacles, restrooms where appropriate
- Parking areas serving developed trail segments may be paved.
- Retain and protect existing free roadside parking areas along US 101 and County roads
- Work with the community, Caltrans and UPRR to identify acceptable improvements to informal roadside parking areas
- Parking area improvements should be consistent with use and surroundings



*Parking areas serving remote eastern Gaviota Coastal Trail segments such as that at *Paradiso del Mare* would be well spaced to minimize crowding, well signed along US 101 and constructed of natural surfaces (e.g., gravel), similar to rustic parking areas in Malibu (*La Piedra State Park*). If appropriate, restrooms could be provided.*



*Trailheads should be low-key, but include limited signage, trash receptacles and “mutt mitt” stations similar to this trailhead on Goleta’s *Ellwood Mesa Open Space*. Signage at trailheads should aid the public with trail way-finding and inform users regarding trail etiquette and resource protection.*

**Coastal Trail Signage:** Improved signage is a key component of the Gaviota Coastal Trail to guide trail users, provide practical information, and enhance visitor experience. Signs for way-finding, identification of environmentally sensitive areas and safety concerns and interpretative signs for the natural and human history of the region are all important. Existing segments of the Coastal Trail contain limited signage, which consist of interpretive displays and few trail markers. However, existing Coastal Trail segments are not signed on US 101 or Calle Real, limiting access to passing bikers. Coastal Trail signage is also limited within El Capitan and Refugio State Beaches, which can result in Gaviota Coast visitors being unaware of the extent of the existing Coastal Trail, reducing its potential use.

Implementation of the Coastal Trail will require basic trail signs and markers, and in some locations such as staging areas and trailheads, trail user orientation signs and maps. Installation of coastal access and trailhead signs along US 101, Calle Real and highway frontage roads would be particularly important. Priority should be placed on way-finding signs to guide the public to and along the Coastal Trail and access points and then on low key interpretive signs to educate the public regarding resource and cultural issues. Signage should be consistent with Coastal Conservancy Coastal Trail signing standards and guidelines (Coastal Conservancy 2003) and its application of the Coastal Trail signage and emblem (Coastal Conservancy 2006).

#### **Initial Gaviota Coastal Trail Signage Principles**

- Place Coastal Trail identification signs at staging areas, trailheads, junctions, and special features.
- Coastal Trail staging areas and trailheads should be well signed on US 101, Calle Real and major County roads.
- ADA-compliant portions of the Coastal Trail should be clearly indicated.
- Signage along major inland connecting trails should direct users to the Coastal Trail.
- Develop cell phone accessible web based trail maps and user information
- Coastal access points should be signed along the Coastal Trail



*A few California Coastal Trail Emblems are located at several points along the existing Gaviota Coastal Trail (e.g., east of Refugio State Beach). Proper use of the emblem and trail signage will be important to ensure users are aware of trailheads, routes, distances, and key coastal access opportunities.*



*Interpretive signs regarding the natural and human history of the Gaviota Coast should include signs such as this at El Capitan State Beach describing the 1776 Juan Bautista de Anza expedition along the Gaviota Coast. Signs should be simple, low key and placed to encourage education and protection of the Gaviota Coast's resources.*

**Trail and Coastal Access User Groups:**

The State Coastal Act promotes public access to and along the coast, consistent with protection of sensitive resources. Santa Barbara County’s trail system is multiple-use and allows a wide range of user groups including hikers, mountain bikers, equestrians, trail runners, dog walkers and other users. California State Parks also supports multiple use trails, but limits use by different groups depending upon trail type and resources sensitivity. Local residents and visitors value uncrowded Gaviota trails and beaches and unrestricted recreational activities, such as beach fires, informal camping, off leash dog walking, nude sunbathing; although not officially sanctioned, such practices are widespread and are part of the character of the coast and existing recreation. Balancing these historic values and freedoms with access improvements will be a challenge.



*Gaviota trail users and beach goers value uncrowded conditions and a wide range of often unrestricted recreational activities such as these hikers walking their dog on the planned route of Gaviota Coastal Trail on the Paradiso del Maré site.*

The proposed Gaviota Coastal Trail would accommodate hikers, pedestrians, trail runners and mountain bikers. Road bikes could access 15 miles of paved trails from El Capitan west to Gaviota. Equestrians would be permitted on natural surface trails on the 5 miles from Bacara Resort through Las Varas Ranch and on 2.5 miles within Gaviota State Park. Beach access within State Parks would be limited per existing regulations while access points outside these areas would allow more diverse activities under County rules.

The Trail Framework recommends trails generally accessible by people with disabilities for the nearly 15 miles of paved trails from El Capitan west to Gaviota, including the 2.5 miles of bluff top trail in Gaviota State Park which was designed to federal accessibility guidelines. However, within remote areas along the eastern trail segment, distance from parking and need to protect the rural character and natural resources would lead to creation of earthen surface rustic trails with reduced accessibility; however, some access points in this area could be made accessible in terms of grade to coastal scenic overlooks.

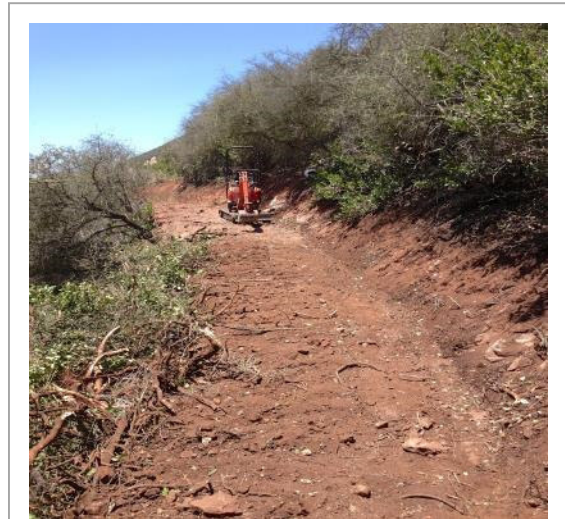
**Gaviota Coastal Trail and Access User Group Management Principles**

- Maintain and improve access for a wide range of user groups and historic activities
- Design trails and access to protect resources and minimize need for excessive regulations
- Provide ADA access to developed Coastal Trail segments and access points
- Manage remote trail segments and beaches to respect historic use patterns and activities

**Trail and Coastal Access Maintenance:**

Managing and funding long term maintenance of the proposed Gaviota Coastal Trail and access improvements would present a challenge to the State and County, both of which have faced difficulties improving and maintaining their existing trail systems. Given differing jurisdictions and trail type, each trail segment and access points would likely fall under a different management authority and approach.

Bacara Resort to El Capitan: As currently envisioned, the 6.2-mile eastern segment and new coastal access parking areas and trails would be managed by the County. Maintenance requirements would vary depending on final improvements; for example, if Edwards Point develops as a campground, management requirements (and revenues) would be higher. County staff manages developed parks (e.g., Jalama and Goleta Beach), but community organizations (e.g., Trails Council; Santa Barbara Mountain Bike Trail Volunteers) partner with the County to construct and maintain remote trails.



*The County, State Parks and US Forest Service increasingly rely upon community organizations to fund, construct and maintain trails. Such organizations took the lead in designing and building the new Franklin Trail in the Carpinteria foothills (pictured).*

El Capitan to Refugio: The 5.6 mile central segment falls entirely within two developed State Beach Parks and would consist largely of paved multiple use trail segments. State Parks relies on paid staff to perform maintenance of developed facilities such as paved trails, but also partners with community organizations for maintenance of unimproved trails. Identifying funding mechanisms for State Parks maintenance more fully developing community partnerships should be part of State Parks maintenance program.

Refugio to Gaviota: The majority of this 8.8 mile segment would be within Caltrans ROW, with 2.5 miles within Gaviota State Park and almost one mile under County authority. This segment would consist of a paved multiple use trail and onroad trail requiring appropriate equipment and expertise for repair and maintenance. The three agencies would need to work together to devise a long-term maintenance strategy with shared responsibility between agencies and assistance from community organizations.

**Initial Coastal Trail and Access Maintenance Principles**

- Partner with community organizations for trail construction and maintenance
- Establish a Gaviota Coastal Trail Working Group of the County, State Parks, Caltrans, Coastal Conservancy and community organizations to address funding, construction and maintenance issues.
- Permit trail docents to live in RVs at remote coastal access parking trailheads in exchange for maintenance/ patrol duties
- Design Coastal Trail and beach access points to minimize long term maintenance and enforcement needs to reduce costs and burden on local and state agencies

### 3.1 Eastern Gaviota Coastal Trail and Access Framework

#### Eastern Segment - Proposed Trail and Access Improvements Summary

**Trail Segment Length:** 6.2 miles of natural earthen trails of 4-8 feet in width  
**ROW/ Easement Status:** Easements will need to be provided by pending development; one offer to dedicate nearshore Coastal Trail easement pending on Paradiso del Mare site  
**Railroad Crossings:** Four new/ improved (3 at-grade, 1 bridge); Two existing bridges  
**Creek Crossings:** Eight new crossings – Three span and five footbridges  
**Coastal Access Points:** Five new - Eagle Canyon, Naples (2), Dos Pueblos, and Edwards Point.  
**New Parking Areas:** Three off road parking areas of 30 spaces each proposed (up to 90 spaces)

The eastern segment of the Gaviota Coastal Trail would run for 6.2 miles from the Bacara Resort to the existing developed bike path beginning north of El Capitan State Beach (Figure 3-2). This segment would be located entirely on private property currently held by six different owners and would generally traverse a level or gently sloping coastal bluff top mesa, punctuated by four deep canyons (Table 3-1).

This segment of the Gaviota Coastal Trail would consist of a 4-8 foot wide earthen trail that would provide a highly scenic experience far removed from US 101. Views of eucalyptus groves, open grasslands, native habitats, agriculture and the Santa Barbara Channel and Islands would make this the most scenic segment of the proposed Gaviota Coastal Trail.

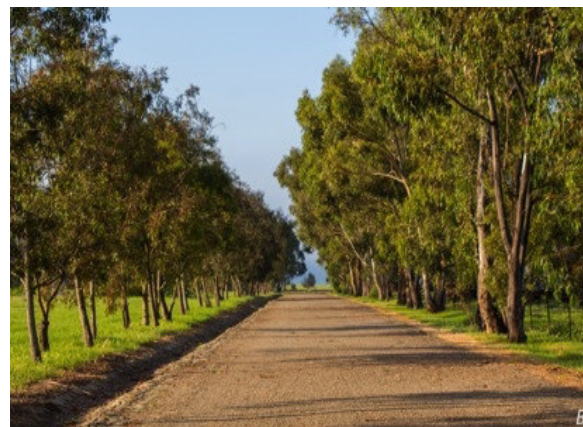
*"I grew up here. My life is these beaches and now I bring my children here and want this to remain in their lives forever as well."*

**- Gaviota Coast visitor for 28 years from North County**

Approximately 2.92 miles of this segment (42%) would follow existing partially paved or unimproved dirt roads and 2.61 miles (37%) would cross non-native grasslands, some of which are used as cattle pasture. Approximately 4,000 feet would traverse coastal sage scrub habitat, eucalyptus groves or riparian woodlands, with 1,000 feet using existing paved county road. Details of trail alignment and design are addressed for various properties below.



*The eastern 6.2 miles of the Gaviota Coastal Trail would be highly scenic and rural in character with a natural earthen trail tread of approximately 4 to 8 feet in width that would provide access to and along the shoreline such as this simulated photo of remote section of the proposed Gaviota Coastal Trail across the Las Varas Ranch.*



*The Santa Barbara Ranch Trailhead coastal access point would lead from a roadside parking area and run along the existing eucalyptus-lined ranch road for approximately one mile across the broad coastal bluff tops. Coastal access would be provided along the existing trail down the shallow canyon to the beach.*

A major issue associated with completing the eastern 6.2 miles of the Gaviota Coastal Trail is acquisition of easements from private property owners. An offer to dedicate over one mile of easements is currently pending, another ½ mile long segment has been previously offered to the County and the County has the authority to negotiate or exact easements from several pending developments (Table 3-1). However, acquisition of easements for this highly scenic nearshore eastern Gaviota Coastal Trail will require creativity and leadership from the County and Coastal Commission using a variety of regulatory tools and incentives.

**Table 3-1. Eastern Trail Segment Acquisition and Development Issues**

Owner	Trail Acquisition/ Development Issues		
	Length	Trail Corridor	Coastal Trail/ Easement Status
8501 Hollister, LLC	0.66 miles	Unimproved road	No offer to dedicate currently pending; owner may oppose nearshore location
Makar (Paradiso del Mare)	1.51 miles	Unimproved road	Paradiso del Mare project includes offer to dedicate nearshore easement
Makar (25 Naples lots)	0.63 miles	Grassland/ existing trails	2006 pre-application for these lots proposed a nearshore easement
Santa Barbara Ranch (Naples)	1.13 miles	Grassland/ existing trails	Approved development does not include nearshore easement; negotiations or Coastal Commission action needed to acquire offer to dedicate/ easement
Dos Pueblos Ranch	0.27 miles	Existing roads	None currently proposed
Scott Property	0.37 miles	Grassland/ existing trails	None currently proposed
Las Varas Ranch	2.4 miles	Existing Roads/ trails, grassland	Proposed development does not include nearshore easement; draft Gaviota Coast Plan should include trail acquisition tools to secure an offer to dedicate/ easement

**Creek Crossings:** Completion of the eastern segment would entail construction of four new larger bridges over major creeks and the use of one existing creek bridge at Dos Pueblos Canyon (Table 3-2). These creeks would offer trail users a pleasant shady interlude along this trail corridor and would be an ideal location for low key interpretive signage to inform trail users about the natural resources of the Gaviota Coast and associated sensitive species. Informal seating areas using natural logs or boulders could also be created to enhance public enjoyment of such locations.

**Table 3-2. Eastern Gaviota Coastal Trail Segment - Major Creek Crossings**

Creek Name	Major Creek Crossing		
	Type	Length	Constraints/ Design Issues
Eagle Canyon	Span Bridge	90 feet	Previously disturbed pipeline/ bridge crossing
Dos Pueblos Creek	Existing Bridge	15-150 feet	Existing bridge, UPRR trestle or new bridge
Las Varas	Span Bridge	75 feet	Mature riparian woodland; limited understory; sensitive species
Gato Creek	Span Bridge	40 feet	Mature riparian woodland; sensitive species; potential for use of existing trail crossing
Las Llagas Creek	Span Bridge	40 feet	Dense riparian woodland and understory; sensitive species

Source: Trails Council 2013.

