

Gaviota Coastal Trail and Access Study



SANTA BARBARA COUNTY
Trails Council

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SANTA BARBARA COUNTY
Trails Council

November 26, 2013

Attn: Interested Parties
Subject: Gaviota Coastal Trail and Access Study

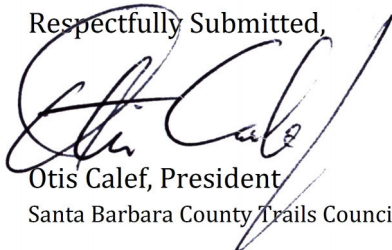
Dear Interested Parties:

The Santa Barbara County Trails Council (Trails Council) is pleased to present the Gaviota Coastal Trail and Access Study (Trail Study) for consideration by the community, Santa Barbara County staff and decision-makers, State agencies and our local representatives. The Trails Council hopes that the Trail Study provides useful information and recommendations for interested parties and stakeholders to consider as part of pending development projects and long range planning efforts on the Gaviota Coast. The Trails Council is committed to working with all parties in a cooperative manner to advance the planning for and development of the proposed Gaviota Coastal Trail and coastal access improvements set forth in the Trails Study. In particular, the Trails Council would like reviewers to consider the following:

- The Gaviota Coast is changing and such change will likely accelerate over the next 20-30 years as high end residential estate development transforms the coastal plain into an exclusive residential area.
- The currently pending development projects between Bacara Resort and Spa and El Capitan State Beach combined with the County's 2013 draft Gaviota Coast Plan offer a once in a generation possibility of protecting and improving access to and along this spectacular shoreline; if the community and public agencies hesitate, that opportunity may be lost forever.
- Obtaining funding for both construction and maintenance will be a concern; however, with a strong commitment from the community and cooperation from local and state agencies such funding can be secured from a range of sources.
- Realization of the Gaviota Coastal Trail and improved access will not occur over night; like all major trail projects, this is a project that will require 20 or more years of persistent measured effort; that effort begins in 2014!

We hope that the Trails Study objectively presents the challenges and benefits of realizing the Gaviota Coastal Trail and improved coastal access. We look forward to its successful completion for the benefit of County and State residents and visitors to our community.

Respectfully Submitted,



Otis Calef, President
Santa Barbara County Trails Council

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Gaviota Coastal Trail and Access Study

Prepared by the

Santa Barbara County Trails Council

We are grateful for funding provided by

UC Santa Barbara Associated Students
Coastal Fund



and local community members



SANTA BARBARA COUNTY
Trails Council

Santa Barbara County Trails Council is a non-profit 501(c)(3) grassroots membership organization that supports nature-based recreation and access to the Santa Barbara County trail system for safe shared use by everyone.

To achieve our goals, we advocate for the acquisition and conservation of natural spaces in order to create opportunities for the expansion a county-wide network of multi-use trails for a broad range of recreational activities. We provide guidance and effective management for trail planning, construction and maintenance projects for local, state and federal government agencies. We also manage a year-round recreational hiking program and a volunteer supported trail maintenance program.

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Acronyms and Abbreviations

%	percent
CCC	California Coastal Commission
CDFW	California Department of Fish and Wildlife
Coastal Trail	California Coastal Trail
CPUC	California Public Utilities Commission
CREF	Coastal Resource Enhancement Fund
CSP	California State Parks
EIR	Environmental Impact Report
ESH	Environmentally Sensitive Habitats
GMT	Gaviota Marine Terminal
IS	Initial Study
LCP	Local Coastal Plan
MND	Mitigated Negative Declaration
ROW	right-of-way
SBCAG	Santa Barbara County Association of Governments
State Parks	California Department of Parks and Recreation
SLO	San Luis Obispo
Trail Study	Gaviota Coastal Trail and Access Study
UC	University of California
UPRR	Union Pacific Railroad
US 101	US Highway 101

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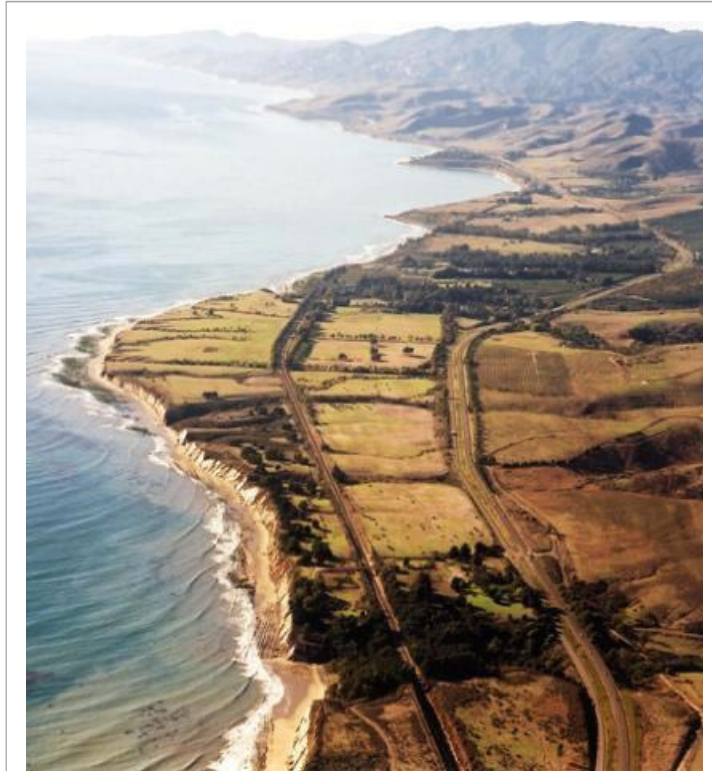
1.0 Introduction to the Gaviota Coast

The Gaviota Coast in Santa Barbara County is one of the largest remaining stretches of undeveloped coastline in southern California, with eastern Gaviota extending for 20 miles from the City of Goleta to Gaviota Pass (Figure 1-1). This scenic coast is enjoyed by more than 32,000 daily travelers on US Highway 101 (US 101), 560,000 annual visitors to three California State Parks and tens of thousands of beach goers who visit scenic beaches via informal coastal access trails. These visitors enjoy panoramic views of the Pacific Ocean, Channel Islands National Park, undeveloped coastal bluffs, agricultural land, varied native habitats and the Santa Ynez Mountains.

Public recreational facilities along the eastern Gaviota Coast include El Capitan State Beach, Refugio State Beach and Gaviota State Park,

comprising more than 5,500 acres, 253 camp sites, and day use beach access for local residents, organized recreation (e.g., Junior Life Guards, YMCA Camps), and tourists. State Parks encompass approximately 11 miles of this shoreline, including a developed 4.5-mile reach of the California Coastal Trail (Coastal Trail) and many informal coastal access trails. However, these Parks are used to capacity; camping reservations are sold out months in advance for most of the year and parking areas often overflow on summer weekends.

The County's 1982 adopted Local Coastal Plan (LCP) recognizes the Gaviota Coast as a recreational resource of statewide importance; the National Park Service recognized its nationwide value in a National Seashore Feasibility Study in 2004. Key to recognizing the Gaviota Coast's statewide and national importance will be acquisition and development of improved coastal access, and an alignment of the planned Coastal Trail that closely follows the ocean along the shoreline. When combined with targeted acquisition of new parks, open space and foothill trails, these improvements will achieve the long-held community vision of the Gaviota Coast as a recreational resource of state and nationwide importance



The County of Santa Barbara's Gaviota Coast Plan should recognize the national and statewide importance of recreation along the Gaviota Coast, including creation of a world-class California Coastal Trail and access system. The broad coastal terrace at the east end of this Coast presents a unique opportunity for development of a scenic rural Coastal Trail and acquisition of public parks and open space.