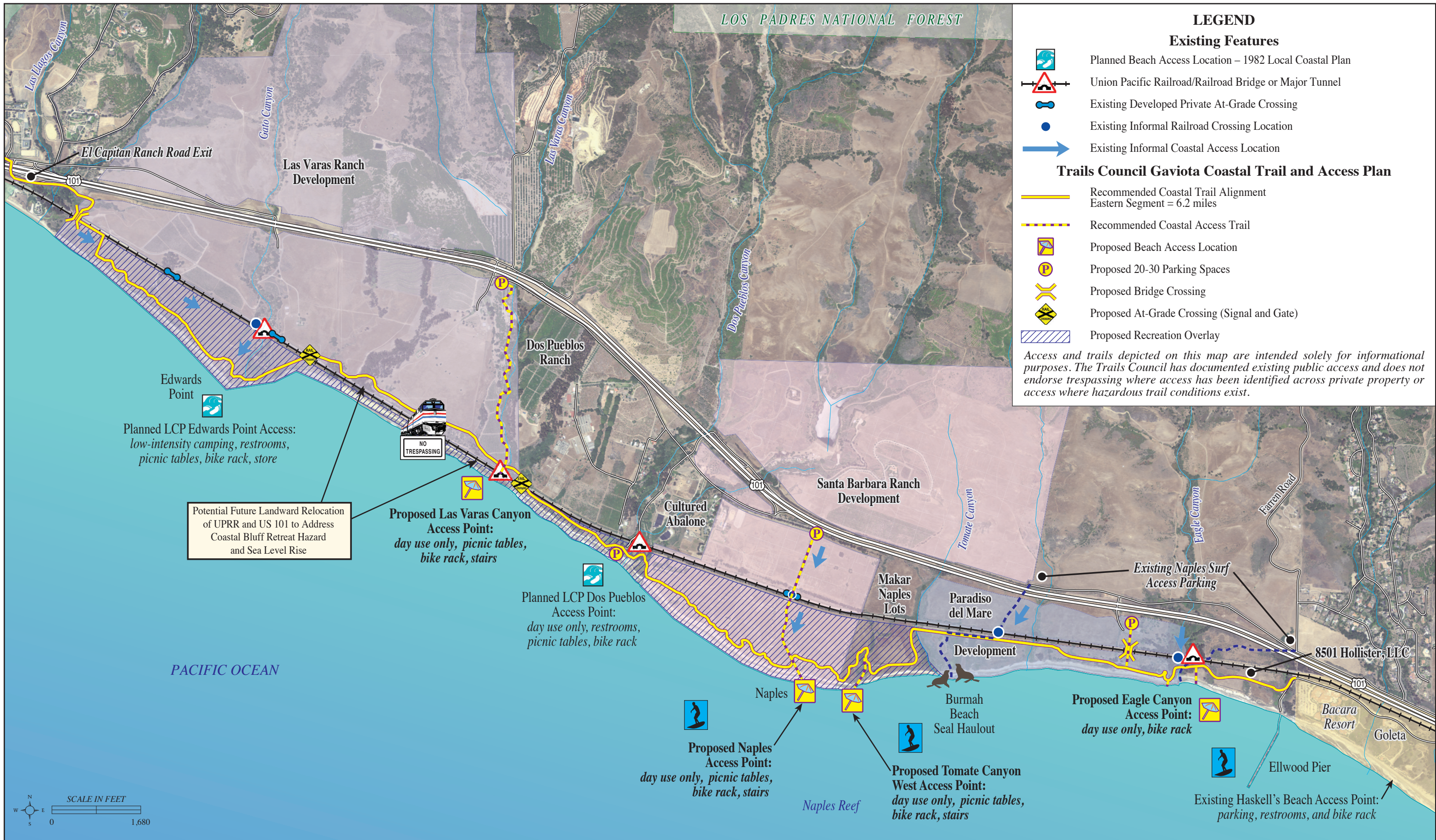


Figure 3-2. Eastern Segment – Bacara to Eastern Side of El Capitan State Beach



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The proposed Eagle Canyon crossing would traverse a deep canyon and require potentially the longest creek bridge along this segment with a span of up to 90 feet. Wide riparian woodlands at Las Varas and Gato Creeks would require careful management of the trail approaches to the bridge, although it appears feasible to avoid removal of major trees at either of these locations. The Las Llagas crossing has steep approaches and would require attention to erosion control.

Coastal Trail crossings of a number of canyons and gullies could also require construction of smaller 10-20-foot-long foot bridges, boardwalks or use of culverts. Because these streams are shallow and have limited flows, “wet crossings” using rocks or boardwalks could often be employed successfully, as occurs on many of the trails in Los Padres National Forest. However, bridges are proposed for crossing the larger creeks to minimize disturbance to in-water sensitive species such as the California red-legged frog and steelhead trout. Installation of bridges would require Coastal Development Permits from Santa Barbara County as well as permits from the State Department of Fish and Wildlife, along with consultation with or permits from federal agencies.

Bridges would often be sited at previously disturbed locations to reduce disturbance to riparian habitats. For example, the proposed Eagle Canyon Bridge would cross at a location that supported historic oil pipelines and that retains pipeline or bridge abutments. If the existing privately owned park at the Dos Pueblos Canyon Creek mouth is acquired as called for in the County’s 1982 LCP, the trail would cross using the existing road bridge. Alternately, it may be feasible to negotiate use of UPRR trestle bridge supports for bridging the creek, or a new bridge may need to be constructed.



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*The proposed Gaviota Coastal Trail could cross Dos Pueblos Creek Canyon on existing already developed roads that lead down the canyon slopes and via an existing bridge across the creek within the privately-owned park at Dos Pueblos Canyon Creek. Alternately, a bridge could be attached to the lower level of the pilings that support the UPRR trestle bridge or a new bridge could be constructed. Acquisition of this park in Dos Pueblos Canyon, which has been planned for over 30 years since adoption of the County’s 1982 LCP, would aid development of the Coastal Trail and greatly enhance public access to the coast.*

**Railroad Crossings:** Completion of the eastern segment of the Gaviota Coastal Trail and new access points would entail construction of four new UPRR crossings and improvements to two existing crossings (Table 3-3). An existing wooden bridge over the UPRR on the Paradiso del Mare site could potentially accommodate a proposed coastal access trail; however, while strong enough to accommodate vehicles, this bridge may not meet current standards. A replacement bridge may cost an estimated \$1.5 million.<sup>1</sup>



*The existing UPRR Las Varas Creek Tunnel would be used to provide beach access from the one mile-long Las Varas coastal access trail. Use of this tunnel would require an easement from UPRR, permits, and possible improvements to raise the trail above stream flow.*

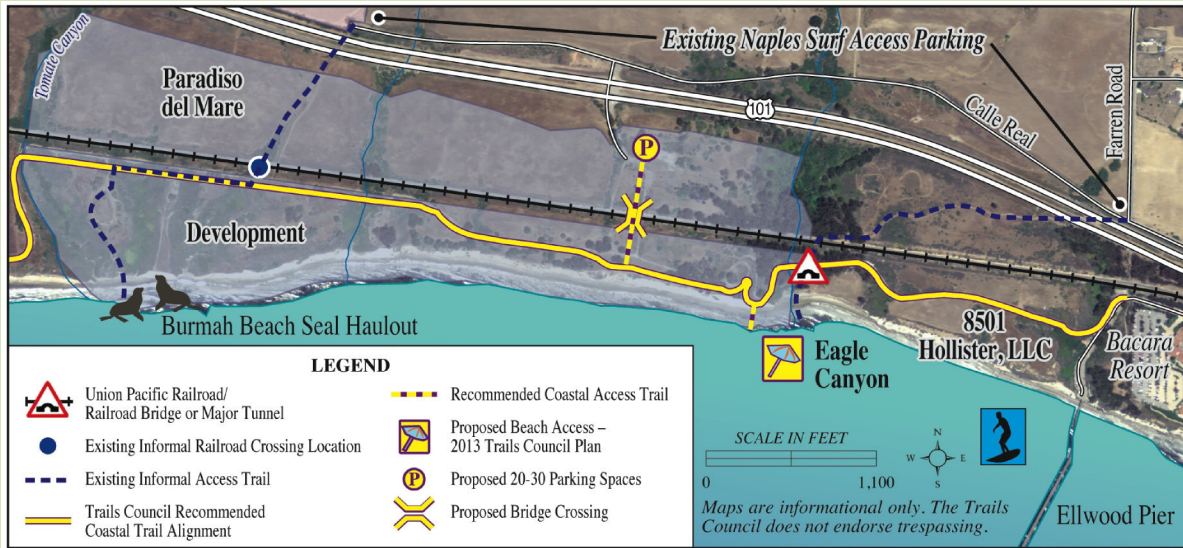
The proposed Naples coastal access trail would cross the UPRR at the historic Naples station; crossing gates and signals may need to be installed and permits and approvals obtained from UPRR and CPUC. A new at-grade crossing would be installed east of Las Varas Creek on the Scott property along with an additional crossing on Las Varas Ranch one mile to the west. These new crossings are proposed to maximize the length of scenic bluff top trail; both would require improvements; permit approvals and closure of up to 4 additional existing crossings. Two existing crossings on Las Varas Ranch are not well positioned to provide maximum bluff top trail alignment and neither of these locations appears highly suitable for a bridge. A final bridge would be installed over a deep railroad cut on the west end of Las Varas Ranch, minimizing construction costs.

**Table 3-3. Eastern Gaviota- Proposed UPRR Crossings**

Location	Proposed UPRR New/ Improved Crossing Points		
	Type	Length	Coastal Trail or Coastal Access
Paradiso del Mare Coastal Access Trail	Bridge	100 feet	New bridge may be required to replace existing bridge, which still carries vehicle traffic. New bridge would require 26 feet of clearance
Santa Barbara Ranch (Naples) Coastal Access Trail	Existing at-grade	18 feet	Improved existing crossing that was approved for access to 38 new homes as part of Santa Barbara Ranch development. Improvements would include new crossing signals and approach guide rails
Scott Property Coastal Trail	At-grade	18 feet	New crossing would require installation of paved or rubberized approaches and decking, installation of signals and approach guide railings
Las Varas Creek Coastal Access Trail	Existing Tunnel	120 feet	Use of this large existing tunnel may require construction of a raised walkway to elevate trail above creek average flows, an easement from UPRR and state and federal agency permits
Las Varas East Coastal Trail	At-grade	18 feet	New crossing would require installation of paved or rubberized approaches and decking, installation of signals and approach guide rails
Las Varas West Coastal Trail	Bridge	100 feet	New span bridge over 13-foot-deep existing railroad cut. Location limits construction required to obtain 26 feet of clearance for bridge over tracks

<sup>1</sup> Cost estimate prepared by developer's engineer and not independently confirmed.

## 501 Hollister Avenue, LLC /Paradiso del Maré Segment



**Ownership:** 8501 Hollister Avenue, LLC (Hollister LLC; 61 acres) and Makar Properties (134 acres)

**Segment Description:** Coastal Trail would follow unimproved roads south of the UPRR for 1.7 miles along level route from the Bacara/ Ellwood Pier access road west to the eastern edge of Makar-owned Naples lots.

**Trail Easement Status:** Offer to dedicate 6,000 feet of nearshore easement and open space easements on 120 + acres as part of Paradise Del Mare project (potential final approval 2015); Hollister LLC- no offer pending.

**Railroad Crossings:** None needed for Coastal Trail; coastal access trail would use existing or new bridge.

**Creek Crossings:** Proposed 90 foot-long span bridge across Eagle Canyon; repair culvert across deeply eroded canyon on Paradise del Mare.

**Coastal Access Parking and Trail:** Proposed unimproved lot- up to 30 spaces at Paradise del Maré driveway; 490 foot- long access trail south to the Coastal Trail with access to Eagle Canyon and Tomate Canyon West beach access points.

**Proposed Beach Access:** New access point at Eagle Canyon, gently sloping from Coastal Trail to beach.

**Design and Acquisition Issues:** Coastal Trail construction would be inexpensive due to use of existing roads, except Eagle Creek Bridge (\$150,000+/-). Culvert repair may be implemented by UPRR to protect tracks. Coastal Trail construction would entail removal of old asphalt roadbed and protection of white tail kite nest and vernal pools near trail corridor (e.g., fencing, educational signage); routing would avoid major archaeological site on Hollister, LLC. If required, a new coastal access trail bridge over UPRR may cost \$1.5 million+/- . The existing Tomate Canyon informal coastal access trail would be relocated west 1,500 feet to Tomate Canyon West on Makar owned Naples lots to minimize impacts to seal haul out. No other vertical access appears feasible on Paradise del Maré site due to very steep bluffs or proximity to seal haul out.

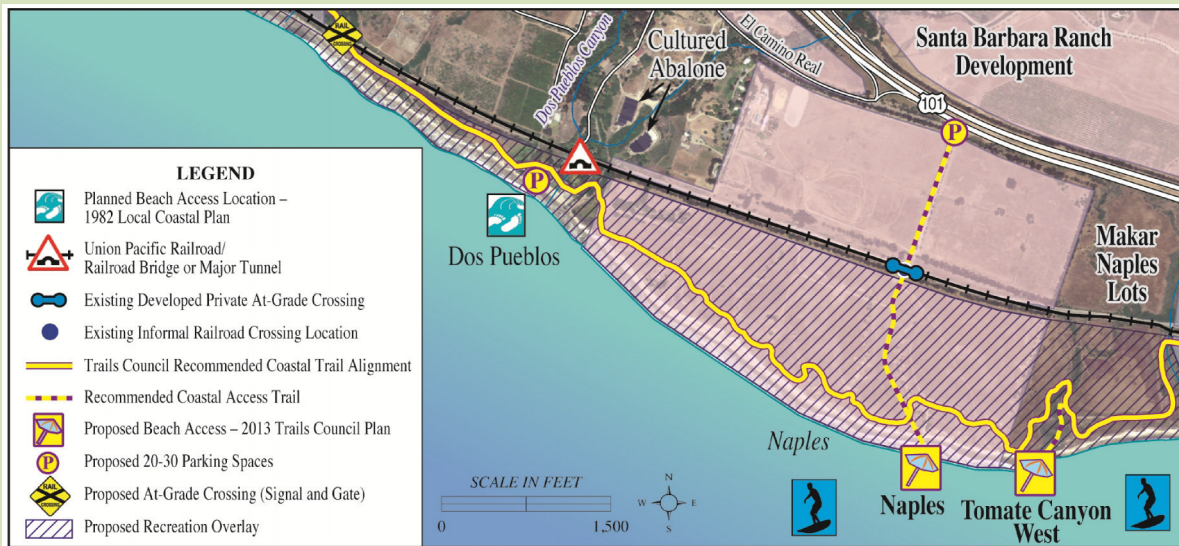


Existing roads would facilitate Coastal Trail construction across these properties. Constraints adjacent to this segment include occasional nesting white tailed kites, a major archaeological site and a vernal pool.



Construction of the Paradise del Mare coastal access trail may require construction of a new bridge across the UPRR as the existing bridge may not meet current standards. A new bridge may cost approximately \$1.5 million.

## Makar Naples Lots, Santa Barbara / Dos Pueblos Ranches



**Ownership:** South of US 101- Makar Properties (75 acres); Missouri 1st Bank; Schulte; Scott

**Segment Description:** This 2.1 mile long segment would follow a dirt road for 1,500 feet southwest across Makar owned lots to Tomate Canyon West, swing inland past a canyon to the Santa Barbara Ranch (Naples) and across 1.1 miles of level bluff top to Dos Pueblos Canyon, where it would follow existing roads to the level bluffs west of canyon, then 1,800 feet across Schulte and Scott properties to a UPRR crossing.

**Trail Easement Status:** No pending offers to dedicate nearshore Coastal Trail easements. Makar offered to dedicate 2,500 feet of easement and a Tomate Canyon West coastal access trail in 2006. Approved Santa Barbara Ranch development does not include offer to dedicate nearshore Coastal Trail or access easements.

**Railroad Crossings:** Two at-grade crossings: new Scott property crossing for Coastal Trail and use of existing partially improved Naples at-grade crossing for coastal access trail.

**Creek Crossings:** Use of existing private Dos Pueblos Creek bridge, negotiate use of UPRR trestle to support a trail bridge or construct new bridge; new 20 foot-long footbridge over Tomate West drainage.

**Coastal Access Parking and Trail:** Proposed gravel lot with 30 spaces off frontage road; one mile-long access trail along existing road south to the Coastal Trail/ proposal Naples coastal access trail/ stairway.

**Proposed Beach Access:** Naples/ Tomate Canyon West access trails and stairways via existing gully access trails. Dos Pueblos Canyon proposed as day use public park in 1982 LCP- parking, store, restrooms, bike rack.

**Design and Acquisition Issues:** Level terrain, existing trails, roads, bridges will ease construction of much of trail. Coastal Trail and access easement acquisition will require negotiations to resolve Santa Barbara Ranch litigation or County/ Coastal Commission action using land use tools, incentives and/ or purchase. Use of existing at-grade crossing of UPRR for coastal access will require negotiations with and permits from UPRR and CPUC. Trail routing would avoid or minimize impacts to sensitive archeological sites east and west of Dos Pueblos Canyon. Tomate Canyon West sited 1,500 feet from seal haul out, reducing existing disturbance. Two access points in close proximity proposed to provide flexibility with pending development.



*This segment of the Coastal Trail would follow portions of existing nearshore trails and roads for approximately 50% of its 2.1 miles. The trail would traverse primarily non-native grassland and skirt two archaeologically sensitive areas.*



*The existing gap in the bluffs at the east end of the Santa Barbara Ranch (Naples) property supports an existing informal coastal access trail and would be developed with a short stairway to provide coastal access. The nearby Tomate Canyon West access trail would be another option.*

## Las Varas Ranch Segment



**Ownership:** Las Varas Ranch (Doheny Family)

**Segment Description:** This 2.25 mile segment would extend west from Las Varas Creek for almost one mile along a ranch road just north of the UPRR and outside of a cattle pasture, cross the UPRR south to the bluff top east of Edwards Point, then west along the scenic bluff top for over one mile. The trail would swing north across the UPRR for almost 0.4 miles and across Las Llagas Creek to El Capitan Ranch Road, inking with the existing Coastal Trail north of the highway via US 101 underpass and to El Capitan State Park.

**Trail Easement Status:** No pending offers to dedicate nearshore Coastal Trail easement or access to Edwards Point per 1982 LCP. Las Varas Ranch owners are opposed to nearshore alignment of Coastal Trail (2013).

**Railroad Crossings:** Two Coastal Trail crossings; one at-grade and one 100 + foot long span bridge over deep railroad cut; beach access would cross UPRR via an existing tunnel for Las Varas Creek to the beach.

**Creek Crossings:** Two new 40 -foot span bridges across Gato and Las Llagas Creeks and one of 75 feet across Las Varas Creek. Several culverts would be used for gully crossings.

**Coastal Access Parking and Trail:** Proposed gravel lot with up to 30 spaces off of frontage road at main ranch entrance; access trail would run almost one mile south to the Coastal Trail and beach access tunnel.

**Beach Access:** Beach access would be under UPRR through an existing tunnel and at Edwards Point.

**Design and Acquisition Issues:** given current property owner opposition, acquisition of nearshore easements for the Coastal Trail across Las Varas Ranch would require the County action to use land use tools (e.g., Specific Plan), negotiations, incentives and/ or purchase. County would need to determine if acquisition of 108-acre bluff top per direction in the 1982 LCP or trail corridor alone is the goal. Creation of new at-grade crossing and bridge over UPRR for coastal access would require negotiations with and permits from UPRR and CPUC. If area remains used for grazing, trail management measures may be needed (e.g., fencing). Trail routing is designed to avoid major archeological sites. Generally level terrain would ease trail construction.



The 108 acres on the bluffs at Edwards Point have identified for acquisition in the County's LCP for over 30 years; no action has been taken to date. The 2013 draft Gaviota Coast Plan could include policies and programs to spur acquisition, aiding development of the Coastal Trail.



Development of a new fully improved at-grade crossing would be required to facilitate public access to the bluffs on Las Varas Ranch; two existing at-grade ranch crossings could be closed in exchange for the new crossing, which is located to maximize public bluff top access.

## Eastern Segment- Proposed Coastal Access Improvements

No developed public coastal access currently exists along the 6.2-mile-long Bacara to El Capitan segment of coast. However, this area is characterized by heavily used informal access trails across the 8501 Hollister, LLC, and Paradiso del Mare properties, and Santa Barbara and Las Varas Ranches. Several pending development projects include proposed offers to dedicate easements for coastal access parking and the Las Varas Ranch development includes an offer to dedicate an easement for both a parking area and a one mile-long coastal access trail.<sup>2</sup>

This Trail Framework would recognize long-standing public use patterns in this area by providing access similar to existing informal use trails, modified to respect environmental constraints and maintain the areas rural character. This would include proposed coastal access trails on the 8501 Hollister, LLC (Eagle Canyon), Makar-owned Naples properties (Tomate Canyon West) and the Santa Barbara (Naples), Dos Pueblos, and Las Varas Ranches (Las Varas Creek, Edwards Point); each access would have different types of improvements (Table 3-4). Two closely spaced (e.g., ½ mile) access points at Tomate Canyon West and Naples would permit County acquisition flexibility; one or both may be developed. Some would include parking and others would be accessed only via the Coastal Trail. All would be relatively remote to reflect the rural character of this area, requiring hikes of 0.5 to 1.5 miles from parking areas to the coast.

*“I’ve grown up here, been going since I was a child with my parents, then later with my own children. Even my grandfather use to come here!”*

**– Gaviota Coast Visitor for 40+ years from Northern SB County**

**Eagle Canyon (8501 Hollister):** This small sandy cove west of Eagle Canyon would be accessed from the Coastal Trail; no parking would be provided. The coastal access trail would follow an existing dirt road and require limited improvements. This access would serve both beach goers and surfers using the nearby “Deadmans” surf break. This access is not identified in the 1982 LCP or 2013 Gaviota Coast Plan. Proposed improvements would be limited to picnic tables and a bike rack. Because of potential property owner opposition, acquisition may require use of land use tools such as a specific plan, minimum home size requirements or a rezone. This access is almost one mile from the seal haul out.



*A raised terrace above the beach at the mouth of Eagle Canyon provides an open area suitable for public access to the beach and nearby surf break. Access would be via a short path from the Coastal Trail and improvements could include picnic tables and a bike rack.*

<sup>2</sup> The approved Santa Barbara Ranch development would close existing informal access, but offers to dedicate an easement for an overlook trail. The proposed Paradiso del Mare development would close existing informal access and includes offers to dedicate parking and coastal access easements; however, beach access at this location has been determined to be infeasible due to the seal haul out and near vertical 80 foot high coastal bluffs.

**Table 3-4. Eastern Gaviota- Proposed Developed Coastal Access Points**

Location/ Name	Key Access Issues				
	Parking	Trail Length	UPRR Crossing	Beach Access	Easement Status
Eagle Canyon	None proposed	150 feet to beach from Coastal Trail- ½ mile to trailheads	None	Gently sloping trail	None proposed; property owner opposed
Paradiso del Mare	20-30 spaces	490 feet to Coastal Trail from parking	New 125 foot-long span bridge	Beach access infeasible	Offer to dedicate trail easement pending
Tomate Canyon West	None proposed	1.3 miles from Paradiso or Naples parking areas	Paradiso bridge or Naples at-grade crossing	Canyon trail and 20-25 foot high stairway	None pending; easement offered in 2006 pre-application
Santa Barbara Ranch (Naples)	20-30 spaces	1 mile from Naples parking area	Naples at-grade crossing	Gully stairs 20-25 foot-high beach access stairway	None proposed; negotiations or Coastal Commission action required
Las Varas Ranch	20-30 spaces	1.2 miles to Las Varas Beach	Existing creek tunnel	Existing creek tunnel; Need UPRR approval	Offer to dedicate trail easement pending

Source: Trails Council 2013.

**Paradiso Del Mare Trailhead:** The Paradiso del Mare Trailhead would provide parking for up to 30 cars at an existing driveway with a fully improved intersection off of US 101. The access trail would extend 490 feet south over the UPRR to the Coastal Trail; a new bridge may be required across the UPRR to replace the existing private bridge. The existing Tomate Canyon coastal access trail would be closed to protect the harbor seal haul out and

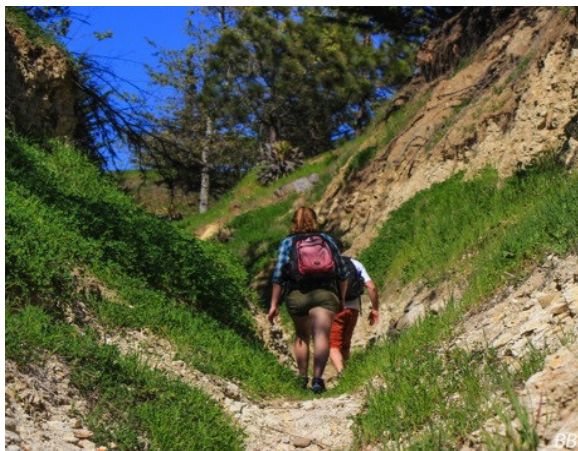


*The Paradiso del Maré property has a long history of informal public access and is particularly popular among surfers (County of Santa Barbara 2013b). Proposed development would close existing informal access (canyon left), but includes offers to dedicate easements for parking, a bluff top Coastal Trail and access trail (note vertical bluffs right).*

relocated 1,500 feet west. The pending Paradiso del Mare development includes offers to dedicate a parking area, coastal access trail and a floating easement for beach access; however, beach access would be infeasible here as proposed home would close existing trail and vertical 80 foot-high coastal bluffs and seal haul out prevent access elsewhere on site.

**Tomate Canyon West Coastal Access Trail** (Makar-owned Naples lots): This coastal access trail would descend from the Coastal Trail down an existing shallow gully for 600 feet to the beach; no parking would be provided. A 20-25-foot-tall stairway would be constructed at a steep drop off down to the beach (see photo simulation on page 3-3). This trail would provide access to a wide sandy beach and Naples surf break, replacing the heavily used access trail at Tomate Canyon. Educational signage would be installed to guide access and inform the public regarding the environmentally sensitive nature of the seal haul out and Naples State Marine Conservation Area. Although not identified in the 1982 LCP, as part of the Arco dos Pueblos Golf Course Project, Board of Supervisors accepted an offer to dedicate this easement and found that this trail would protect the harbor seal haul out located 1,500 feet to the west (County of Santa Barbara 2013b). However this offer lapsed. No offers to dedicate are pending (2013); Makar Properties offered to dedicate easements for both this coastal access and the Coastal Trail as part of a 2006 pre-application for development.

**Naples Coastal Access Trail:** The Naples coastal access parking area and trail would be located on the Santa Barbara Ranch. A parking area for up to 30 cars would be developed off of the existing US 101 frontage road. Access off of US 101 would be available via the Dos Pueblos on- and off-ramps. The coastal access trail would follow an unimproved road for almost one mile across the UPRR to the shoreline. The existing historic Naples at-grade UPRR crossing would be further improved for public safety. The coastal access trail would link with the bluff top Coastal Trail and then descend into a shallow gully for 300 feet to the beach. A gently sloping series of stairs would descend toward the beach, linking with a raised 20-25 foot-high stairway supported by pilings down to the beach. A coastal access trail and overlook was included in the approved Santa Barbara Ranch development; however, no bluff top Coastal Trail or beach access was provided. Easements would need to be negotiated through resolution of ongoing litigation or at the Coastal Commission.



A shallow gully notched in the steep bluffs on the Santa Barbara Ranch would provide the route for the proposed Naples beach access trail. Use of such shallow canyons would minimize trail construction cost and avoid the need for large intrusive stairways.



The proposed Naples beach access trail would be improved with stairway of railroad ties or other natural material in the gully bottom. A 20-25 feet-high stairway would be needed to reach the beach where this canyon falls steeply down to the sand (photo is a simulation).



**Dos Pueblos Canyon Park:** This existing private beach park is identified in the County’s 1982 LCP for public acquisition and development of a parking area, restrooms, a store and bike racks. The park is accessible from US 101 via the Dos Pueblos on- and off-ramps along a road that passes under the UPRR trestle across Dos Pueblos Canyon. Existing parking is available for up to 40 vehicles and picnic tables, barbeque pits, horseshoe pits, and a lawn are located adjacent to a wide sandy beach. Fencing would be required to protect existing ranch facilities from public trespass. This park would be the only developed day use beach access along almost 9 miles of shoreline from Haskell’s Beach (i.e., Bacara Resort) in the City of Goleta to El Capitan State Beach; other proposed Gaviota access points would require users to hike or ride ½ to 1.5 miles to the beach. Acquisition of this access would likely depend upon provision of development incentives (e.g., additional home sites; development transfer) to the owners of Dos Pueblos Ranch, inclusion in any bargain to resolve Santa Barbara Ranch litigation, or outright purchase from a willing seller.



*The County has identified the private beach park at the mouth of Dos Pueblos Canyon for public acquisition for over 30 years. This park could be acquired through provision of development incentives, transfer of development or purchase. This site may provide the only fully developed coastal access on the eastern 6.2 miles of the Gaviota Coast.*

**Las Varas Canyon Creek Access Trail:** This coastal access trail would cross Las Varas Ranch for almost one mile along the west bank of Las Varas Creek from a parking area for 30 cars off of the existing US 101 frontage road. Access off of US 101 is available via the Dos Pueblos on- and off-ramps. This trail would follow existing ranch roads and the sometimes deeply eroded channel of Las Varas Creek and pass under the UPRR via the large existing Las Varas Creek tunnel. An easement for use of the tunnel would need to be



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*The proposed Las Varas Creek coastal access trail would generally follow ranch roads between existing orchards and the west bank of the sometimes deeply incised/ eroded creek channel for almost one mile to the existing 10+ foot diameter tunnel under the UPRR (foreground, right) to an often wide sandy beach.*

negotiated with UPRR, with this trail segment raised above the normal low stream flows. Trail feasibility and state and federal permits issues would need to be investigated. The Las Varas Ranch development includes offers to dedicate easements the parking area and trail.

**Edwards Point:** The 108 acres of undeveloped bluff top at Edwards Point are identified in the County's existing LCP as a Coastal Park (LCP Table 3-5)- *"a major facility that would be used by local residents and also may serve as a destination for out-of-County users, would provide a range of amenities and possibly include overnight camping facilities."* LCP Policy 7-18 goes on to define proposed facility development to include *"parking, restrooms, picnic tables, bike racks, store, low intensity camping."* The County's 1982 LCP clearly envisions acquisition and development of this area as a major public park; however, the County's 2013 draft Gaviota Coast Plan does not provide programs or policies to further such acquisition or development. This site is currently the only proposed additional campground along the 20-mile long eastern Gaviota Coast, where existing camping facilities are often sold out six months in advance within minutes of becoming available. Details on this existing 1982 LCP vision, the level of recreational development and access, parking and campground design would require further review.