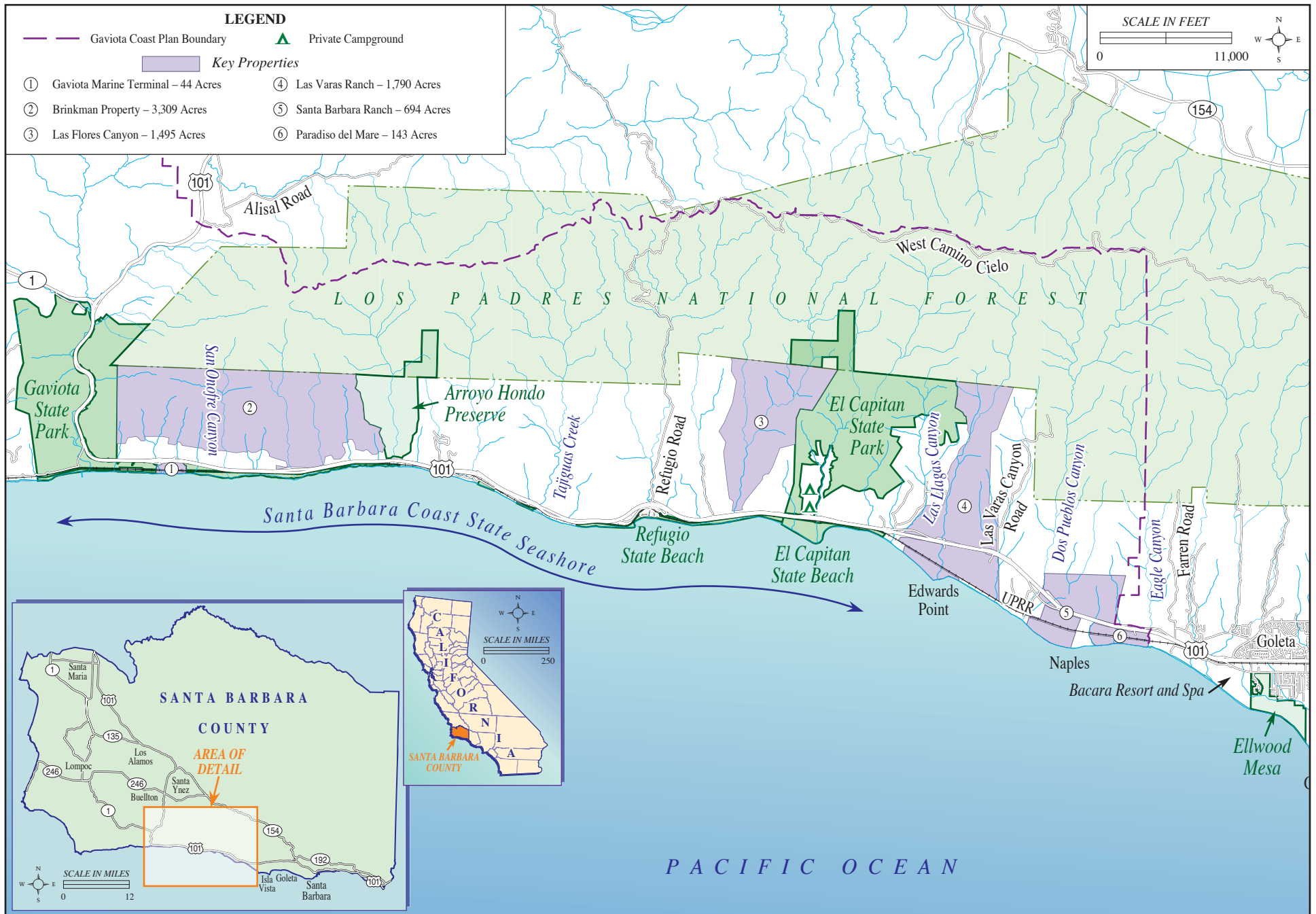


Figure 1-1. Gaviota Coast (East End)

1.1 Purpose and Intent

The purpose of the *Gaviota Coastal Trail and Access Study* (Trail Study) is to provide a single objective and accessible source of information about existing coastal access on the 20 miles of the Gaviota Coast between the City of Goleta and Gaviota State Park. The Trail Study also identifies opportunities and constraints for the completion of a bluff top alignment of the Gaviota Coastal Trail and associated beach access improvements. This study is intended to supplement and expand upon information provided in Santa



This study is intended to protect public access to and along the shoreline of the Gaviota Coast and provide a framework for implementation of a nearshore alignment the California Coastal Trail and supporting coastal access.

Barbara County's draft 2013 Gaviota Coast Plan. The goal of this study is to ensure that protection and expansion of coastal trails, access, parks, open space and recreation receives attention commensurate with the Gaviota Coast's statewide and national importance, and that the public interest with regard to improved coastal access and implementation of the Coastal Trail are recognized.

The Trail Framework section of this study (Section 3) addresses trail planning along the Gaviota Coast, including on the large private land holdings in the eastern portion of the study area, where a transition from traditional agricultural use is underway. Proposals have been made for the construction of large residential estates that would close existing coastal access points and locate the Coastal Trail far from the shoreline. Development of these projects without high quality trails, coastal access, and open space protection would cause substantial public concern and would conflict with State and County goals.

In preparation of this Trail Study, the Santa Barbara County Trails Council (Trails Council) performed 15 days of field surveys to map existing coastal access and to identify potential constraints in planning new access points and a shoreline Coastal Trail. The Trails Council researched constraints, surveyed recreational users, and held two workshops to gather input on access and recreational issues of public concern along the Gaviota Coast (Appendix A). The Trails Council also reviewed all previous Gaviota Coastal Trail studies, including the *Coastal Trail System – El Capitan to Devereux Dunes* (County of Santa Barbara 1981), *Gaviota Coastal Trail* (County of Santa Barbara 2004), and the *Coastal Trail – Gaviota Segment* (State Parks 2007) as well as more than 10 past and active environmental impact reports (refer to Section 1.4). This study is intended to enhance public understanding of the Gaviota Coast as a recreational resource of state and national importance.

1.2 Provision of the California Coastal Trail and Coastal Access

Public access and use of the shoreline is a right guaranteed to all citizens by the California Constitution. The California Coastal Act was enacted in 1976 by the State Legislature to provide long-term protection of California's 1,100-mile coastline for the benefit of current and future generations. Protection and enhancement of public access to the coast is a key component of the California Coastal Act and Santa Barbara County's LCP. The Coastal Act contains policies to maximize appropriate shoreline public access and recreation, including provisions for the protection and enhancement of existing access points and for the creation of the Coastal Trail. Santa Barbara County's LCP policies and recommendations expand on and implement the California Coastal Act goal of maximizing opportunities for public access and recreation. The California Coastal Commission, the State Coastal Conservancy, California Department of Parks and Recreation, local governments, and non-profit organizations all play a role in assuring this access and use. These organizations work to improve coastal access through acquisition of property for public parks and open space, through acceptance of offers to dedicate trail easements across private property, and through construction of access improvements such as parking areas, trails and stairways.

The Trail Framework Section of this Study was prepared to be consistent with the intent and policy of the Coastal Act, providing a balanced and resource-sensitive approach to coordinated planning for coastal access.

Key Policies for the Protection and Provision of Coastal Public Access

1972 Proposition 20

- Requires that "a hiking, bicycle, and equestrian trail shall be established along or near the coast" and that "ideally the trails system should be continuous and located near the shoreline."

1976 California Coastal Act (Pub. Resources Code § 30000 et seq.)

- **Section 30210** - In carrying out the requirement of Section 4 of Article X of the California Constitution, maximum access, which shall be conspicuously posted, and recreational opportunities shall be provided for all the people consistent with public safety needs and the need to protect public rights, rights of private property owners, and natural resource areas from overuse.
- **Section 30211** – Development shall not interfere with the public's right of access to the sea where acquired through use or legislative authorization [...]
- **Section 30212.4** – Wherever appropriate and feasible, public facilities, including parking areas or facilities, shall be distributed throughout an area so as to mitigate against the impacts, social and otherwise, of overcrowding or overuse by the public of any single area.
- **Section 30221** – Oceanfront land suitable for recreational use shall be protected for recreational use and development unless present and foreseeable future demand for public or commercial recreational activities that could be accommodated on the property is already adequately provided for in the area.

1982 County of Santa Barbara LCP (Updated 2009)

- **Policy 7-18** – Expanded opportunities for access and recreation shall be provided in the Gaviota Coast planning area.
- **Policy 7-25** – Easements for trails shall be required as a condition of project approval for that portion of the trail crossing the parcel upon which the project is proposed.

2002 California Recreational Trails Plan

- Describes the Coastal Trail as a hiking, biking, and equestrian trail corridor "...from Oregon to Mexico within the sights and sounds of the Pacific Ocean."

1.3 Implementation of the California Coastal Trail

Formal planning for the California Coastal Trail was initiated in the Coastal Act of 1976, which required local jurisdictions to identify an alignment for the Coastal Trail in their LCPs. Santa Barbara County's 1982 LCP incorporated the Coastal Trail into the County's Parks, Recreation, and Trails Map, which depicts the Gaviota Coastal Trail along the shoreline of the Gaviota Coast.



"The Coastal Trail will rival any long-distance trail in the world for scenic beauty, diverse landscapes and interesting locations." – California Coastal Conservancy

The State defines the Coastal Trail as: "A continuous public right-of-way along the California coastline; a trail designed to foster appreciation and stewardship of scenic and natural resources of the coast..." In 2003, at the direction of the State Legislature (SB 908), the Coastal Conservancy published *Completing the California Coastal Trail*, which provides a strategic blueprint for the alignment, design, and implementation of the Coastal Trail.

This *Gaviota Coastal Trail and Access Study* adheres to the direction provided by Proposition 20, State Coastal Act, 2002 State Recreational Trails Plan, Coastal Conservancy Guidelines, and the County's LCP with regard to the location of the Gaviota Coastal Trail and new coastal access points. The Trail Framework (Section 3) of this study is intended to be consistent with the guidelines and principles outlined by the Coastal Conservancy and accomplishes statewide objectives for the Coastal Trail, such as separation from motor traffic and proximity to the Pacific Ocean.

Coastal Conservancy Guidelines for Completing the California Coastal Trail

Alignment

- "Provide a continuous trail as close to the ocean as possible with connections to the shoreline at appropriate intervals and sufficient transportation access to encourage public use" (Objective 1).
- "Wherever feasible, the Coastal Trail should be within the sight, sound, or at least the scent of the sea. The traveler should have a persisting awareness of the Pacific Ocean. It is the presence of the ocean that distinguishes the seaside trail from other visitor destinations."
- "The Coastal Trail should be continuous and separated from motor traffic."

Design

- "Design the California Coastal Trail to provide a valuable experience for the user by protecting the natural environment and cultural resources while providing public access to beaches, scenic vistas, wildlife, viewing areas, recreation or interpretive facilities, and other points of interest" (Objective 5).

Implementation

- "Assure the location and design of the Coastal Trail is consistent with the policies of the California Coastal Act and local coastal programs, and is respectful of the rights of private landowners" (Objective 4).