As part of this Trail Framework, beach access would be provided from the Coastal Trail via two existing ranch roads, which lead down to the beach at Edwards Point and east of Gato Creek. As of 2013, the Las Varas Ranch development project currently proposes development of two large residential estate compounds on the bluff tops at Edwards Point with no public coastal access. Offers to dedicate coastal access at Edwards Point as required by the 1982 LCP and a nearshore Coastal Trail are not included in this project. Achieving the 1982 LCP vision of a "major park facility" at this location and acquisition of these 108 acres of scenic bluff tops for open space or a public campground would appear to require use of



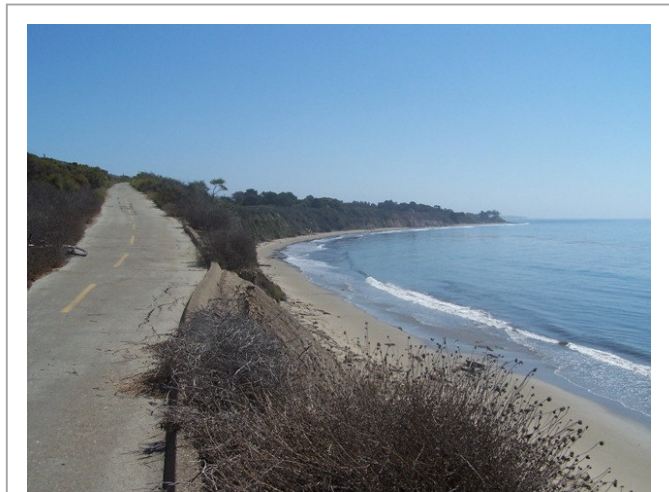
*Up to 108 acres of bluff top land at Edwards Point are identified for acquisition for a low intensity campground in the County's LCP. Public acquisition of or retention and improvement of access to Edwards Point are a key issue for the County's Gaviota Coast Plan.*

land use tools such as a specific plan to transfer development off of the bluff top and provide an incentive of increased development elsewhere on the ranch in exchange for dedication of this property. Alternately, if development of a major park is not now desired, easements for the Coastal Trail and access could be acquired through similar land use tools, along with areas not proposed for development east of Gato Creek for use as a smaller passive public open space. Due to the distance from proposed parking areas – Las Llagas Canyon Trailhead would be located 1.1 miles to the west and the Las Varas Canyon access point 1.3 miles to the northeast – if not developed as a campground, this area would remain more remote, only drawing more determined users willing to hike or ride. Fencing may need to be provided to separate agricultural operations if grazing continues.

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## 3.2 Central Segment - Proposed Gaviota Coastal Trail and Access

**Alignment Overview:** This segment of the proposed Coastal Trail would run for 5.6 miles through El Capitan and Refugio State Beaches, following a series of already developed paved bike paths, roads and trails, including 3.5 miles of paved bluff top bike path (Figure 3-3). This segment would be located entirely on public land or ROW, primarily on land under the ownership of California State Parks. Completion of this segment and repair and improvements to existing trails would require coordination between State Parks, the County and Caltrans.



*The central segment of the proposed Coastal Trail features the existing 2.5 mile long bluff top "Aniso Trail" offering informal beach access and spectacular views across the Pacific to El Capitan Point. Coastal erosion threatens a segment of this trail and has caused closure of part of the trail, although it remains in use by hikers and cyclists.*

More than 4.3 miles (72%) of this segment would follow existing paved bike paths with an additional 1.0 mile along existing roads or road shoulders, with parallel existing scenic offroad trails available for 0.6 miles of this reach. While segments of these roads and trails require improvement or maintenance (one major), only 0.4 miles (6%) would require new construction. The central segment of the Coastal Trail would provide a more developed trail experience than the eastern segment, with the majority of the trail following paved bike paths through two State Parks with associated restrooms, stores, picnic ground and improved beach access. Trail users would experience scenic trails in riparian and oak woodlands, coastal meadows, stands of Monterey cypress and eucalyptus and multiple beach access trails, ranging from beachfront picnic grounds to isolated sandy pocket beaches. Many segments offer panoramic views of the Pacific Ocean, Channel Islands and the shoreline of the Gaviota Coast. Details of the existing alignment and route of various trail segments along with design issues are addressed below.

### **Central Segment – Proposed Trail and Access Summary**

**Trail Segment Length:** 5.6 miles- 4.3 miles of existing bike path

**Land Ownership:** California State Parks, Caltrans, Santa Barbara County

**Railroad Crossings:** Two existing under crossings; no new crossing required.

**Highway Crossings:** Two existing under crossings.

**Creek Crossings:** Six over existing bridges/ culverts.

**Trail Repair Issues:** Major repair required for 580 feet of trail damaged by coastal erosion.

**Coastal Access Points:** Multiple existing developed access points in El Capitan and Refugio State Beaches and 2 informal access trails.

**Parking:** Two fee parking lots with 170 spaces; 40+ free US 101 roadside spaces.

This segment of the Gaviota Coastal Trail would be a more developed trail experience than the rural more remote narrow earthen trail system envisioned for eastern Gaviota. This trail passes through two developed State Parks that receive hundreds of thousands of visitors annually. This segment of the Coastal Trail is divided into several distinct reaches, each with a different character. This trail segment would follow over 4.3 miles of existing paved bike path as well three different onroad segments and one new segment of new bike path totaling approximately one mile.

The eastern 1.1 miles of this segment is located north of and parallel to US 101 and includes a 0.8 mile long paved bike path and two segments of Calle Real totaling 0.3 miles. A 0.1 mile long quiet reach of Calle Real west of the El Capitan Ranch Road interchange leads to the east end of the bike path. The intersection of this bike path's west end with Calle Real appears gated (although open) and lacks signs, which discourages public use. The western end of this reach would be a road shoulder trail along a moderately busy 0.2-mile long segment of Calle Real and the El Capitan Ranch Road offramp.

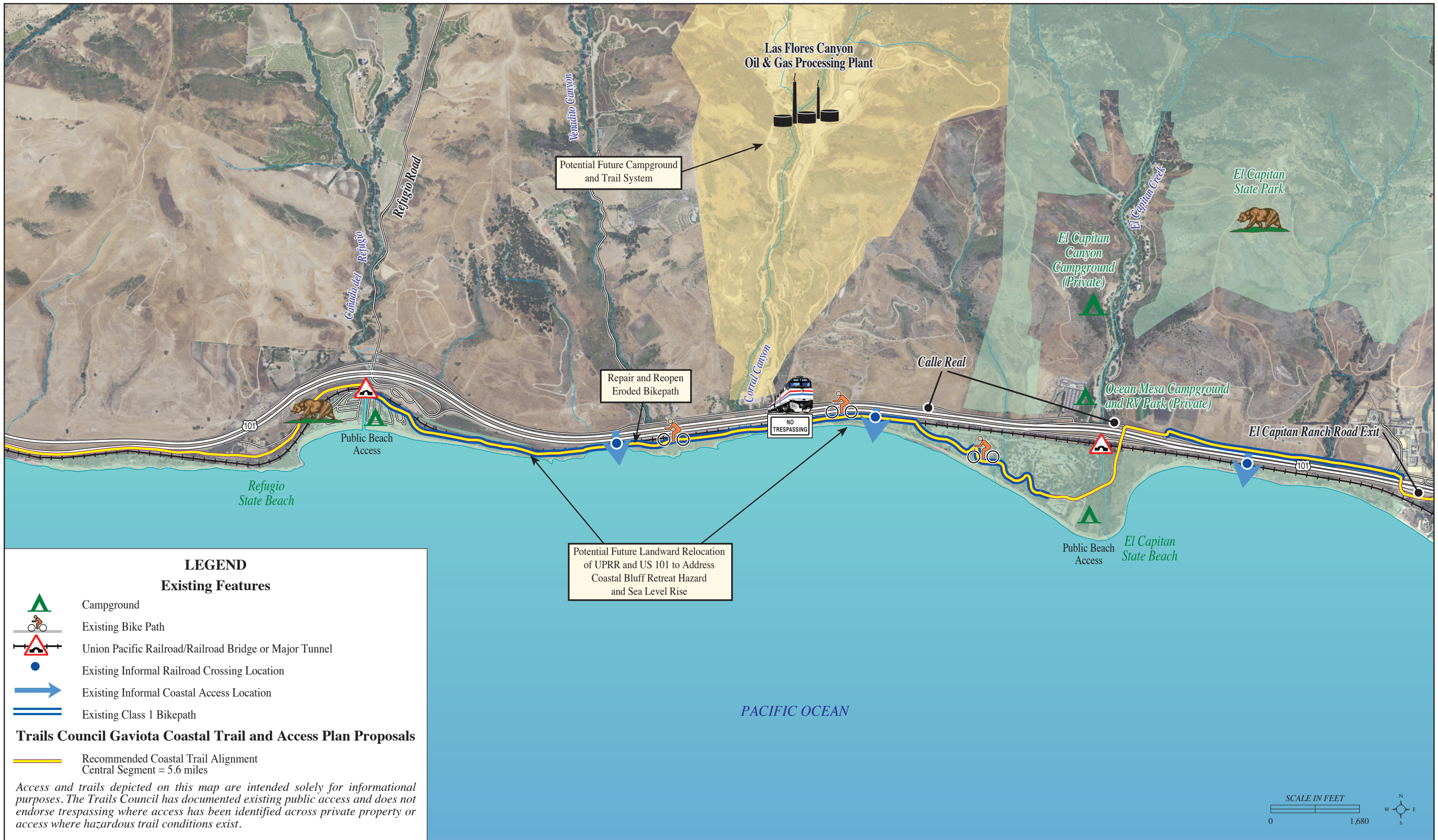
The Coastal Trail would turn south off of Calle Real into the El Capitan State Beach along the entrance road for 0.3 miles, passing under US 101 and the UPRR to El Capitan Point, the beach parking lot and camp store. In El Capitan State Beach, trail users would be able to access existing offroad scenic bluff top, shoreline or riparian woodland segments of the Coastal Trail. From the beach parking lot, this segment would follow 3.5 miles of existing bluff top paved bike path through El Capitan campgrounds west to Refugio State Beach. This segment offers sweeping ocean views and links to multiple developed and informal beach access trails. Views of the Santa Ynez Mountains are also available to the north. In Refugio State Beach, the Coastal Trail would follow existing access roads to a new offroad trail north of the UPRR to link with the US 101 road corridor trail further west. Key segments are described in more detail below.



*The Coastal Trail would extend along an existing paved bike path north of US 101 for 0.8 miles from the El Capitan Ranch Road interchange to Calle Real near the entrance to El Capitan State Beach. Although disconnected from the shoreline, ocean views are available from areas of this existing bike path.*



*A network of existing developed and informal trails around El Capitan Point would provide options for multiple routes for the Coastal Trail, including secluded trails through woodlands offering ocean views. Minimal improvements, particularly signage, could integrate these trails into the Coastal Trail.*



**Figure 3-3. Central Segment – El Capitan State Beach to Refugio**



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## El Capitan State Beach Park Coastal Trail Segment



**Ownership:** California State Parks (State Parks; 133 acres); County Road and Trail Easement

**Coastal Trail Segment Description:** This 2.6 mile-long Coastal Trail segment would extend from El Capitan Ranch Road west for 1.1 miles on the north side of US 101 along an existing paved Class 1 bike path (0.8 miles) and Calle Real (0.3 miles) to the State Park entrance road. Within El Capitan State Beach, an onroad trail would follow the Park entrance road for 0.4 miles south to the beach parking; alternately, trail users could follow a parallel roadside riparian trail or an abandoned service road/ trail east of the entrance road through scenic oak and riparian woodlands to El Capitan Point and beach. At El Capitan Beach parking lot, these routes connect with an existing bluff top paved bike bath, which leads one mile to the western end of the campground. This path links with the bluff top Aniso paved bike path that leads 2.5 miles further west to Refugio State Beach, providing trail users with a 3.5-mile long bluff top trail experience.

**Trail Easement Status:** Trail is under public ownership; CSP, Santa Barbara County.

**Railroad Crossings:** One Coastal Trail crossing under existing UPRR trestle bridge

**Creek Crossings:** Crossings of El Capitan Creek via existing bridges.

**Coastal Access Parking:** Existing parking of 170 fee spaces (\$10/day); Calle Real onroad parking west of El Capitan State Beach entrance 0.7 miles to beach.

**Proposed Beach Access:** Four developed beach access points and several informal trails available from Coastal Trail.

**Design and Repair Issues:** No new construction required. The route of the Coastal Trail would follow existing paved bike paths, offroad trails and short road segments. Bike paths require repaving and maintenance throughout this reach. Segments of the offroad trails require brushing or trail tread repair. California Coastal Trail signs would need to be installed at key locations along roads and trails to improve way-finding for trail users.



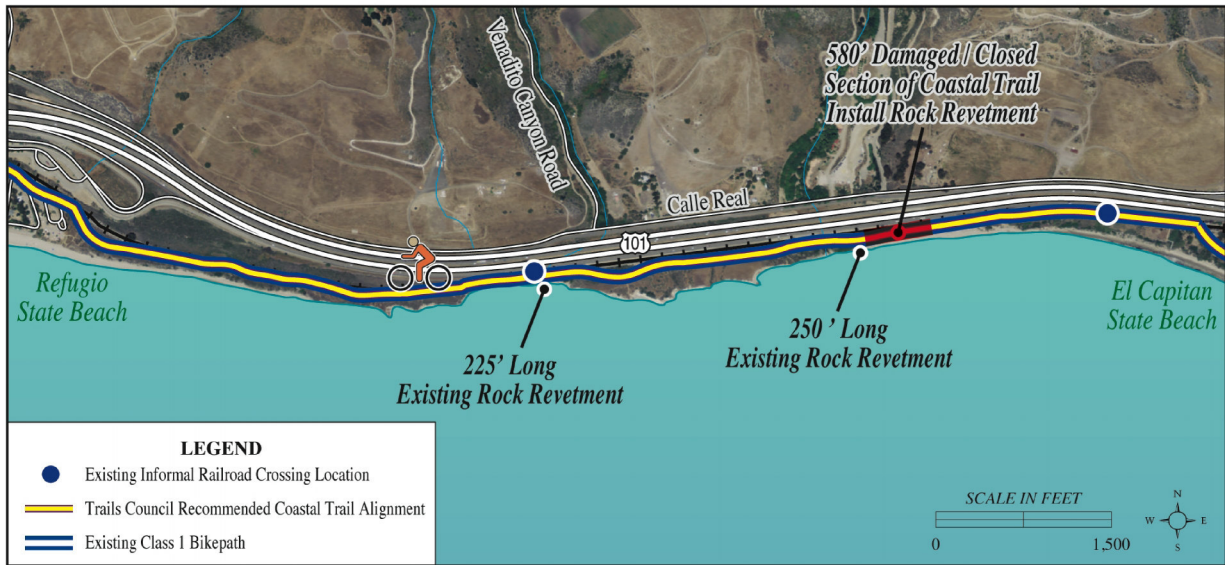
The Coastal Trail would follow a paved bike path along scenic bluff top through the El Capitan State Beach campground for one mile, providing trail users with access to both developed and informal beach access trails.



Over ½ mile of existing scenic woodland and shoreline trails within El Capitan State Beach would accommodate hikers using the Gaviota Coastal Trail. Brushing trail tread repairs and new signs would upgrade the Coastal Trail in this Park.



## El Capitan to Refugio State Beach Aniso Coastal Trail Segment



**Ownership:** California State Parks (State Parks; 155 acres).

**Coastal Trail Segment Description:** This Coastal Trail segment extends for approximately 2.5 miles from the west end of El Capitan State Beach campgrounds to the eastern edge of the campground at Refugio State Beach along an existing paved bike path along the coastal bluff top. This trail traverses a 100 to 250 foot wide level coastal bluff top vegetated with coastal sage scrub habitat. This trail closely parallels the UPRR on the north. The bluff narrows in two locations where erosion has damaged the trail, leading to formal closure of 580 feet of trail.

**Trail Easement Status:** No new easements required; under State Parks ownership.

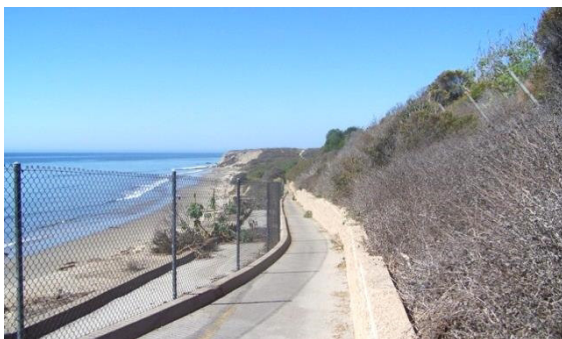
**Railroad Crossings:** None

**Creek Crossings:** None

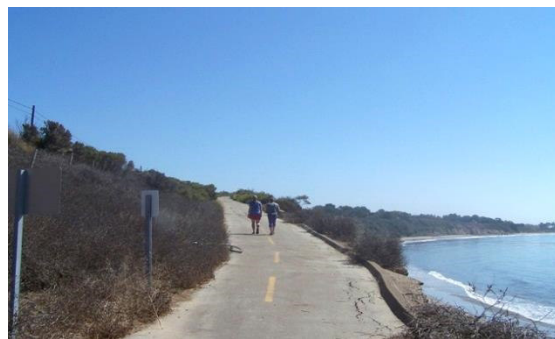
**Coastal Access Parking:** Parking available in Refugio and El Capitan State Beaches (\$10/ day); free onroad parking at two locations along US Hwy 101 and one along Refugio Road.

**Proposed Beach Access:** One existing developed beach access ramp; several informal beach access trails

**Design and Repair Issues:** Two Aniso Trail segments have been repaired/ protected by State Parks with rock revetment at the toe of the bluff to protect against erosion. A 580 foot-long section is damaged and threatened by erosion; no revetments are in place to protect this segment and landslides threaten its destruction. Steep slopes and the close proximity of the UPRR prevent landward relocation of the bike path. Repair of this segment will require installation of a revetment or seawall at the toe of steep bluff, and use of engineered solutions (e.g., pilings, cantilevered grade beams) to reopen undercut sections of this trail segment. Additional improvements along this 2.5 mile-long segment would include brushing, bike path repaving and installation of Coastal Trail signs.

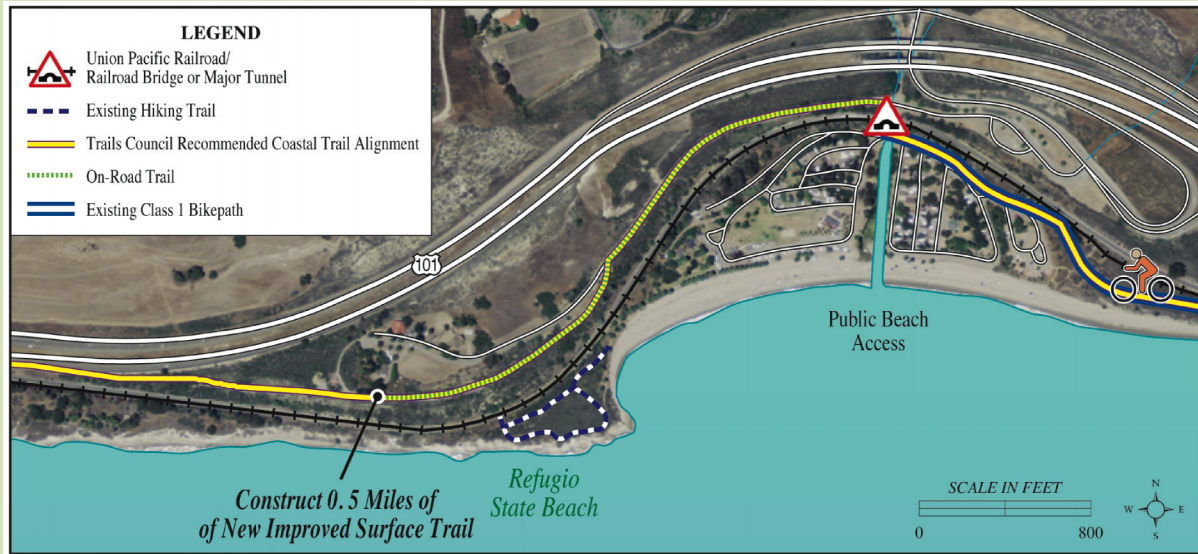


The damaged 580 foot-long segment of the Aniso trail lacks protection from rock revetments, exposing this reach to ongoing damage. Steep slopes lead up to the UPRR tracks (right), preventing a landward relocation of this bike path.



Although fenced at the east end and formally closed to public access, the highly scenic Aniso segment of the Coastal Trail continues to receive use from hikers and cyclists, particularly on busy summer weekends.

## Refugio State Beach Park Coastal Trail Segment



**Ownership:** California State Parks (State Parks; 155 acres)

**Coastal Trail Segment Description:** This Coastal Trail segment would extend for approximately one mile through Refugio State Beach along a paved bike path, park access roads (0.3 miles) and a new offroad trail segment (0.5 miles). This Coastal Trail segment would follow the existing Aniso bike path past the Park's group campsite and along an existing access road and turn north under the UPRR bridge. The trail would continue as an onroad/ road shoulder trail of 0.4 miles west to an existing dirt road where a new offroad trail would be constructed along the road and a 0.1 mile-long undeveloped reach to connect with the proposed US 101 corridor trail to the west.

**Trail Easement Status:** No new easements required; under State Parks ownership.

**Railroad Crossings:** One Coastal Trail crossing under existing UPRR trestle bridge at Refugio State Beach.

**Creek Crossings:** One crossing of Refugio Creek over an existing culvert.

**Coastal Access Parking:** Refugio parking lot 100 fee spaces (\$10/ day); free onroad parking inland along Refugio Rd.

**Proposed Beach Access:** Refugio Beach sandy cove and picnic areas would be available from Coastal Trail.

**Design Issues:** Minimal new construction required to complete this one mile-long Coastal Trail segment. The existing Aniso Class I bike path is in need of resurfacing and brushing along the trail edge. Road shoulders along the onroad trail north of the UPRR could be resurfaced. The new 0.5 mile-long offroad trail should be constructed as a paved bike path to accommodate cyclists and match the US 101 road corridor trail further west. Use of an existing graveled road would minimize development costs. Brushing and limited grading would be required for new trail construction for approximately 0.1 miles. Trail surfaces would be asphalt. Gaviota / California Coastal Trail signs would need to be installed at key locations.



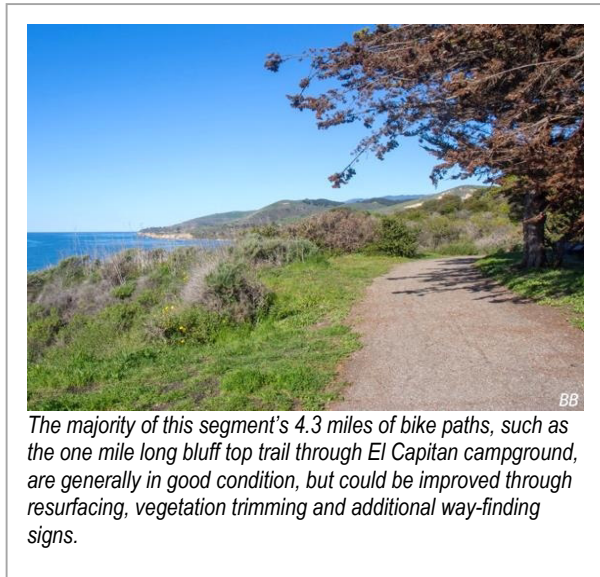
The Coastal Trail would follow an existing graveled road for 0.5 miles at the west end of Refugio State Beach providing views south across the UPRR to the Pacific Ocean.



The Coastal Trail in Refugio State Beach would follow an existing access road for 0.3 miles between the UPRR and US 101, linking with a new offroad trail to the west.

### 3.2.1 Coastal Trail Central Segment Design and Repair Issues

Trail design and construction issues along this segment differ substantially from those along the eastern segment. No new creek bridges or railroad crossings would be required and only 0.4 miles of new trail construction would be needed, all across state-owned land. As discussed further below, in addition to this short reach of new construction, one major repair project would be required to reopen and complete this 5.6-mile reach of the Gaviota Coastal Trail. Work required along this trail segment would consist primarily of trail repair and upgrades in most areas. Many segments of existing bike paths are in need of resurfacing and repair, as well as clearing brush back from trail shoulders. Existing offroad trails within El Capitan State Beach are in need of brushing and tree trimming in many places along with trail tread repair on certain reaches.



*The majority of this segment's 4.3 miles of bike paths, such as the one mile long bluff top trail through El Capitan campground, are generally in good condition, but could be improved through resurfacing, vegetation trimming and additional way-finding signs.*

State Park's Accessibility Guidelines state that accessible trails should represent the most significant features and environmental experiences unique to the area. This segment of the Gaviota Coastal Trail also requires improved signage, including signs along US 101 to inform passing cyclist of this off-highway segment. Trail signage is installed in several places within each state beach, although no trail map boards are available to guide trail users and few California Coastal Trail signs are installed. While signs exist for some trails, many trails are unsigned and wayfaring signs or maps directing Coastal Trail users to bike paths or unimproved trails are lacking in both State Parks, on Calle Real, and along US 101. Still, with the exception of a major repair project, improvements needed to enhance and reopen this 5.6 miles long segment are relatively modest.

Segment Description	Trail Description	
	Length and Type of Trail	Design/ Repair Recommendations
El Capitan Ranch Rd to State Beach Entry Road; N. of US 101	1.0 mile - 0.2 mile Calle Real onroad trail; 0.8 mile existing bike path	Install way-finding signs on Calle Real/ US 101 and bike path entries. Remove weeds and resurface existing bike path
El Capitan State Park Entrance Road to El Capitan Beach	0.4 mile onroad trail; parallel offroad woodland trails east and west of road	Install way-finding signs- Calle Real. Park entrance road; trails west of road. Repair tread/ brush trails west of road
El Capitan Campground bluff top trail	1.0 mile long paved bike path along coastal bluff through campground	Install way-finding signs and map boards. Resurface trail and trim trees. Repair short damaged segments
El Capitan to Refugio Aniso bluff top trail	2.5 miles of existing paved bike path along the top of coastal bluff	Install rock revetment/ seawall along toe of bluff for 580 feet of damaged segment; engineer and reconstruct damaged trail
Refugio State Beach	0.8 mile – 0.3 mile of park access road onroad trail; 0.5 mile new offroad trail	Install way-finding signs/ map boards. Resurface road shoulder trail; construct 0.5 miles of new offroad trail

**Aniso Bike Trail Repair:** The most challenging repair issue is the protection of one badly damaged section of the trail undercut by bluff erosion. Repairs would involve both engineering challenges and obtaining permits for installation of a rock revetment or other coastal protection structure. State Parks has previously repaired and protected two threatened segments of this trail from erosion through the use of rock revetments installed at the toe of the bluff, which has successfully protected these segments of this important trail.

However, a 580 foot-long section west of El Capitan State Beach campgrounds is officially closed to protect public safety. No revetments are in place to protect this segment and continued coastal erosion threatens its destruction. Along this reach, steep slopes and the close proximity of the UPRR prevent landward relocation of the bike path. Available room for the trail is limited by the UPRR and repair of this segment would therefore require installation of a revetment or seawall along the eroding toe of steep bluff, as well as use of pilings, cantilevered grade beams or other engineered solutions to provide a firm foundation for the most threatened trail segments.

The 580 foot-long damaged segment of the Aniso Trail is bordered on the inland side by the UPRR leaving no room for managed landward retreat of this threatened facility. Without protection, erosion will destroy this bike path and threaten the railroad tracks, forcing the UPRR to eventually install an emergency revetment.

While over the long-term, landward relocation of the bike path, UPRR and US 101 may be the most effective solution to maintaining this segment of the Gaviota Coastal Trail, in the interim (e.g., 20+ years), reopening this trail requires use of coastal protection. Although use of coastal protection such as rock revetments is discouraged by state and county coastal policy, such structures are permitted where there is no less damaging feasible alternative. Failure to repair and protect this key link in the Coastal Trail may soon result in its destruction and long-term closure.



*The 580 foot-long damaged segment of the Aniso Coastal Trail is being undercut by erosion and may be destroyed by major winter storms. This segment lacks rock revetment that have successfully protected two other segments of this trail.*



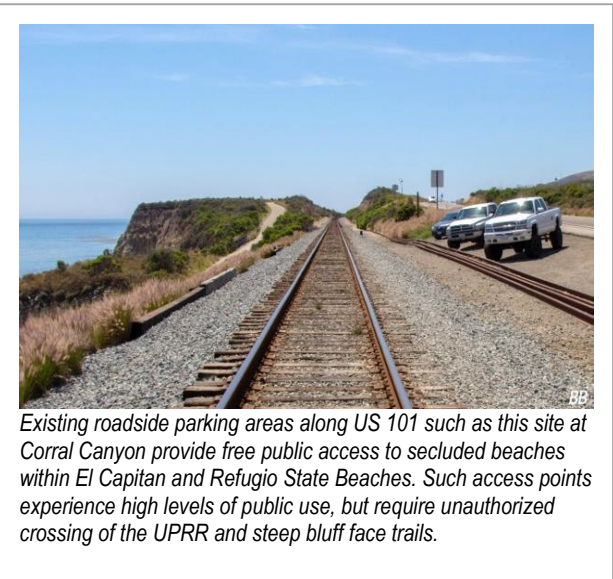
*Past repairs of the Aniso Coastal Trail included installation of almost 500 feet of rock revetment to protect the trail from erosion as well as this beach access ramp. Similar improvements are needed along the currently damaged segment as the location of the UPRR precludes landward trail relocation.*

### 3.2.2 Proposed Central Segment Beach Access Points and Parking

No major coastal access improvements are proposed for this segment of the Gaviota Coastal Trail. Formal beach access along this 5.6-mile-long segment would continue to be provided at El Capitan State Beach and Refugio State Beach. These two state beaches include multiple coastal access trails, beachfront lawn areas and 270 coastal access parking spots with a \$10 day use fee. These two state beaches provide access more than 30 beach front picnic tables and BBQ grills, restrooms, camp stores and high quality sandy beaches that would all be available to Gaviota Coastal Trail users. In addition, the Aniso segment of this trail provides access to more secluded beaches along 2.5 miles of shoreline via a paved beach access ramp and several informal beach access trails.

Informal coastal access along this segment also occurs via three US 101 roadside parking areas and existing unimproved beach access trails down the bluff face. Two of these lie between El Capitan and Refugio State Beaches and one is located east of El Capitan (refer to Figure 3-2). The Corral and Venadito Canyon roadside pullouts support parking for up to 70 cars. Public use of these existing informal access trails entails crossing the UPRR and descent down 30-50 foot tall bluffs along steep dirt trails, providing access to secluded sandy beaches. Because of the need for construction of at-grade railroad crossings and development of parking off of high speed segments of US 101, these access points are recommended to remain as existing informal roadside pullouts, with no formal access improvements.

Informal coastal access trails at Corral Canyon and Venadito Canyon provide free public access to secluded areas of El Capitan and Refugio State Beaches. While constraints such as UPRR crossings and steep cliffs may limit the potential for development of formal public access at these locations, such free roadside parking is an important component of historic and future public coastal access along the Gaviota Coast.