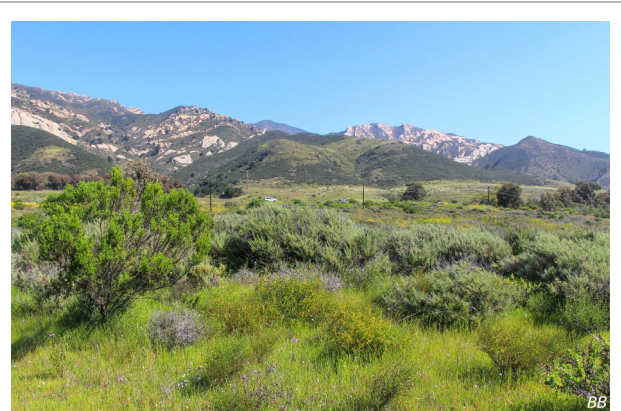
1.4 Previous Gaviota Coastal Trail Studies

The *Gaviota Coastal Trail and Access Study* utilizes and builds upon Coastal Trail planning studies and environmental review for proposed trail corridors on the Gaviota Coast:

Santa Barbara County Coastal Trail System: El Capitan – Devereux Dunes Segment Final Environmental Impact Report (June 1981). This general programmatic environmental impact report (EIR) assessed the impacts of constructing a 10- mile-long parallel bike path and dirt Coastal Trail between Isla Vista and El Capitan State Beach. The EIR assessed the impacts of as many as six trail corridors, including nearshore alignments on the east end the Gaviota Coast (e.g., Paradiso del Mare) and routes closer to and parallel of US 101 along the north and south of US 101.

Santa Barbara County: Gaviota Coastal Trail (May 2004). This unpublished study reviewed four alternatives for completion of a 14.5-mile Coastal Trail from the Bacara Resort west to Cañada San Onofre. The study reviewed corridors north and south of US 101, including alignments along frontage roads near US 101 and a nearshore alignment from Bacara Resort west to El Capitan State Beach, as well as a detailed review of a road shoulder trail from Refugio State Beach west to Cañada San Onofre. The study included a land survey of the 14.5-mile trail corridor, preliminary engineering, mapping and a general assessment of environmental constraints, and initial trail construction cost estimates (Appendix D).

State Parks: California Coastal Trail – Gaviota Segment Draft Mitigated Negative Declaration (July 2007). This draft IS/MND evaluated the potential impacts of a 2.5-mile-long paved bike path and parallel dirt hiking/ equestrian Coastal Trail along the bluffs in eastern Gaviota State Park. This Gaviota Coastal Trail segment would be a scenic bluff top off-highway trail from the Gaviota State Park entrance road east through the Gaviota Marine Terminal to near Cañada San Onofre. The majority of the trail is proposed across the broad bluff



State Parks conducted engineering design and environmental review for a 2.5-mile segment of Coastal Trail on Gaviota State Parks bluff top. Final permitting and funding are still required.

top within State Park property, but includes areas within the US 101 ROW as well as 0.6 mile through the Gaviota Marine Terminal on an existing offer to dedicate. Engineering design and environmental review require approval; final project permitting and funding are still required.

Additional Key Documents: Many recent EIRs prepared by Santa Barbara County for proposed developments with Gaviota Coastal Trail segments were reviewed for this study, including those for Paradiso del Mare (2013); Arco Dos Pueblos Golf Course (1993); Santa Barbara Ranch (2008) and the Las Varas Ranch (2011). Additional key Santa Barbara County documents included the draft Gaviota Coast Plan (2013), a Perspective on Gaviota Coast Resources (2002) and the Coastal Land Use Plan (1982; republished 2009).

2.0 Existing Coastal Access and Recreation

This section documents the importance of the Gaviota Coast as a recreational resource of local, state, and nationwide importance. Coastal access locations and use information is drawn from prior studies and official State Parks data, and supplemented with Trails Council-performed recreational use surveys. Data show significant levels of use within developed State Parks as well as at 22 informal coastal access locations.



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2.0 Existing Coastal Access and Recreation

Overview: The Gaviota Coast receives well over ½ million annual recreational visitors. Tens of thousands of these visitors access the coast via 22 free roadside parking areas and associated beach access trails.

2.1 Overview of Existing Coastal Access

The Gaviota Coast is recognized as a recreational area of statewide and national importance by Santa Barbara County and the State and Federal governments (National Park Service 2004; County of Santa Barbara 1982, 2002, 2009, 2013a). The Gaviota Coast provides access to sandy beaches and a rural shoreline that supports substantial recreational use. Major uses include beach going, sunbathing, beach walking, tide-pooling, swimming, surfing, kayaking, boating, fishing, picnicking, camping, hiking, dog-walking, bicycle riding, horseback riding, bird watching, painting and photography. Recreational observations performed by Trails Council on six days from May through August of 2013 identified more than 300 cars parked at 22 informal access locations over six days, with 900 beach goers estimated on surveyed beaches. Trails Council also collected over 150 visitor recreation surveys, which found beach goers were from throughout the County - more than 25% from the North County - and many indicated multi-generational use of the area over the last 15-45 years (Appendix A).

“The Gaviota Coast is well known as a coastal recreation destination of local and statewide importance due in part to the unspoiled beauty of the Gaviota Coast and miles of relatively pristine coastline.”

-County of Santa Barbara 2013a

2.2 Existing Coastal Access and Recreational Use

The South Coast of Santa Barbara County supports a variety of coastal access facilities, which are heavily used by local residents and visitors, and are a foundation of the region’s robust tourism industry. Although comprehensive surveys do not appear available, these



Highly popular state beaches such as Gaviota State Park provide amenities including beach parking, restrooms, a pier, fishing, boat launch, and beach front picnic facilities.



Informal coastal access points such as Tajiguas Beach offer recreational opportunities including beach going, fishing, surfing and swimming, from US 101 roadside or frontage road parking areas.

beaches and shoreline experience well over 5 million recreational users annually. On the Gaviota Coast, recreational use is concentrated within the three State Parks, which receive over 560,000 annual visitors, with El Capitan State Beach receiving the highest levels of use (Table 2-1). The Gaviota Coast receives substantial recreational use from both local residents and visitors. Recreational use and coastal access occurs within developed State Parks and at 12 major and 10 minor informal coastal access points that cross state owned and private lands (Figure 2-1).



Remote beaches along the Gaviota Coast receive particularly heavy use in summer and fall, with visitors enjoying beach going, sunning, dog walking, swimming, surfing and fishing. The existing 22 informal beach access parking areas and associated coastal access trails are an important recreational resource.

Approximately 58% (11.4 miles) of the 19.7 miles of shoreline of Gaviota Coast between the Bacara Resort and Spa (Bacara Resort) and Gaviota State Park are under public ownership in the *Santa Barbara Coast State Seashore*, while 42% (8.3 miles) are privately owned (Trails Council 2013).¹ Three State Parks – El Capitan and Refugio State Beaches, Gaviota State Park and other publically owned oceanfront land – are located in the central and western portions of the Gaviota Coast. As discussed below, these three parks include public beaches and developed parking, campsites, picnic tables, lawns, and trails with day use beach access fees of \$10.

Table 2-1. State Parks Entrance Station Counts

Beach Park	Total Visitors	
	FY 2011-2012	Annual Average Since 1973
Gaviota State Park	81,854	136,647
Refugio State Beach	180,208	183,087
El Capitan State Beach	217,423	244,767
TOTAL	479,485	564,501

Notes: FY – Fiscal Year; Attendance estimates are believed to be substantially underestimated (State Parks 2012).
Source: State Parks 2012; 2013.

While visitation is concentrated at developed State Beach facilities, informal recreational use of more remote beaches also comprises a significant source of coastal recreational activity. However, quantified data on levels and types of use within these areas does not appear to have been formally compiled by local or state agencies. In order to provide initial data on recreational use of roadside parking areas and more isolated beaches, Trails

¹ The Santa Barbara Coast State Seashore extends from Gaviota State Park to Las Llagas Canyon, including Gaviota State Park, Refugio State Beach, and El Capitan State Beach (Public Resources Code 5001.6(b)(8)); 0.3 miles of shoreline consisting of 9.0 acres is also owned by State Parks near Arroyo Quemada and Tajiguas Creek; however, no formal access is provided.