### 3.3 Western Segment Coastal Trail and Access

**Alignment Overview:** The western segment of the Gaviota Coastal Trail would extend for 8.8-miles from Refugio State Beach on the east to Gaviota State Park on the west. This trail segment would consist of two distinct reaches: the eastern 5.7 miles would generally run along the road shoulder of southbound US 101 and north of the UPRR between western Refugio State Beach and Cañada San Onofre informal access point; and, the 3.2 miles through Gaviota State Park which has been preliminarily planned and designed by State Parks. Although primarily a road shoulder trail along the majority of the eastern 5.7 mile reach,



*The proposed western segment of the Gaviota Coastal Trail would provide access along 2.5 miles of scenic bluff top open space within Gaviota State Park. Portions of this area already support bluff top trails and experience heavy public uses through informal access points at San Onofre Creek and Canada de Leon near the Gaviota Marine Terminal.*

approximately 1.7 miles of this reach would follow frontage roads and old rights of way (ROW) more removed from busy US 101. Consistent with State Park plans, the western 3.1 miles from the Cañada San Onofre to Gaviota Beach Road would be constructed as dual offroad paved multiple use and dirt equestrian trails across the wide coastal bluff tops through eastern Gaviota State Park and the Gaviota Marine Terminal (GMT) property. Preliminary engineering design and environmental review of the eastern 2.5 miles of this reach was initiated by State Parks in 2007 and this may be the segment of the Gaviota Coastal Trail that is most “shovel ready” for construction, perhaps as early as 2015.

This segment of the Gaviota Coastal Trail would be the most accessible to passing motorists and tourists, providing easy free coastal access to thousands of passers-by with locations to stop and explore the Gaviota Coastal Trail. Motorists could use the proposed Mariposa Reina (i.e., Gaviota Marine Terminal) coastal access point and the existing Arroyo Hondo scenic overlook to walk or for ride stretches along the Coastal Trail. These areas could be developed as interpretive centers to inform visitors about Gaviota Coast history, important

#### **Western Segment Overview**

**Trail Segment Length:** 8.8 miles- 4.0 US 101 corridor; 4.8 bluff top and County roads

**Land Ownership:** Caltrans, California State Parks, Shell Oil, Santa Barbara County

**Railroad and US 101 Crossings:** No new UPRR or US 101 crossings required

**Creek Crossings:** Twelve over existing bridges/ culverts two new culverts on minor streams

**Trail Design Issues:** Engineering design and environmental review for western 2.5 miles in Gaviota State Park completed by State Parks in 2007; sufficient room appears to exist along 5.4 miles of US 101 for the trail; frontage roads could accommodate 1 mile of trail

**Coastal Access Points:** 13 existing informal access points; 1 existing formal access point; 2 proposed formal access points

**Parking:** One fee parking lot in Gaviota State Park with 100 spaces; 261 free roadside spaces along US 101, Arroyo Quemada Lane

resources and recreational opportunities. In contrast to the more rural “wilderness” character of the eastern segment of the Gaviota Coastal Trail, the western trail segment has the potential to be mostly ADA compliant, opening up this area to those with disabilities and the elderly. This trail segment would also provide coastal trail users and passers-by with access to 13 existing informal beach access trails (e.g., Tajiguas and San Onofre beaches) as well as the proposed developed beach access points at Mariposa Reina and Arroyo Hondo.

Approximately 60% (5.4 miles) of this 8.8 mile-long trail segment would be located within Caltrans ROW as a road corridor trail, often in close proximity to US 101 and the UPRR, following a relatively narrow corridor of generally 35-50 feet in width. Almost 28% (2.5 miles) would be a scenic off-road trail located on the wide bluff tops of eastern Gaviota State Park, including segments across GMT and UPRR owned land. Public frontage roads and ROW (e.g., Arroyo Quemada Lane) would also provide a quieter scenic off-highway route for almost one mile of this segment.

When this 8.8-mile long paved bike trail is linked with the repaired and reopened 5.6 miles of bike path and off highway trail in the Refugio to El Capitan segments, the Gaviota Coastal Trail would create a continuous off highway bike path of more than 14 miles along the central and western Gaviota Coast. Much of these 14.4 miles would also be accessible to those with disabilities. Although the entire trail would be accessible to hikers, the western 2.5 miles through the wide bluff tops of eastern Gaviota State Park would be the most attractive for hiking. Equestrians would also be accommodated on the 2.5-mile segment in Gaviota State Park, but could not be accommodated along the road corridor trail segments.

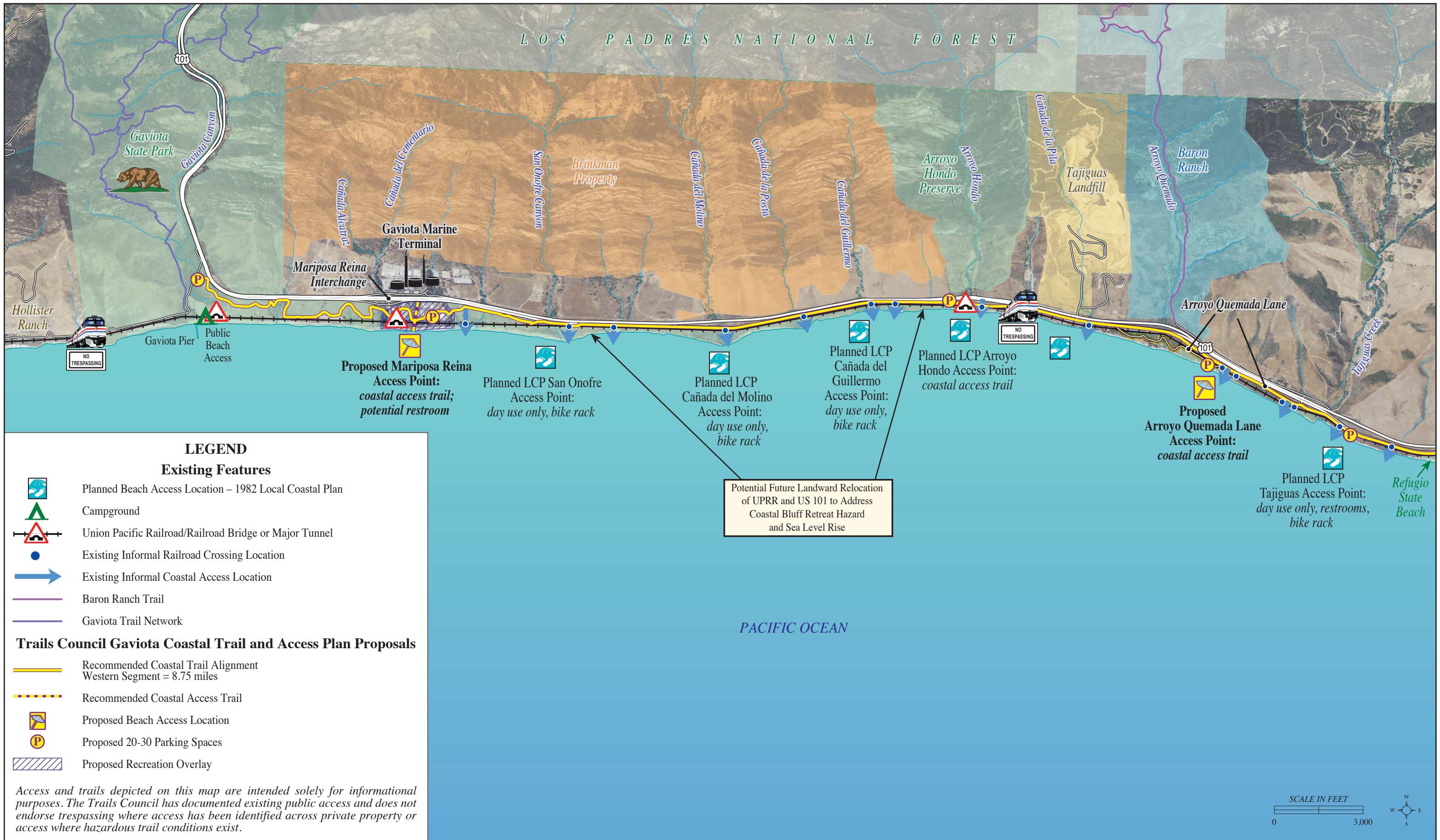
Over the next 20-30 years, reaches of this trail could be transformed from a road corridor trail to bluff top alignment. Large segments of the UPRR are threatened by coastal erosion, which will accelerate with sea level rise. Landward relocation of the UPRR to avoid damage



Approximately 5.4 miles of the western segment of the Gaviota Coastal Trail would be developed as a US 101 corridor trail. In some reaches, this would cross existing roadside parking areas (foreground) and in others be more removed from US 101 (background). This segment would pass 13 roadside parking areas and informal beach access trails (San Onofre Beach, pictured).



The western segment of the Gaviota Coastal Trail would utilize existing frontage roads and features such as the old US 101 bridge over Arroyo Hondo to reduce trail construction costs and accommodate cyclists and other users. Arroyo Hondo would be developed as a formal public access point due to safe access off of US 101 and beach access under the UPRR trestle.



**Figure 3-4. Western Segment – Refugio to Gaviota**





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or the armoring of the shoreline and realignment of US 101 may permit creation of a more scenic coastal trail along undeveloped bluffs.

**Trail Design Issues:** Design issues along the western Gaviota Coastal Trail segment would vary substantially by area, but overall would require the highest level of new construction of any of the three trail segments. Although no major new creek bridges or UPRR crossings would be required, over 7 miles of new multiple use trail would be constructed along with supporting retaining walls, culverts, and protective fencing. The four types of trails along this reach would include: (1) paved road shoulder multiple use trail; (2) use of existing frontage roads paralleling US 101; (3) new off-highway paved multiple use trail bike paths segments to connect on-road trails with the road shoulder trail; and, (4) a reach with a parallel off-highway paved bike and unimproved hiking and equestrian trail (Table 3-5). Each of these has different design issues as discussed below.



*The US 101 road shoulder trail of the western Gaviota Coastal Trail segment would utilize Caltrans ROW outside the edge of the road shoulder. This would require installation of protective concrete K-rail barriers between highway travel lanes and the trail, retaining walls in some areas, tree removal and often a fence to separate the bike path from the UPRR.*

**Table 3-5. Gaviota Coastal Trail Relationship to Major Informal Coastal Access Points**

Access Point	Major Western Segment Informal Beach Access Points	
	Existing Parking and Access	Relationship to Coastal Trail
Tajiguas Beach	-Parking for roughly 40 vehicles -5 informal trails across UPRR -Trails coalesce into 2 major trails to a wide sandy beach	Coastal Trail would run for 800 feet between parking and the UPRR. Dirt parking area averages 40 feet in width; minimal parking would be displaced by trail.
Arroyo Quemada Lane	-Six roadside parking areas with at least 30 spaces -6 trails cross UPRR; 5 down steep bluffs to beach below seawall; one to Tajiguas Beach	Coastal Trail would run for 0.8 miles along existing County road and continue for further 0.4 miles along deteriorated roadbed and new trail. No parking would be displaced. Scenic overlooks with picnic tables and trash cans
Arroyo Quemada US 101 Pullout	-Parking for roughly 24 vehicles -1 informal trail across UPRR and Arroyo Quemada Lane to beach	Coastal Trail would run for 900 feet between parking and the UPRR. Ample ROW exists for trail and parking.
Arroyo Hondo West; US 101 Pullout	-Parking for roughly 22 vehicles -1 informal trail runs along UPRR and old roadbed for 800 feet to Arroyo Hondo access trail.	Coastal Trail would run for 450 feet between parking and the UPRR. Dirt parking area is 20 to 40 feet wide; some parking may be displaced by trail.
San Onofre Creek	-Parking for roughly 40 vehicles -5 informal trails across UPRR -Trails coalesce into 3 major trails that lead to 2 beach access points	Coastal Trail would run for 500 feet between parking and the UPRR. Dirt parking area is averages 40+ feet in width; minimal parking would be displaced by trail.

**US 101 Road Shoulder Trail:** Key design issue along road shoulder trail include the width of available US 101 ROW along the southbound travel lanes and a potential future Caltrans US 101 realignment project, slopes and drainage adjacent to the highway, width of the existing shoulder, hundreds of mature trees and shrubs in the ROW, existing utilities, required US 101 and UPRR safety measures and existing roadside parking. The *Gaviota Coastal Trail Concept Route Report* (Condor Environmental 2004, unpublished) prepared for Santa Barbara County provides an overview of these issues. Some of the information presented below is derived from that report. Detailed surveys also exist for the Refugio State Beach to Arroyo Hondo segment and can be found in Appendix D (Blake Land Surveys 2000). As part of this *Gaviota Coastal Trail and Access Study*, the Trails Council conducted reconnaissance level field surveys of the western trail segment over 4 days. These issues are summarized below.

**Available ROW:** Overall US 101 ROW in the 5.6 miles between Refugio State Beach and San Onofre Beach varies from approximately 160 feet in narrow areas (e.g., ½ mile west of Tajiguas Canyon) to 500 or more feet in width east of Tajiguas Canyon; average widths appear to be 250 feet (Blake Land Surveys 2004; refer to [www.sbtrails.org](http://www.sbtrails.org) > *Gaviota Coastal Trail and Access Study* folder). However, available ROW on the south side (ocean side) of the shoulder of the US 101 southbound travel lanes is much more limited, with between 20-40 feet average width and as little as 10 to 20 feet along certain sections (refer to detail maps below). In places, such as at the Arroyo Quemado Creek Bridge and at very steep bluff face locations east of Arroyo Hondo Canyon, lack of available ROW presents a challenge for trail construction.<sup>1</sup> As discussed below, this generally narrow ROW has a major influence on design of a planned nearshore alignment of the Coastal Trail.



East of San Onofre Beach, US 101 ROW drops off 4-6 feet into a shallow drainage between the road shoulder and UPRR. This may require use of retaining walls and possibly relocation of utility poles along this segment.



In some areas, US 101 ROW includes relatively wide open and level areas with ocean views to accommodate the Coastal Trail. These wider areas may not require retaining walls, removal of trees (background) may be required.

<sup>1</sup> Caltrans plans to eventually replace the existing bridge over Arroyo Quemado and shift the existing US 101 southbound lanes north onto a new bridge. This would provide the space needed to allow the coastal trail to pass through this extremely constricted section of the coast. Once construction is completed by Caltrans, the Coastal Trail would utilize the existing US 101 southbound bridge over Arroyo Quemado and a portion of the existing southbound travel lane. This project has been postponed due to budgetary constraints.

Slope, Retaining Walls and Drainage: The southern edge of the US 101 ROW varies from almost level areas, to periodic small shallow drainages and moderately steep slopes which drop 10-15 feet down to the UPRR. These constraints would require various treatments along each segment, including installation of retaining walls of roughly one to four feet along extended reaches. Previous studies have estimated that approximately 0.8 miles of retaining wall would need to be installed along different segments to support the trail in areas of steep slopes between Refugio and San Onofre Beach, and the repair or extension of a number of culverts for smaller drainages (Condor Environmental 2004).

US 101 Safety Barriers: State standards require that safety for users of the proposed trail be addressed with regards to nearby high speed traffic on US 101. In most reaches, Caltrans is likely to require that existing road shoulder between the proposed trail and southbound travel lanes be widened to 10 feet; in many areas, the shoulder is currently 5 to 8 feet in width and sometimes exhibits deteriorated paving, which may require replacement. Caltrans standards may also require installation of safety barriers (e.g., steel guard rails; concrete k-rails) between the improved road shoulder and trail where separation is less than 5 feet, which would likely apply to much of this reach, given the relatively narrow ROW. Previous studies have estimated that approximately 3.5 miles of safety barriers may be required along this 5.4-mile segment.

UPRR Safety: State standards would also require safety measures between some segments of the proposed road shoulder trail and the passing trains on the UPRR. In some cases, retaining walls may suffice, in others where the trail is in close proximity, a safety fence of approximately 4 to 6 feet in height may be required where the trail is close to the tracks. Previous studies have estimated that as much as approximately 3.5 miles of such fencing may be required along this trail segment (Condor Environmental 2004).