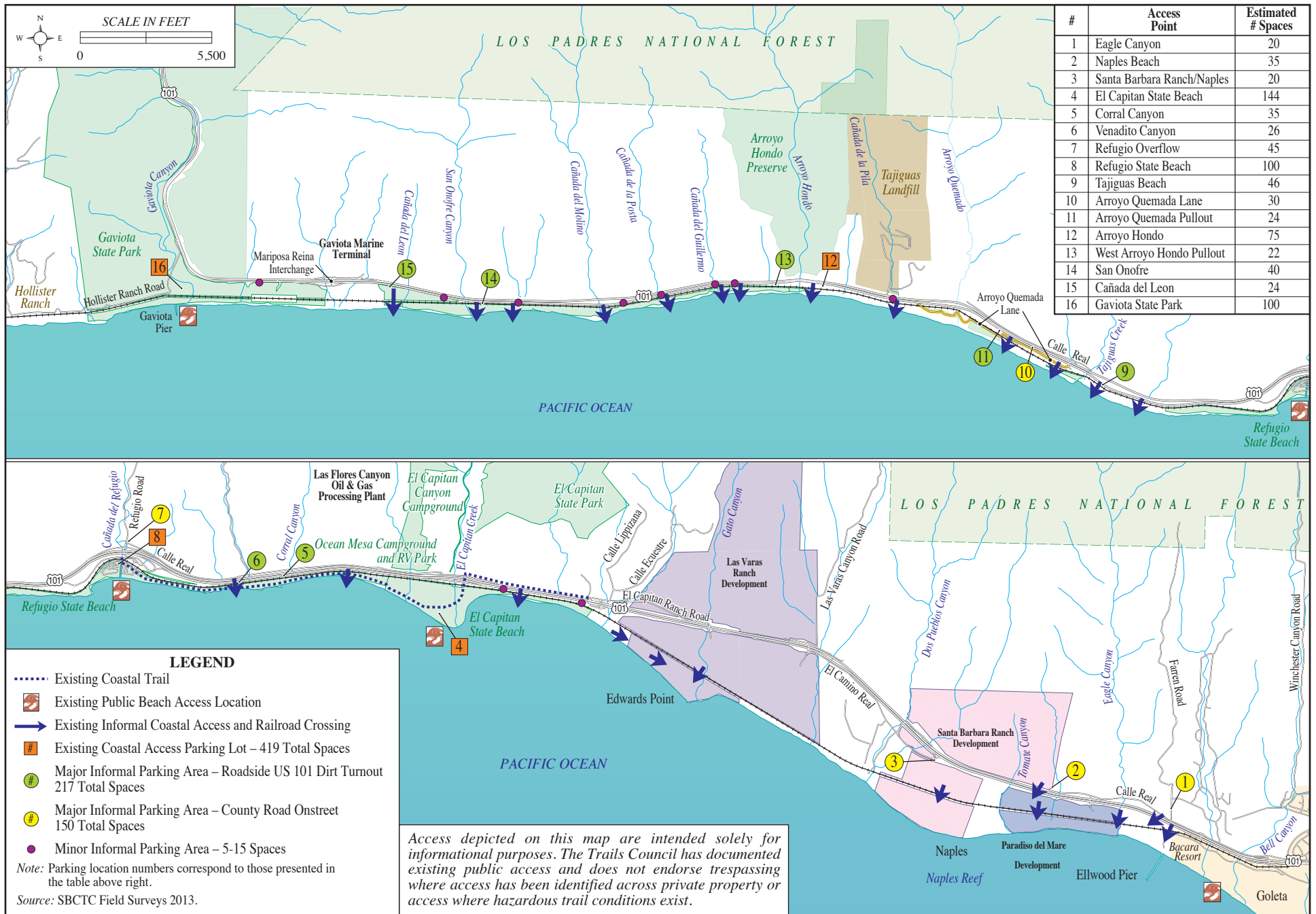
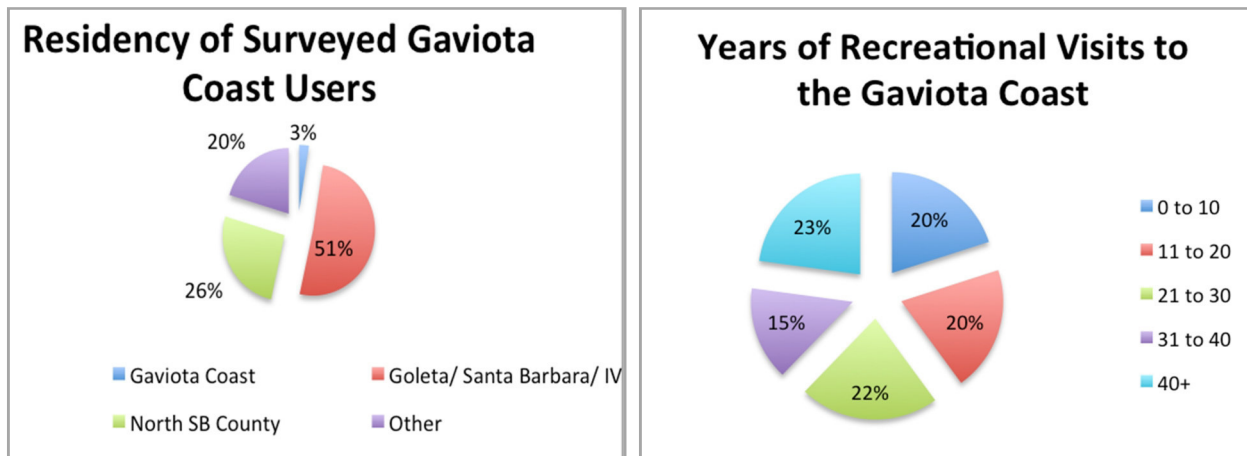


Figure 2-1. Existing Coastal Access and Parking

Council surveyors recorded recreational uses during six surveys between March and August 2013, with four surveys conducted in spring and two in summer. Over six partial days of windshield based counts, Trails Council surveyors identified over 300 vehicles parked at 22 informal locations.² During these surveys, an estimated 900 beach goers were counted engaged in sunbathing, beach walking, swimming, surfing, scuba diving, snorkeling, kayaking, boating, fishing, hiking, dog-walking, biking, informal camping, and photography. Levels of use varied substantially, however, Canada San Onofre and Tajiguas access points consistently received the highest levels of use (Appendix A).

A recreational use questionnaire was also utilized to obtain information on public recreational use of the Gaviota Coast, including personal history of use and the types of recreation enjoyed. Trails Council volunteers asked the public to fill out questionnaires at Tajiguas Beach and public events (e.g., farmers markets), as well as online.³ Over 150 recreational use surveys were completed. Data show that Gaviota Coast visitors are from throughout the County, with over 50% from the South Coast, more than 25% from the North County and 20% from outside the County.⁴ Over 55% of the public surveyed indicated they had been visiting the Gaviota Coast for over 20 years, with many indicating multi-generational use (Appendix A). On average, the public members surveyed visit the Gaviota Coast over 40 times per year, with summer and fall indicated as the most popular times to visit; however, many indicated visiting throughout the year. Beach going, walking/hiking, and dog walking were the most frequent forms of recreation engaged in, however, fishing and surfing were also popular uses.



Coastal recreation and beach access are major attractions on the South Coast as are all forms of nature based outdoor marine recreation; the largest future increases in this activity are expected for beach going (California Department of Fish and Wildlife [CDFW]

² Trails Council surveys included an average of two drive-by windshields surveys of 22 known informal parking and access points along 20 miles of coast over a five hour period on each survey day, for a total of 10 drive-by surveys. Surveys were generally conducted during peak use periods (e.g., 10 am to 2pm). As a result, surveys may overlook early morning surf and fishing/diving users or users visiting for late afternoons or sunsets. Further, the majority of surveys were conducted in spring and not peak summer-fall use periods. Trails Council staff also walked most major access points to count the types and quantity of recreational uses on four occasions.

³ These questionnaires were circulated via the internet from a link on the Trails Council website

⁴ North County residents and tourist use are likely underrepresented as 54 of 150 surveys were collected at Tajiguas Beach, while over 100 were collected at South coast events such as farmers markets or online. Insufficient staff and funding were available to further canvas North County events and surveys were not collected at the Arroyo Hondo Scenic Overlook, heavily used by passersby and tourists.

2009). As population in California steadily increases, Santa Barbara County anticipated to grow by 127% by 2040 (Santa Barbara County Association of Governments [SBCAG] 2012). The County has determined that existing coastal recreational facilities are inadequate to handle existing demand, within developed State Parks and that adequate public access is not available in the eastern Gaviota Coast (County of Santa Barbara 2009; 2013b).

Formal Access Locations

The California Department of Parks and Recreation (State Parks) manages Gaviota State Park, Refugio and El Capitan State Beaches, which encompass approximately 11.4 miles of coast and approximately 5,570 acres of coastal and foothill areas (Table 2-2). These parks provide public beaches, picnic areas, and campgrounds, and receive an annual visitation of over 560,000 residents and visitors (State Parks 2013). Due to a lack of coastal access in northern Santa Barbara County, residents of Solvang, Buellton, Santa Ynez, Lompoc and Santa Maria use these beach parks and other informal access points along Gaviota for coastal access and recreation.

These State Parks are used to capacity, particularly during summer weekends. At times of peak demand, existing facilities are insufficient to accommodate recreational demand and people are often turned away. During spring, summer and fall, these campgrounds often sell out six months in advance, with many campsites reserved within hours of becoming available. Demand for coastal recreational access is expected to continue to increase due to growth in population, tourism, and the popularity of many coastal dependent or related recreational activities (County of Santa Barbara 2009).



Gaviota beach parks offer scenic recreational amenities utilized by over 560,000 people annually.



Gaviota State Park provides the only public pier for nearly 60 miles of coastline between Goleta and Pismo Beach. The pier is popular for fishing and boat launching.

Table 2-2. Formal Coastal Recreation Areas

Name	Overview						
	Acreage	Beach Frontage	Beach Parking ¹	Coastal Trail	Beach Access	ADA Access	Recreation
El Capitan State Beach	2,634 (133 in beach park)	1.9 miles	170	Paved bike path; offroad trails	4 trails/ 2 stairways, beach front parking	✓	Public beach, 142 campsites, bike path, picnicking, hiking, surfing
Refugio State Beach	155	3.5 miles	100	Paved bike path; ½ mile loop trail	Beach front parking	✓	Public beach, 71 campsites, bike path, picnicking, playground
Gaviota State Park	2,781	6.2 miles	100	Informal bluff top dirt trails	Beach front parking	✓	Public beach, 40 campsites pier, boat launch, trails, picnicking,
TOTAL	5,570	11.6 miles	370	4.5 miles	-	-	-

¹ Beach access parking may be used by campers, especially at El Capitan due to distance of some campsites from developed beach, reducing the number of day uses spaces available to general public. Day use parking fees are \$10/ day.
Source: State Parks 2012; County of Santa Barbara 2013a.

El Capitan State Beach includes a developed coastal beach park, campground and open space north of US Highway 101 (US 101). The 133-acre coastal area supports a wide sandy beach, restrooms, 12 grassy shoreline day use picnic/ BBQ sites and a store. A network of developed and informal trails extends through the park along the shoreline and in riparian woodland along El Capitan Creek. Coastal Trail users can access the Park’s trails from the mile-long developed bike path north of US 101 that enters the Park from the east. Coastal Trail users can follow this bike path, Park access roads or trails through the Park to a developed bluff top trail. The “Aniso” segment of the California Coastal Trail is a paved bike path that begins west of the Park’s group campgrounds and extends west for 2.5 miles to Refugio State Beach; 450-feet of this trail is currently formally closed due to coastal erosion approximately ¾ mile west of the El Capitan group campgrounds.

Refugio State Beach is a developed coastal beach park with campground, 20 day-use shoreline picnic areas, a store, a ½ mile long shoreline and bluff top loop trail, and an interpretative center. The ½ mile long cove at this Park is the widest, most consistently sandy beach on the Gaviota Coast. Refugio State Beach accommodates summer camp programs such as Santa Ynez Junior Life Guards and YMCA camps and is linked to El Capitan State Beach Park by a bluff top reach of the “Aniso” segment of the Coastal Trail.

Gaviota State Park provides a developed coastal beach park with 12 shoreline picnic sites, a shoreline small watercraft launch area, and the only public fishing pier and boat launch along 60 miles of shoreline between Goleta Beach and Pismo Beach to the north. This Park extends inland into the Santa Ynez Mountains and supports over 11 miles of foothill public hiking trails. This Park also extends east along the shoreline for more than 5 miles, including over 2 miles of a broad coastal terrace of between 200 to 750 feet in width south of US 101. Five major informal coastal access points and a network of bluff top trails, including Cañada de Leon and San Onofre are located in the eastern section of this park, with free informal roadside parking for approximately 110 vehicles located off of US 101.

Informal Access Locations

Informal coastal access trails are an important free recreational resource along the Gaviota Coast enjoyed by tens of thousands of visitors annually. Twelve major informal coastal access parking areas and ten minor parking areas provide access to trails that cross both public and private lands outside of the developed State Parks.⁵ Parking areas at these access points can accommodate approximately 300 vehicles in roadside dirt turnouts along US 101, as well as parking for an additional 150 vehicles along County roads such as Calle Real, Arroyo Quemada Lane and El Capitan Ranch Road. Sixteen of these 22 access trails cross land that is primarily owned by the public, while six cross private property. Most have been in use for decades and provide access to beaches held in trust for the public, with access to and along the shoreline guaranteed by the California Constitution and the California Coastal Act (Coastal Act Sections 30210 – 30223).

Recent Gaviota Coast recreational use surveys found a high proportion of North County residents from cities such as Lompoc, Solvang and Buellton using informal access; many residents have been using these beaches for generations.

—Trails Council 2013

Informal Access on Public Land:

Undeveloped bluff top areas of the State Parks support 12 informal coastal access trails that receive heavy public use. Free parking along US 101 at these informal coastal access points provides space for approximately 200 vehicles. Along this public land, the UPRR is located seaward of US 101, often at the bluff edge, which requires substantial



Informal roadside parking areas along US 101 adjacent to the UPRR and the bluffs accommodate from 5 to 40 vehicles each, offering free parking and trails to approximately 8 miles of publicly owned shoreline outside of developed state beach parks.

unauthorized public use of trails crossing the UPRR to reach the shore. These trails lead across the narrow bluff top to sandy beaches such as Tajiguas Beach and to rocky pocket beaches such as Cañada del Molino.

Informal Access on Private Land: Private land holdings along the shoreline of the Gaviota Coast are concentrated in two locations: the eastern Gaviota Coast and areas between Refugio State Beach and Arroyo Hondo. The largest area of private land is located on the broad coastal terrace that extends for 5.2 miles along the shoreline between the Bacara Resort and El Capitan State Beach, which is under the ownership of seven different owners. This broad terrace ranges from 900 to over 3,000 feet in width between US 101 and the shoreline. Additional bluff top/ shoreline private land, held under 11 different owners, extends for 3.3 miles west from Refugio State Beach to Arroyo Hondo Preserve, with

⁵ Major informal parking areas are defined as those capable of providing parking for 15+ vehicles.

0.7 miles located on the Gaviota Marine Terminal site near the west end of the study area. Six major access routes cross private lands within these areas, with the UPRR serving in some cases as a lateral access corridor.

Parking for these informal trails that cross private land includes six corresponding locations, with room for approximately 150 vehicles along Calle Real, El Capitan Ranch Road and Arroyo Quemada Lane as well as US 101 turnouts. The trails access the coast at Burmah or Seals Beach, Naples, Edwards Point, Tajiguas Beach and other locations. Many of these trails require longer hikes to the beach of ¼- to 1-mile due to the width of the coastal bluffs along the eastern end of the Coast. These trails include eight major crossing points of the UPRR and also use the UPRR corridor for lateral access along the coast at locations such as 8501 Hollister, Paradiso del Mare and the Las Varas Ranch.⁶

2.3 Existing Informal Access Point Overviews

The Gaviota Coast's 22 existing informal access points offer users a wide range of experiences, from heavily used sandy pocket beaches to remote surf spots and wild land beaches well removed from regular public access. Eight of the more heavily used informal access points are described below to provide an overview of the typical beaches and access routes encountered at these locations. The potential challenges and opportunities to improving formal coastal access at these locations are also discussed.



Privately owned sections of the coast, such as the Las Varas Ranch (foreground) and the Santa Barbara Ranch or Naples property (background), support substantial informal public coastal access. Access trails cross the broad coastal terrace from parking on County roads and US 101 to popular beaches and surf breaks such as Naples Reef, Deadman's and Seals. Photo Credit: John Wiley

⁶ This study documents existing public access on the Gaviota Coast. Trails Council does not endorse trespassing where existing public access has been identified across private property.

Paradiso del Maré

Existing Informal Access Point



Ownership: Makar Properties

Parking: Roadside along Calle Real north of US 101; 30-35 parking spaces located 0.25 miles west of intersection with US 101.

US 101 Access: Access to parking from US 101 is available via turn lanes and an existing median opening.

Coastal Access Trail: Trail users dash across US 101 to existing 2-footwide dirt trail which travels 900 feet across the bluff to the UPRR, then 2,400 feet west to Tomate Canyon access trail.

Beach Access: Dirt trail descends 50 feet high bluff-face down to beach.

Railroad Crossings: One informal at-grade railroad crossing; existing wooden bridge to east also in use; UPRR is also used for lateral access.

Beach Conditions: Intertidal sandy beach rock outcroppings and reefs.

Existing Uses: Surfing, beach and dog walking, fishing, wildlife viewing, tide-pooling.

Level of Use: Moderate; high during major swells.

Existing Conditions: This informal coastal access has a long history of public recreational use. Many groups routinely cross this stretch of private land, with as many as 200 surfers using this trail in one day during a major swell (Santa Barbara County 2013b). This trail joins with a partially paved road south of the UPRR that leads to the bluff face access trail. Parking access is via a developed at-grade intersection with over 1,900 feet of line of sight on US 101 (Santa Barbara County 2013b). However, the existing informal trail crossing of US 101 is potentially dangerous, with user running across four lanes of high-speed traffic.

Access Improvement Opportunity: Access improvements at this site should include a parking lot for up to 30 cars, a 480 foot-long coastal access trail leading to the bluffs to connect with a planned one mile long bluff top segment of the Coastal Trail; these improvements would be consistent with current offers to dedicate easements as part of the Paradiso del Mare development. Access across the UPRR would require a bridge. The existing beach access trail should be replaced with a new Tomate Canyon West beach access trail located 1,500 feet west on Makar-owned Naples lots (see Figure 3-1). A 10-15 high stairway should be constructed at the end of this canyon to connect to this relatively sheltered beach.



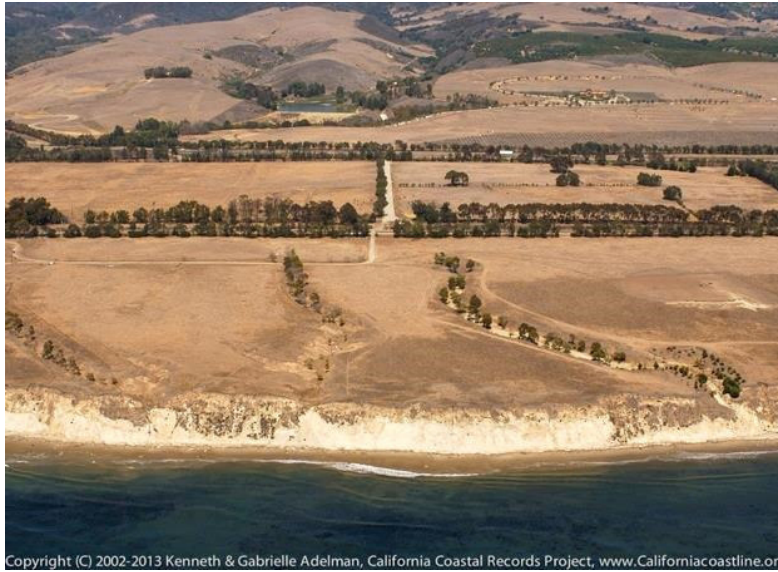
The existing coastal access trail descends the 50-foot high bluff with users emerging in close proximity to an existing seal haul out. Although the seals appear acclimated to existing use levels, development of formal access or increased use of this trail would conflict with wildlife protection standards.