Trees and Utilities: Hundreds of mature eucalyptus, cypress, melaleuca and other trees as well as large native toyon shrubs, lie within or adjacent to the proposed route of the road shoulder trail. It is unclear how many of these trees and shrubs would need to be removed



An estimated 3.5 miles of steel guard rails or concrete "k-rails" may be required to separate the US 101 road shoulder trail from high speed traffic along US 101, even with widening of the road shoulder to 10 feet.



The heavily used San Clemente Coastal Trail parallels the busy Los Angeles to San Diego rail line which carries 52 daily trains; safety is provided by a low wire fence; note at-grade pedestrian rail crossing to beach (background).

to accommodate the proposed trail, but it has been previously estimated that 178 toyon and eucalyptus may need to be removed on the segment between Arroyo Hondo and San Onofre Beach (Condor Environmental 2004). Removing these trees would open views of the Pacific Ocean from US 101 that are currently obstructed by these predominantly non-native species. In addition, up to 44 utility poles may require relocation. Other underground utilities would be unlikely to be directly affected by proposed road shoulder trail construction, but care would need to be taken during construction and grading to avoid buried utilities (Condor Environmental 2004).

**Existing Informal Coastal Access Parking:** The proposed road shoulder trail would pass by 13 roadside parking areas in the approximately 6 miles along US 101 and Arroyo Quemada Lane, potentially leading to the loss of some of this parking. Larger US 101 roadside parking areas such as that at Tajiguas, Arroyo Hondo overflow and San Onofre Beach all appear to have parking areas of 40 or more feet in width, leaving ample room for both a trail and parking. Other parking, such as that at Cañada del Molino, Cañada de Guillermo and Cañada de Pila may be displaced by trail construction. Further detailed planning would be required to design the road shoulder trail to minimize loss of existing parking. In addition, the location of required road shoulder steel guardrails or concrete K-rails along the trail must be considered in relation to the loss of informal parking. Gaps in UPRR safety fencing at these locations would need to be in pace to accommodate existing informal coastal access trails.

**Road Shoulder Trail Design:** The proposed road shoulder trail would be designed as a paved multiple use trail of 10 feet in width with 2 feet of cleared and graded shoulders on either side where ROW is sufficient (Figure 3-5). However, along much of its length, the graded shoulder closest to US 101 may be replaced for 3.5 miles with steel guardrail or concrete k-rails to improve safety. The trail would also narrow to 8 feet in places if insufficient ROW is available.

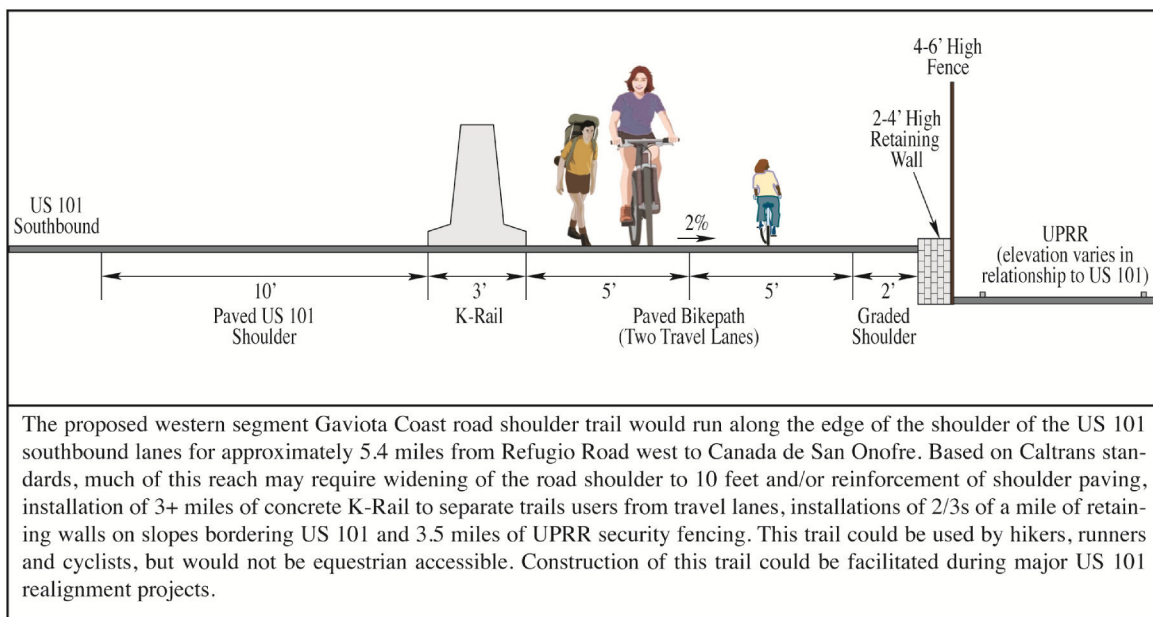


Figure 3-5 . Western Coastal Trail Segment – US 101 Road Shoulder Trail

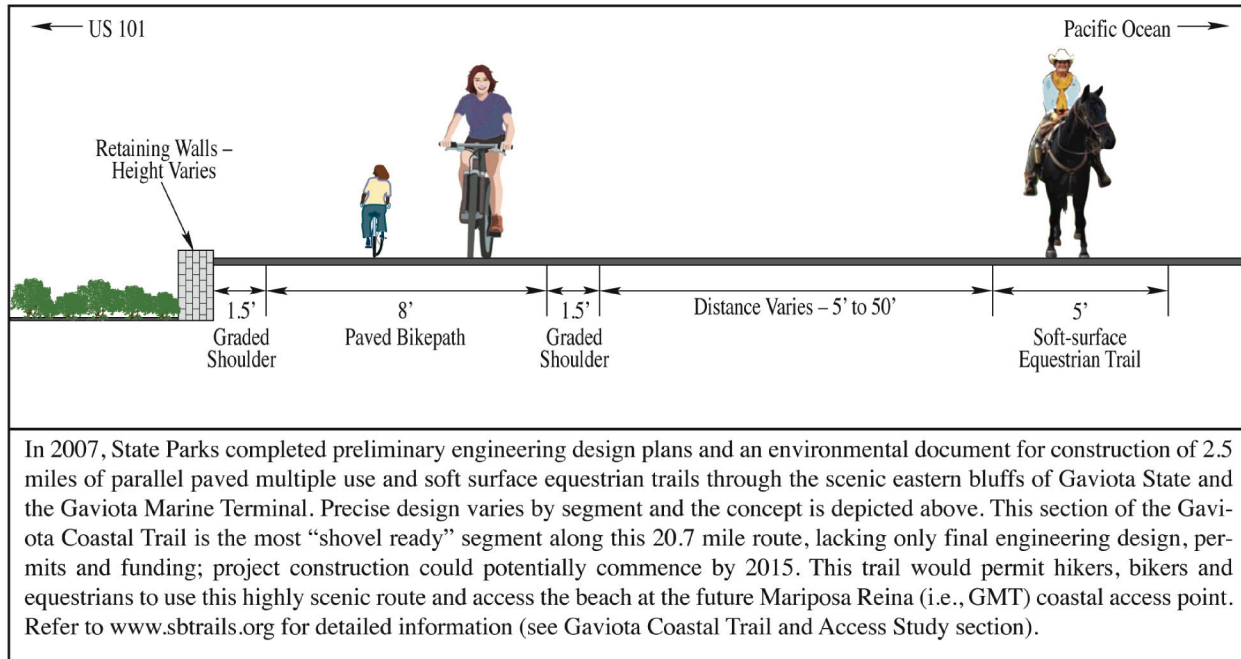
Arroyo Quemada Lane: This segment of the Gaviota Coastal Trail would become an onroad trail for approximately 0.8 miles along Arroyo Quemada Lane. This tree lined lane has multiple parking areas for informal coastal access and could be improved with informal seating areas so coastal trail users could pause and enjoy a shady rest with ocean views. Although this road's mix of concrete and asphalt bed can accommodate cyclists, repair or repaving of deteriorated segments of this road would improve its surface for road bikes.



*Arroyo Quemada Lane provides a readymade route for an on-road multiple use trail. This quiet tree lined road could provide trail user with trail head parking, and shady rest stops with ocean views and informal coastal access.*

Proposed New Offroad Multiple Use Trail Segments: The 5.4-mile Refugio to San Onofre Beach segment would contain three short offroad trail segments. Offroad segments would include 0.5 miles at the west end of Refugio State Beach, 0.4 miles between the west end of Arroyo Quemada Lane on-road trail and the Arroyo Quemado Creek bridge, and for 0.3 miles from Arroyo Hondo Creek west across the bridge and to reconnect with the US 101 road shoulder trail. Caltrans has previously stated that it has no objection to relinquishing the Arroyo Hondo Bridge to the County (Pat Mickelson, Caltrans, email to Wilson Hubbell, County PW 2/23/2004). When combined with the Arroyo Quemada Lane on-road trail, these segments would provide trail users with a trail experience well removed from the noise and emissions along US 101 for 2 miles of this 5.4 mile long segment.

Gaviota State Park: West of San Onofre Beach, this trail segment would become an offroad trail for the remaining 2.5 miles to the Gaviota State Park entrance road. For this segment, in 2007 State Parks proposed a paved multiple use trail running parallel to a soft surface equestrian trail west of San Onofre Beach (Figure 3-6). The trail would extend across State Park property for 0.7 mile west and for approximately 0.6 mile through the Gaviota Marine Terminal. The trail would then continue west across the coastal bluff top around major arroyos for a further 1.2 miles before descending into the Gaviota Canyon, connecting to trailhead parking, the beach, facilities and trails at Gaviota State Park.



**Figure 3-6. Gaviota State Park Proposed Multiple-Use and Equestrian Trails**

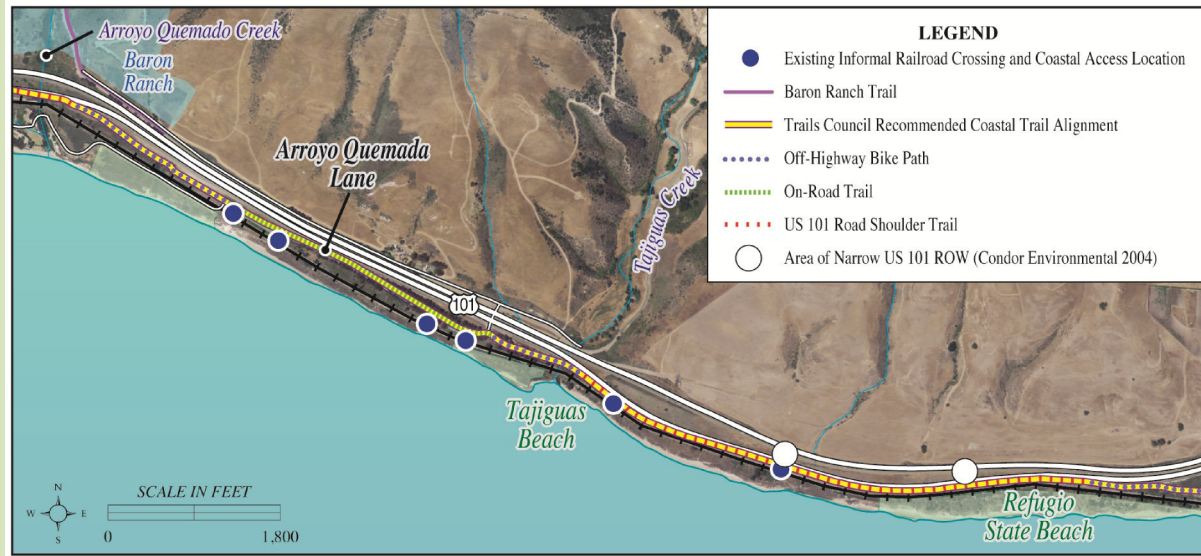
Potential for Long-Term Road Shoulder Trail Realignment: This road shoulder trail would provide a high quality trail for cyclists and runners as well as a roadside pedestrian path. Although the trail would provide excellent ocean views for much of its reach and connect with many informal coastal access points, the noise and emissions from US 101 could affect user experience and enjoyment. Over the long term, future realignments of US 101 and UPRR may provide opportunities for creation of a coastal bluff top trail more removed from transportation corridor impacts. Sea level rise and bluff retreat are anticipated to cause increasing impacts to the UPRR, requiring either a major realignment within 20-30 years, or increased armoring of the shoreline to protect this vulnerable facility. The opportunity exists for the County and Coastal Commission to work with UPRR and Caltrans to initiate landward relocation of



*To avoid continued incremental armoring of the Gaviota Coast, the County and Coastal Commission should work with UPRR and Caltrans to initiate landward relocation of transportation facilities. Future realignments of UPRR and US 101 could provide opportunities for a coastal bluff top trail.*

transportation facilities to protect them from future erosion, with the added opportunity to redesign the transportation corridor to provide for 75-year erosion setbacks. This would permit adequate bluff top space for a nearshore alignment of the Coastal Trail away from the transportation corridor and potentially reduce additional armoring of the coastline.

## Refugio State Park to Arroyo Quemado Creek Segment



**Ownership:** Caltrans; Santa Barbara County

**Segment Description:** This Coastal Trail segment would extend for 3 miles from Refugio State Beach to Arroyo Quemado Creek along the US 101 shoulder (1.7 miles) past Tajiguas Beach, along County owned Arroyo Quemada Lane (0.8 miles) and a new paved bike path (0.5 miles) to the Arroyo Quemado Creek bridge. Available US 101 corridor ROW ranges from 11-50 feet wide east of Arroyo Quemada Lane to more than 100 feet wide to the west.

**Trail Easement Status:** Caltrans and County ownership.

**Railroad and Creek Crossings:** No new crossings needed for Coastal Trail

**Coastal Access Parking and Trail:** No new formal coastal access; existing US 101 informal beach access parking areas at Tajiguas Beach and east of Arroyo Quemada Road and along Arroyo Quemada Lane would remain.

**Proposed Beach Access:** Informal beach access trails would remain at Tajiguas and Arroyo Quemada Lane.

**Design and Acquisition Issues:** Design issues along this segment include very narrow available Caltrans ROW in two places along US 101 roughly 1,000 and 1,700 feet east of Tajiguas Canyon; these locations appear wide enough to meet Caltrans road shoulder design standards (Condor Environmental, 2004). Construction of this road corridor trail from Refugio to Tajiguas would require improvements to US 101 shoulder, installation of concrete K-rails between highway and bike path and a security fence where trail is in close proximity to UPRR. Use of Arroyo Quemada Lane as an on road trail would require no major improvements for over one mile. West of Arroyo Quemada Lane, a new offroad bike trail using a degraded road bed would be constructed on Caltrans ROW of 100 to 185 feet wide west to Arroyo Quemado Creek, allowing of 0.4 miles of bike path well removed from US 101. Planned or potential minor shifting of US 101 southbound lanes could free up additional ROW as the center median is often 100 to 250 feet wide along this segment



This segment would be a US 101 corridor trail for 1.3 miles from Refugio to Arroyo Quemada Lane. Available ROW between the highway shoulder and the UPRR ranges from as narrow as 11-14 feet to as wide as 50 feet, just meeting Caltrans standards for road shoulder trails.



Use of tree lined Arroyo Quemada Lane as an onroad bike trail for 0.8 miles would reduce construction costs and provide a scenic quiet off highway trail experience. Trail users could park along this street and also access area beaches using six existing informal beach access trails.