Long term replacement coastal access should be provided in a shallow canyon located 1,500 feet west of Tomate Canyon and the seal haul out; a short stairway should be constructed on pilings to connect this trail down the 10-15 foot high drop off to beach.

Santa Barbara Ranch

Existing Informal Access Point



Ownership: Missouri's First Bank.

Parking: 20 roadside spaces on the aptly named Naples Access Road.

US 101 Access: On- and off-ramps at Dos Pueblos Canyon exit.

Coastal Access Trail: Gravel and dirt road traverses coastal terrace across UPRR to gap in bluff; additional trail access from Paradiso site to east.

Beach Access: Dirt trail descends steeply through a small canyon. Also linked to access trails across Paradiso site to the east.

Railroad Crossings: Developed signed private at-grade railroad crossing, which was recently improved.

Beach Conditions: Wide sandy intertidal beach with scattered rock outcroppings. Dry sandy beach berm develops in summer.

Existing Uses: Beach going, tide pooling, swimming, surfing, kayaking.

Level of Use: Moderate; high during major swells.

Existing Conditions: This informal coastal access has a long history of public recreational use. Several coastal access trails cross the site, with the main trail following a eucalyptus-lined roadway to an at-grade railroad crossing with improved paved surface, but no safety controls. The trail crosses pasture grazed by about 40 head of cattle in 2013. Access also occurs along the bluff top from the Paradiso del Mare site to the east. Existing beach access descends a steep shale trail in a shallow gully (photo below, left) cut in near vertical bluff face.

Access Improvement Opportunity: Access improvements at this site could include a parking lot for up to 30 cars off of the frontage road, a ½ mile long coastal access trail, following existing roads described above, leading to the bluffs to connect with a planned 1.5-mile long bluff top segment of the Coastal Trail. The existing canyon beach access trail will require improvement such as railroad ties or wooden steps in the shallow canyon, with a short 10-15-foot high stairway down the lower bluff to the beach. Public acquisition of all or most of the bluff top open space located seaward of the UPRR should also be a high priority for this location.



The existing beach access trail descends a small draw or canyon with the last 6-7 feet a relatively steep descent. Improvements to this access trail could include use of railroad ties or wooden stairs, with the lower 10-15 feet constructed on wooden pilings.



The beach that lies just below Santa Barbara Ranch offers an array of recreational activities and is a noted surf break. Uncrowded surf conditions along the Gaviota Coast are valued by the surfing community. Naples Reef, a State Marine Conservation Area, also offers excellent snorkeling and scuba diving.

Las Varas Ranch

Existing Informal Access Point



Ownership: Doheny Family.

Parking: 14 roadside spaces near El Capitan Ranch Road onramp.

US 101 Access: On- and off-ramps at El Capitan Ranch Road exit.

Coastal Access Trail: Trail follows UPRR corridor to ranch roads across the broad bluff top.

Beach Access: Three existing beach access points; level area near Gato Creek; Las Varas Creek tunnel; bluff face trail.

Railroad Crossings: Two developed signed private at-grade railroad crossing. Two tunnels.

Beach Conditions: Wide sandy intertidal beach with scattered rock outcroppings. Dry sandy beach berm develops in summer.

Existing Uses: Beach going, hiking, fishing, tide pooling, swimming, surfing.

Level of Use: Low – moderate.

Existing Conditions: This informal coastal access has long received low - moderate levels of informal public recreational use across this private property; the ranch is fenced, including barbed wire along the UPRR. Existing access follows the UPRR from roadside parking on El Capitan Ranch east to an at-grade railroad crossing or the Gato Creek tunnel; beach access follows ranch roads across the bluff top to the beach near Gato Creek. Additional informal beach access is via trails on the east end of the ranch through the Las Varas Creek Tunnel or a trail down the bluff.

Access Improvement Opportunity: Access improvements on Las Varas Ranch should be designed to protect the areas rural character. A parking lot for up to 30 cars could be developed at the main ranch entrance road west of Las Varas Creek and a one mile long access trail developed to connect to a planned 1.3-mile long bluff top segment of the Coastal Trail. Low-level onstreet parking on El Capitan Ranch road should be maintained. Consistent with the County's 1982 LCP, the 108 acres of bluff top open space seaward of the UPRR should be acquired for public open space or low level camping.



This existing informal beach access trail located just east of Las Varas Ranch leads down the bluff face to a broad sandy beach and well used beach shack. The trail is used by local residents and visitors to access the broad sandy beaches fronting the east end of Las Varas Ranch.



The wide scenic bluff top at Las Varas Ranch receives low-moderate levels of public use via the UPRR corridor and existing ranch roads. The draft Gaviota Coast Plan identifies a 108-acre recreation overlay for Las Varas bluff top areas – acquisition of bluff tops for open space and recreation should be a high priority.

Tajiguas Beach

Existing Informal Access Point



Ownership: Maz Properties, Staben, (private) and State Parks.

Parking: Roadside gravel pullout off of US 101, 580 feet long with parking for up to 46 vehicles; additional parking on Arroyo Quemada Lane.

US 101 Access: Roadside pullout off of southbound travel lane; line-of-sight approximately 800 feet to the west.

Coastal Access Trail: Numerous minor trails lead from parking area, across UPRR, and converge at a main 4-foot wide dirt trail.

Beach Access: A 4-foot wide dirt and rock trail descends gently down the 30-foot high bluff to the beach.

Railroad Crossings: One major and two smaller informal at-grade crossings.

Beach Conditions: Wide sandy 800 foot long pocket beach with wide summer berm.

Existing Uses: Sun bathing, fishing, swimming, kayaking, diving/snorkeling, beach/dog walking, rock fire pits.

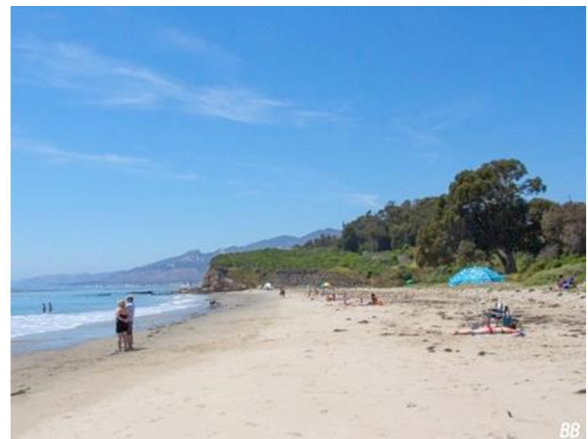
Level of Use: High.

Existing Conditions: Tajiguas Beach is protected by a small point to the west and is one of the Gaviota Coast's widest sandy beaches. The beach receives high levels of public access and is popular for beach going, fishing, kayaking, scuba diving, and surfing. This area includes substantial informal parking for peak summer use, with access available off of US 101 and from Arroyo Quemada Lane 1,100 feet to the west. Access requires substantial unauthorized crossing of the UPRR.

Access Improvement Opportunity: The large US 101 roadside parking area, gently sloping coastal access trail, and high quality wide sandy beach make this site a key location for continued informal public coastal access. Development of a formal access point at this location would require installation of a developed at-grade crossing at the UPRR and may raise traffic safety concerns with Caltrans— expensive and time-consuming issues; however, channelized informal access across the railroad, such as was implemented at Santa Claus Lane by UPRR, could enhance public safety without the cost and time associated with formal permitting. Existing access trails would require only limited improvements (e.g., railroad ties; short stairway to beach). Historic public roadside parking on US 101 and Arroyo Quemada Lane roadside should be protected.



The 580 foot-long roadside pullout at Tajiguas Beach accommodates approximately 46 vehicles. Several informal trails from the parking area cross the railroad then consolidate into a wide path that leads to the beach.



Tajiguas Beach is one of the widest on the Gaviota Coast with easy access. Existing activities include dog walking, kayaking, swimming, kite-surfing, sun bathing, Frisbee, scuba diving, informal camping and beach fires. Recent surveys found that 52 percent of 59 visitors were from North County.

Arroyo Quemada Lane

Existing Informal Access Point



Ownership: Santa Barbara County; UPRR.
Parking: Six turnouts on Arroyo Quemada Lane currently accommodate up to 30 cars.
US 101 Access: Existing at-grade intersection with US 101 with both northbound and southbound access.
Coastal Access Trail: Six informal trails along the 3,000 feet of public road lead to Arroyo Quemada Beach; additional 1,200-foot access trail runs east across narrow bluff to Tajiguas Beach.
Beach Access: Trails descends 30 feet down steep bluff face to UPRR seawall to reach the beach.
Railroad Crossings: Six informal at-grade crossings lead from the parking areas.
Beach Conditions: Sandy intertidal beach with degraded seawall.
Existing Uses: Beach-going, dog walking, fishing.
Level of Use: Low-Moderate.

Existing Conditions: Arroyo Quemada Lane is a two lane County road with a fully developed at grade intersection with US 101 with left turn channelization. This road is public for over 3,000 feet west to an existing formal at-grade crossing of the UPRR where it appears to become a private road. Six informal trails lead from shaded roadside parking south across the UPRR and down steep 20-30-foot bluffs to the intertidal beach, or east to approximately 1,200 feet to Tajiguas Beach. The beach at Arroyo Quemada is sandy intertidal and backed by a degraded seawall for approximately ½ mile.

Access Improvement Opportunity: This location has fully developed access to US 101, a major advantage. However, lack of existing railroad bridges or tunnels would require use of the existing at-grade private crossing, development of a new at-grade crossing or a bridge for access across the UPRR. Improved coastal access would also require construction of a more formal trail down the bluff face. Arroyo Quemada Lane provides an important presently developed route for the Coastal Trail and should be retained by the County. The County could also explore acquisition and development of the existing eastern private at-grade crossing of the UPRR for potential use as a coastal access trail.



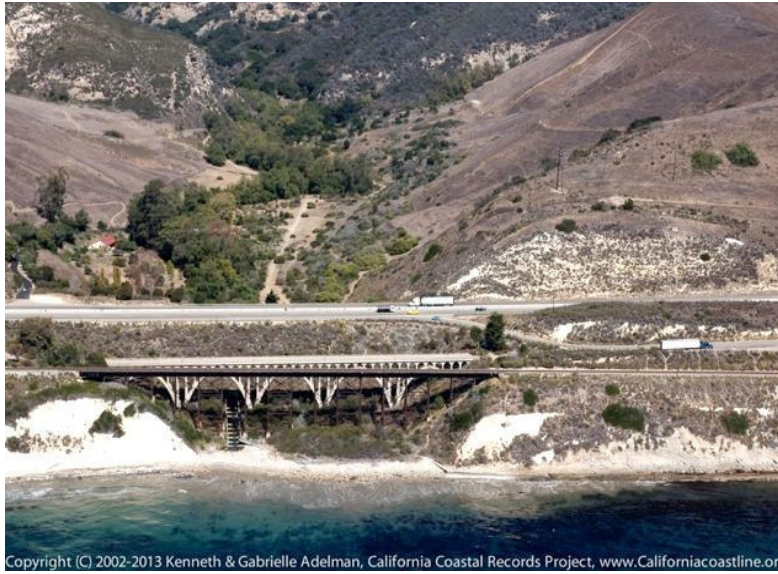
The six existing beach access trails at Arroyo Quemada are relatively steep in places. Improvements could include use of railroad ties or other rustic improvements to ease access at a single selected access location.



Arroyo Quemada Lane provides parking for approximately 30 vehicles along the County owned road. Currently most of the parking is found on the south side of the road, though there is room to create additional pullouts on the north side.

Arroyo Hondo Scenic Vista

Existing Formal Scenic Vista



Ownership: Caltrans, UPRR, Land Trust for Santa Barbara County.

Parking: Paved parking for up to 75 cars.

US 101 Access: Off-and on-ramps from southbound US 101.

Coastal Access Trail: Informal at-grade UPRR crossing and trail to steep cement stairway under UPRR trestle bridge to canyon bottom.

Beach Access: A 2-foot wide dirt trail slopes down gently 700 feet to the beach through coastal sage habitat.

Railroad Crossings: Multiple informal at-grade crossings; shoreline access available under existing trestle bridge.

Beach Conditions: Sandy intertidal beach with rocky areas; degraded UPRR concrete seawall; steelhead trout ladder in creek.

Existing Uses: Hiking, fishing, beach going, photography.

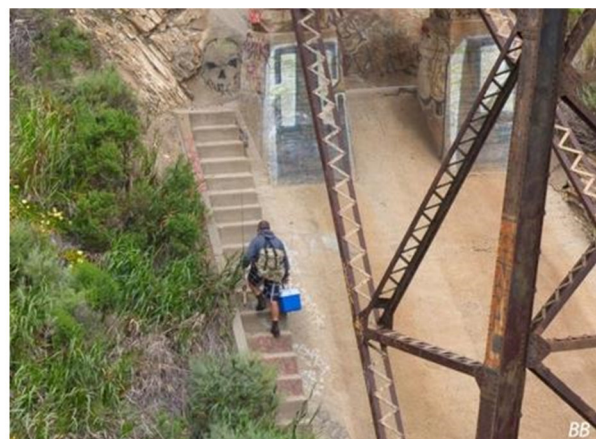
Level of Use: High (Scenic Vista); Low-moderate (Coastal Access).

Existing Conditions: The existing scenic vista point provides panoramic views of the coast and receives heavy visitation by travelers. An existing coastal access trail descends underneath the railroad trestle bridge to the intertidal beach at the mouth of Arroyo Hondo Creek. Additionally, an interpretive display describes the ecology of Arroyo Hondo at the entrance to the historic US 101 bridge, which crosses Arroyo Hondo.

Access Improvement Opportunity: Arroyo Hondo is one of the few coastal access points designated in the 1982 LCP that has US 101 access via on- and off-ramps as well a UPRR trestle bridge to provide access under the UPRR. A formal coastal access trail should be developed from near the eastern bridge abutment to avoid UPRR at-grade crossings. Use of these existing trails would require an easement from UPRR and improvements including handrails for public safety. Alternatively, a trail could be constructed cross slope on the US 101 embankment and cross under both bridges to the shoreline. This site should include a Gaviota Coast information kiosk with maps and interpretive signage (e.g., access points, sensitive species). Such improvements would provide Gaviota Coast visitors with information on the Gaviota Coast and a safe way to the beach.



The Scenic Vista off-ramp receives heavy visitation from travelers on US 101; parking exists for up to 75 vehicles. This site is an ideal location to inform travelers and visitors of the Gaviota Coast's recreational opportunities and resources.



The existing informal trail crosses the railroad then winds underneath the trestle to concrete stairs that descend to a dirt path to the beach. The existing trestle bridge allows for construction of relatively inexpensive access under the UPRR.

Cañada San Onofre

Existing Informal Access Point



Ownership: California State Parks.

Parking: Roadside gravel pullout off of US 101, 400 feet long with parking for up to 40 vehicles.

US 101 Access: Roadside pullout off of southbound travel lane; line-of-sight approximately 1,500 feet.

Coastal Access: Five informal bluff top trails lead from parking to beach, with the largest being 4 feet wide.

Beach Access: Dirt trails gradually descend from bluff top to the beach.

Railroad Crossings: At least five informal at-grade railroad crossings over 400 feet.

Beach Conditions: Rocky where trail meets beach, sandy pocket beaches lie east and west of beach access.

Existing Uses: Hiking, fishing, beach going, vista point.

Level of Use: High.

Existing Conditions: Public parking is available in an approximately 400 foot-long, 40-foot wide dirt pullout between US 101 and the railroad. Informal at-grade UPRR crossings occur along the entire 400-foot frontage of the parking area and the railroad. The primary 4-foot wide access trail descends gradually down the arroyo through sage scrub habitat for 700 feet to the beach.

Access Improvement Opportunity: The history of heavy public use, the large US 101 roadside parking area, a gently sloping coastal access trail, scenic overlooks, State Parks ownership, and the approach to numerous sandy pocket beaches make this site a key location for continued public coastal access. However, development of a formal access point at this location would require installation of a developed at-grade crossing of the UPRR (an expensive and time-consuming endeavor). Existing access trails would require only limited improvements as they are gently sloping. Roadside parking at this location should be maintained and protected.



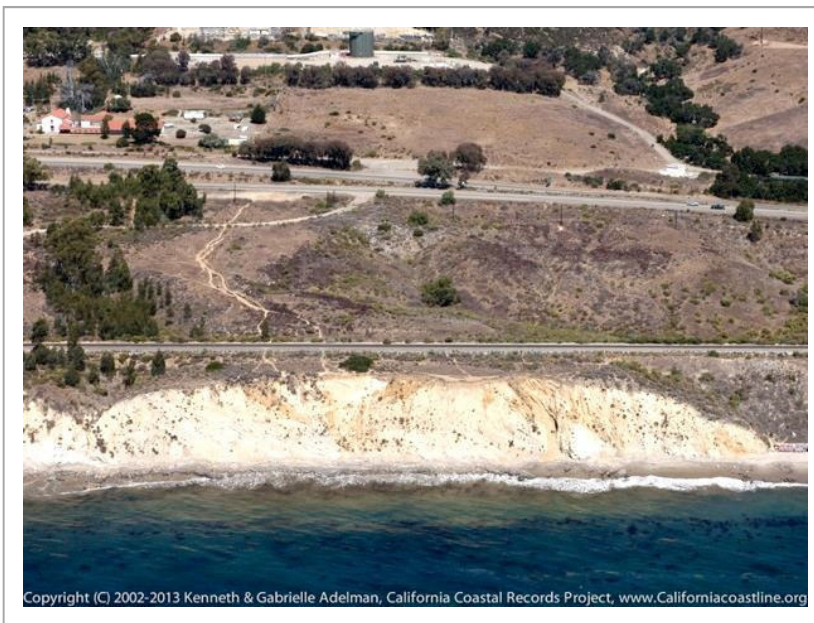
Public parking for approximately 40 vehicles is provided in a wide roadside area accessible from southbound US 101. This beach access is heavily used - the parking area can become full on sunny summer days. The lack of developed crossings necessitates high levels of trespass across the railroad to reach the beach.



Multiple trails provide access to fishing, swimming, hiking, and beach going to rocky and sandy pocket beaches. The public can access the beach from a wide, gradually descending dirt trail or from a narrower bluff top trail that descends more steeply to the beach.