## Arroyo Quemado Creek to West of Arroyo Hondo Creek Segment



**Ownership:** Caltrans; Santa Barbara County

**Segment Description:** This Coastal Trail segment would extend for 3 miles from Refugio State Beach to Arroyo Quemado Creek along the US 101 shoulder (1.7 miles) past Tajiguas Beach, along County owned Arroyo Quemada Lane (0.8 miles) and a new paved bike path (0.5 miles) to the Arroyo Quemado Creek bridge. Available US 101 corridor ROW ranges from 11-50 feet wide east of Arroyo Quemada Lane to more than 100 feet wide to the west.

**Trail Easement Status:** Caltrans and County ownership.

**Railroad and Creek Crossings:** No new crossings needed for Coastal Trail

**Coastal Access Parking and Trail:** No new formal coastal access; existing US 101 informal beach access parking areas at Tajiguas Beach and east of Arroyo Quemada Road and along Arroyo Quemada Lane would remain.

**Proposed Beach Access:** Informal beach access trails would remain at Tajiguas and Arroyo Quemada Lane.

**Design and Acquisition Issues:** Design issues along this segment include very narrow available Caltrans ROW in two places along US 101 roughly 1,000 and 1,700 feet east of Tajiguas Canyon; these locations appear wide enough to meet Caltrans road shoulder design standards (Condor Environmental, 2004). Construction of this road corridor trail from Refugio to Tajiguas would require improvements to US 101 shoulder, installation of concrete K-rails between highway and bike path and a security fence where trail is in close proximity to UPRR. Use of Arroyo Quemada Lane as an on road trail would require no major improvements for over one mile. West of Arroyo Quemada Lane, a new offroad bike trail using a degraded road bed would be constructed on Caltrans ROW of 100 to 185 feet wide west to Arroyo Quemado Creek, allowing of 0.4 miles of bike path well removed from US 101. Planned or potential minor shifting of US 101 southbound lanes could free up additional ROW as the center median is often 100 to 250 feet wide along this segment.



This segment would be a US 101 corridor trail for 0.9 miles from Arroyo Quemada Creek west to West of Arroyo Hondo Creek along the highway shoulder; Caltrans ROW north of the UPRR ranges from 11-14 feet to as wide as 50 feet, meeting Caltrans standards for road shoulder trails.



The west end of this segment at the Arroyo Hondo Scenic overlook would be an off highway trail for 0.6 miles along existing roads and the Arroyo Hondo Bridge. Trail users could park along this scenic overlook and also access area beaches using a new develop beach access trail.

### Arroyo Hondo Creek to West of San Onofre Creek Segment



**Ownership:** Caltrans

**Segment Description:** This Coastal Trail segment would extend for 1.5 miles along southbound US 101 from Arroyo Quemada Creek to west of Arroyo Hondo Creek as a road shoulder trail (0.9 miles) and as an off highway trail, well removed from US 101 on both sides of Arroyo Hondo (0.6 miles). Caltrans ROW adjacent to the highway varies from approximately 20-40 feet at and west of Arroyo Quemada Creek to up to 200 feet at Arroyo Hondo.

**Trail Easement Status:** Caltrans ownership.

**Railroad and Creek Crossings:** None needed for Coastal Trail

**Coastal Access Parking and Trail:** New developed coastal access is proposed at Arroyo Hondo where access is available off US 101 via on and off-ramps and under UPRR trestle bridge. Informal US 101 roadside parking areas at Canada de la Pila would be protected and retained.

**Proposed Beach Access:** A new beach access trail would be developed under the old US 101 Bridge and UPRR trestle bridge over Arroyo Hondo. A Gaviota Coast informational signage center would be created at this scenic overlook.

**Design Issues:** US 101 ROW is generally narrow, but appears wide enough to meet Caltrans road shoulder design standards for its entire length (Condor Environmental 2004). However, space is limited at Arroyo Quemada Creek; potential future Caltrans relocation of the US 101 southbound lanes inland could free up additional ROW and free the existing US 101 bridge to accommodate the Coastal Trail. This road corridor trail may require US 101 shoulder improvements; use of barriers (e.g., concrete K-rails) between highway and bike path and a security fence in areas where the trail is in close proximity to UPRR. Long term management of this road shoulder trail and the Arroyo Hondo and Arroyo Quemada bridges would have to be negotiated between the County and Caltrans.



This segment of the trail would be constructed as a paved bike path within 30-40 feet of Caltrans ROW north of the UPRR; design challenges include use of protective barriers along US 101 and the UPRR, retaining walls, mature trees and utilities.



The 2.9 mile long paved bike path along this segment would pass by 5 existing informal beach access points such as San Onofre Creek. These areas would be retained, with the bike path developed between parking areas and the UPRR.

## Gaviota State Park Bluff Top Segment



**Ownership:** California State Parks bluff top areas (100+ acres); Shell Oil (43 acres);

**Segment Description:** This segment of the Coastal Trail would extend for 2.5 miles along the bluff top between US 101 and the UPRR from the US 101 road corridor trail on the east through the Gaviota Marine Terminal (GMT) property. West of the GMT, the Coastal Trail would cross the 600-700 foot-wide bluff top for approximately 1.6 miles, along the coast north of the UPRR, except where major drainages require routing further inland toward the link with the Gaviota State Park entrance road.

**Trail Easement Status:** State Parks ownership; Pending GMT offer to dedicate easement (not yet accepted).

**Railroad Crossings:** None needed for Coastal Trail; coastal access would cross under existing UPRR trestle in GMT.

**Creek Crossings:** Trail route cross four creeks using existing or new culverts; bridges could be used if required.

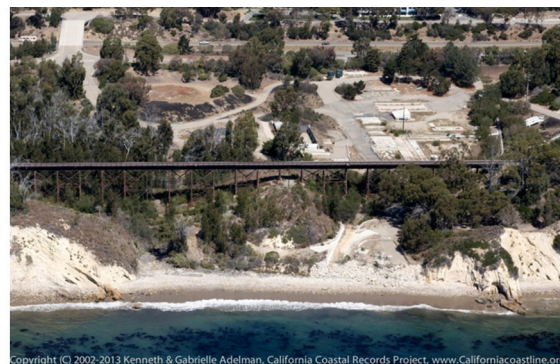
**Coastal Access Parking and Trail:** A new paved parking lot with 30+ spaces should be installed at GMT; an 800 foot-long access trail would descend Cañadas de Cemeterio and Alcatraz to the beach. A graveled 20 space parking area should be installed along entrance road to Gaviota State Park for the western trailhead.

**Proposed Beach Access:** Access trail would follow existing roads to beach, limiting need for new construction.

**Design and Acquisition Issues:** State Parks completed engineering design plans for a dual 8-foot wide paved bike path and parallel natural hiking-equestrian trail; a 2007 State Parks environmental document for this segment found all impacts to sensitive resources could be addressed. Generally level terrain on this wide coastal bluff top existing roads and trails in some areas would ease construction and reduce impacts. Options for this segment include development of major dual trail system originally proposed by State Parks or use of only a natural surface trail to reduce costs and impacts. US 101 interchange and existing developed access under UPRR provide ideal location for public access.



State Park lands west of the GMT receive heavy existing public use at the Canada de Leon informal access point with both a coastal access bluff top trails extending throughout this area.



Reuse of existing GMT roads, particularly access underneath UPRR trestle bridge, would eliminate the need for a costly new UPRR crossing and provide an easy solution to improved public access along this segment of coast.

### 3.3.1 Western Segment- Proposed Beach Access Improvements

Formal beach access is proposed at two locations along this 8.8-mile long segment, including Arroyo Hondo and the Mariposa Reina (i.e., GMT). In addition, informal access would continue to be available at 11 locations, including major access points such as Tajiguas and San Onofre beaches. Developed beach access would also continue to be available at Refugio State Beach and Gaviota State Park.

#### Proposed Developed Coastal Access Points

Formal developed coastal access parking and trails are proposed at Arroyo Hondo and Mariposa Reina. These sites were selected because both have acceptable developed access off of US 101 and access under the UPRR via existing trestle bridges. While beaches at these access points are often intertidal, summer beach berms develop in pocket beaches and both areas currently receive moderate to high levels of visitation via informal access trails.

**Arroyo Hondo Trailhead and Coastal Access:** The Arroyo Hondo Scenic Overlook currently receives heavy visitation by passing motorists to enjoy panoramic views of the Gaviota Coast as well as for beach access. This site consists of old highway roadbed and the historic US 101 Arroyo Hondo Creek Bridge. The old highway roadbed at this location accommodates parking for approximately 75 vehicles. Access off of southbound US 101 is available via a short hook ramp and a longer straight onramp. Arroyo Hondo is one of two proposed coastal access points in the 1982 LCP that has US 101 access via on- and off-ramps. In addition, the tall UPRR trestle bridge allows for access under the tracks to the beach.

The ease of access off of US 101, ample existing parking, and beach access under the UPRR bridge, make this an ideal location for a developed coastal access point. Proximity to the scenic old highway bridge and coastal views also make this an attractive destination for



Surf fishing, beach running or walking, tide pooling and birding are popular activities on sometimes narrow west Gaviota Beaches. Beach going and sunning and swimming are also popular, especially at wider pocket beaches.



Remote west Gaviota beaches such as Arroyo Hondo are often intertidal with limited summer beach berms. Beach goers value these remote areas for off leash dog play, beach fires, informal beach campouts and other unsanctioned activities.

passers-by to experience the Gaviota Coast. The proposed Gaviota Coastal Trail would pass through the existing Arroyo Hondo Scenic Overlook, providing passers-by with the opportunity to easily experience the Coastal Trail and existing parking could also serve as a trailhead.

The Arroyo Hondo Scenic Overlook should be developed with a coastal access trail, interpretive signage and an information kiosk and be well signed on US 101. A coastal access trail should be developed from near the eastern bridge abutment and constructed cross slope on the US 101 embankment descending to the canyon bottom under the old US 101 and UPRR bridges to the shoreline.<sup>2</sup> This site should also include a Gaviota Coast information kiosk with maps and interpretive signs, including information on recreational opportunities, trail and beach access, sensitive species and habitats and cell phone links to online information sources. Arroyo Hondo Creek and the creek tunnels should be posted no trespassing to avoid the public from traversing upstream onto the private reserve. Public parking could be improved over the long term if required. Coastal access and trail signs should be posted along US 101 well west of this location to provide travelers with ample opportunity to exit the highway.

**Mariposa Reina Trailhead and Access:** The Mariposa Reina coastal access point would be



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The proposed Mariposa Reina Coastal Access and Trailhead would provide 30 parking spaces and a coastal access trail that would follow the existing road under the UPRR to the beach. Policy 7-9 of the draft Gaviota Coast Plan directs the County to promote recreational and open space uses of this site.

<sup>2</sup> Alternately, it may be possible to use an existing steep UPRR stairway, which would require an easement from UPRR and improvement with handrails for public safety. However, potential exists for a US 101 embankment trail to provide ADA compliant access down to the shoreline, while the steep nature of the existing stairs would discourage many users.

located off of the existing Mariposa Reina Interchange on a portion of the 44-acre GMT site.

The GMT site currently supports approximately 22 acres of disturbed land including seven former oil storage tanks, roads, buildings and other infrastructure. Large areas of paving and a developed road network exists within this disturbed land, including a paved road leading under the UPRR down Cañada Alcatraz to a beachside paved area of almost  $\frac{1}{4}$  acre in size. The GMT is currently undergoing a multi-year abandonment program that is removing historic oil facilities, with restoration of disturbed areas potentially to “natural conditions”. The abandonment process is likely to extend through 2016 or longer as hard facilities (e.g., foundations) are removed and soil contamination remediated. Public coastal access in this vicinity currently occurs at the Cañada del Leon informal parking area and beach access trails located just east of the GMT.

The County’s 1982 LCP plans this site for Coastal Dependent Industrial uses (i.e., oil storage and shipment) and the 2013 draft Gaviota Coast Plan continues this designation, although it does identify future coastal access at this location. Policy 7-9 of the draft Gaviota Coast Plan also directs the County to promote recreational and open space uses of this site.

The lack of guidance in existing and proposed County plans regarding the allowable future use of this site creates uncertainties over the amount and type of potential development that could occur. For example, it is unclear if developed visitor serving recreation facilities (e.g., campground, cabins) or undeveloped open space is preferred. However, at a minimum abandonment of existing GMT facilities should account for and accommodate both proposed coastal access and the Gaviota Coastal Trail, which would pass through the site. For example, portions of the existing paved areas north of the UPRR may be retained as a coastal access parking lot. The existing paved road, which traverses the site for  $\frac{1}{2}$  mile from east to west could be retained, along with existing culverts and creek crossings, to ease development of a paved multiple use trail as proposed by State Parks in 2007. It may also be appropriate to retain the coastal access road or at least the roadbed to provide public access to the beach.

The proposed Mariposa Reina Coastal Access and Trailhead should consist of a public parking area of at least 30 spaces that would likely be developed on existing paving off of the entrance road from Mariposa Reina. The coastal access trail should likely follow the existing road under the UPRR to the beach. The route of the planned Gaviota Coastal Trail would follow existing road over much of the site. Additional uses of this site may include overnight visitor accommodations, including low cost facilities such as a campground, yurts or cabins.

**Gaviota Canyon Trailhead and State Beach Access:** An approximately 0.4-acre parking area and trailhead would be located adjacent to the Gaviota State Park access road between Gaviota Creek and US 101. The surface of the parking area would be gravel or a form of permeable concrete paving. The trailhead would include interpretive panels, benches, and equestrian staging areas. The two trail surfaces would extend east across the coastal bluff

over cross-slopes of varying terrain, with portions of the trails constructed on linear grades of up to 8.3% for the asphaltic trail (State Parks 2007).

In its 2007 plans, State Parks has proposed a parking area and trailhead of approximately 0.4-acre located adjacent to the Gaviota State Park access road (i.e., Gaviota Beach Road) between Gaviota Creek and US 101. The surface of the parking area would be gravel or permeable paving. The trailhead would include interpretive panels, benches, equestrian staging areas and an accessible equestrian platform. This area would serve as the western trailhead for the Gaviota Coastal Trail, which at this location would include parallel paved multiple use and soft surface equestrians trails.

### Informal Coastal Access Points

The 5.4 mile long road shoulder trail would pass an estimated 11 existing informal access roadside parking areas and beach access trails ranging from those that accommodate 5 cars or less (e.g., Cañada de Molina) to larger sites that provide parking for 40 or more car that have well developed trail systems and receive heavy public use (e.g., Tajiguas Beach). The design of the road shoulder trail would need to protect as well as respect and leave access open to existing beach access trails. However, these sites may not be suitable for development as formal public access points due to access

issues off of US 101 and the expense and difficulty of obtain permits for access across the UPRR. This Trail Framework recommends that these informal access points generally remain as informal roadside pullouts and informal beach access trails; however, this matter deserves additional review and work with Caltrans, UPRR and CPUC. Due to their size, configuration and level of use, major informal access points at Tajiguas Beach, Arroyo Quemada Lane and Cañada San Onofre could be considered for moderate levels of improvement (e.g., signs, trash cans), if agreement can be reached between the community, County, Caltrans and UPRR over potential limited improvements (refer to Table 3-5); however, the community must be involved in any such decisions. These improvements could be modeled after those undertaken by the community and UPRR at Santa Claus Lane in Carpinteria.



*The 40-foot wide shoulder of US 101 at Canada San Onofre has a long history of providing free public parking. This shoulder is sufficiently wide to accommodate the proposed Coastal Trail segment and continued public parking between US 101 and UPRR.*