Cañada del Leon – Gaviota Marine Terminal

Existing Informal Access Point



Ownership: California State Parks; Gaviota Terminal Company.

Parking: Dirt parking area up to 24 cars; with access off of southbound US 101.

US 101 Access: Access is available from southbound lane via dirt driveway off of highway shoulder.

Coastal Access Trail: Existing 3-foot wide braided dirt trail leads 720 feet across UPRR to bluff, then west 500 feet to Cañada del Leon.

Beach Access: Dirt trail descends down the 40-foot high bluff-face along west edge of UPRR seawall.

Railroad Crossings: Three informal at-grade crossing points; no existing developed at-grade crossings.

Beach Conditions: Sandy low-tide beach; rock outcroppings and reefs.

Existing Uses: Beach going, fishing, tide pooling, swimming.

Level of Use: Moderate.

Existing Conditions: The Cañada del Leon-Gaviota Marine Terminal existing informal parking, access and trails are located on land owned by the Gaviota Terminal Company (Shell Oil); however, access down to the beach is located 500 feet east of the main access trail on land owned by California State Parks. A braided trail network leads approximately 1,200 feet from an informal parking area off of US 101 along the bluff top, across the UPRR, and down a small drainage to the beach. The beach is primarily an intertidal beach, with access to wider sandy pocket beaches.

Access Improvement Opportunity: Closure of the Gaviota Marine Terminal provides an ideal opportunity for improved formal access at this location. Access should be provided via the Mariposa Reina - US 101 interchange with parking for at least 30 cars. Access could include construction of a new coastal access trail on the road that leads under the UPRR railroad trestle down Cañadas del Cemeterio and Alcatraz to the beach. This parking and access trail could also link with the planned section of the Coastal Trail that crosses this property. Additional improvements could include relocation of the Gaviota Rest Area to this site and installation of a Gaviota interpretive center with interpretive signs, maps and information regarding the area's coastal resources and public access.



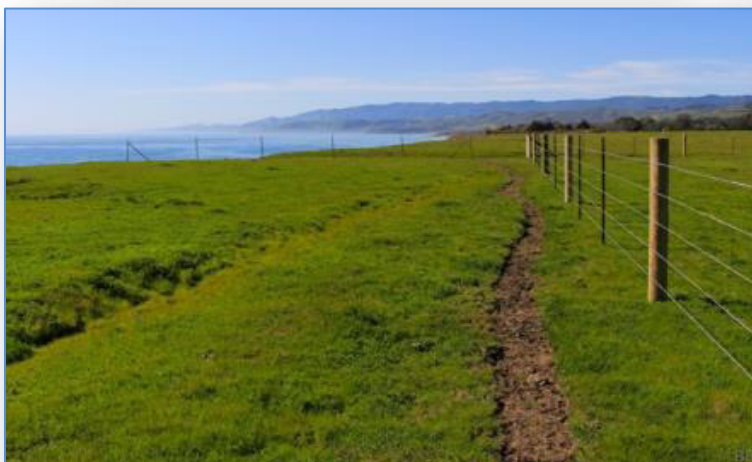
The existing access trail traverses coastal sage scrub habitat on the bluff top west of the Marine Terminal and links to an existing bluff top trail system. These trails provide scenic views of the Channel Islands, Gaviota Pier and the coast to the east.



The beach at Cañada del Leon is used for fishing, sunning, and beach walking. Although rocky, swimming is also available. Gaviota State Park access lies 1.8 miles to the west; Cañada San Onofre informal access trail is 3,000 feet to the east.

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).

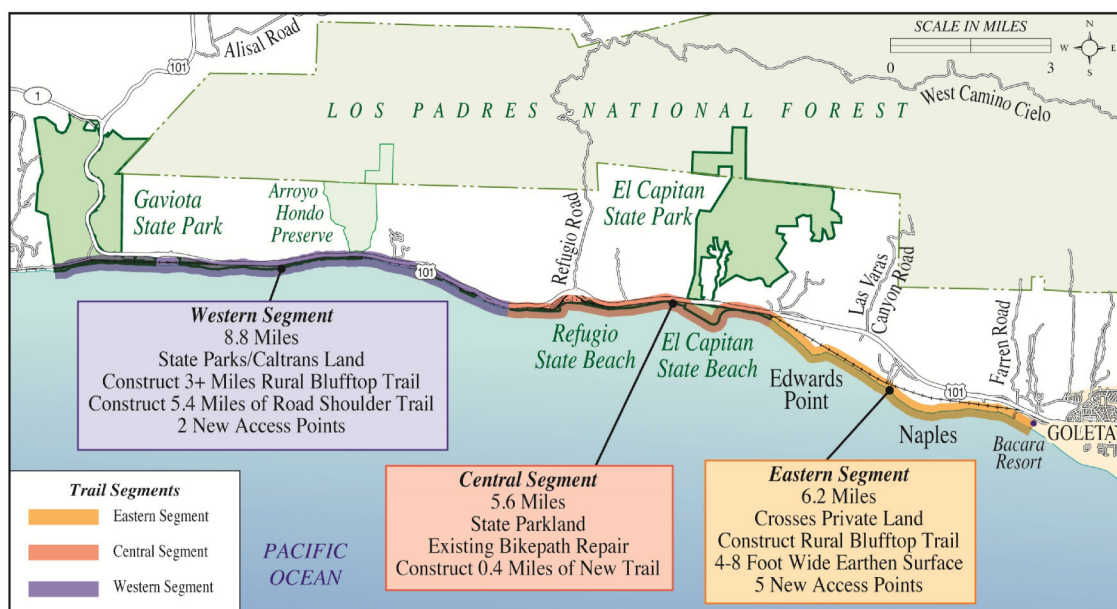
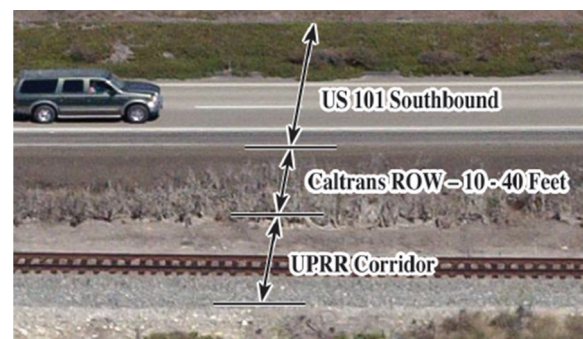
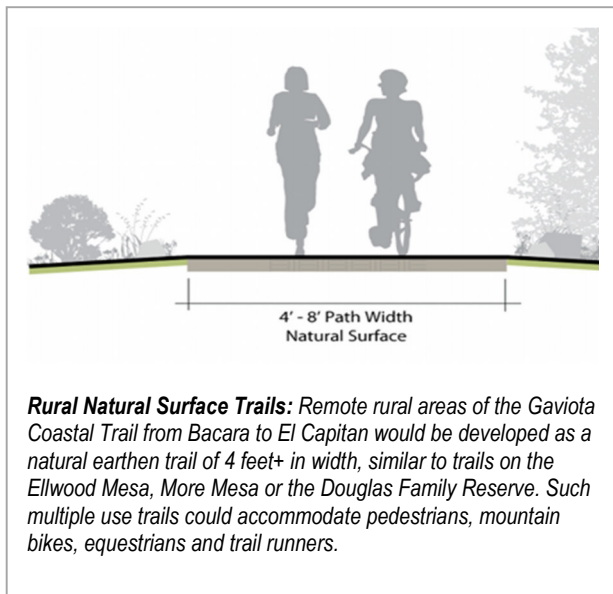


Figure 3-1. Gaviota Coastal Trail Overview

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



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!”

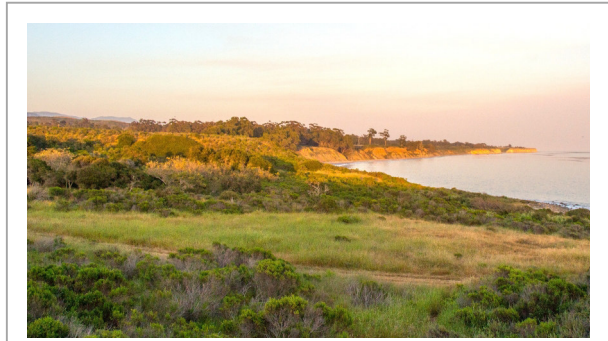
**- Gaviota Coast visitor
for 24 years**

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 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):



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.

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.

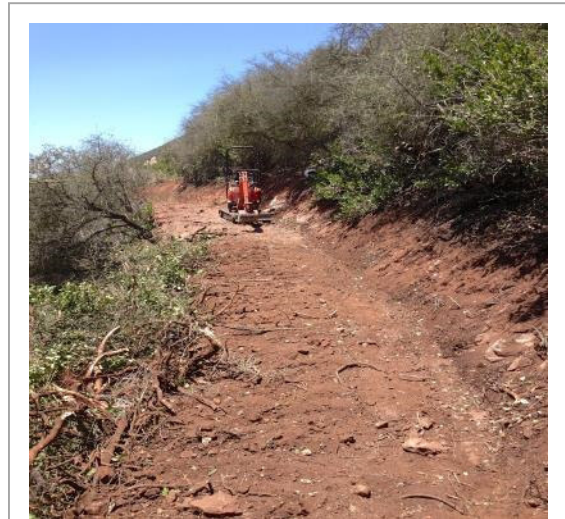
Gaviota Coastal Trail and Access User Group Management Principles

- 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.

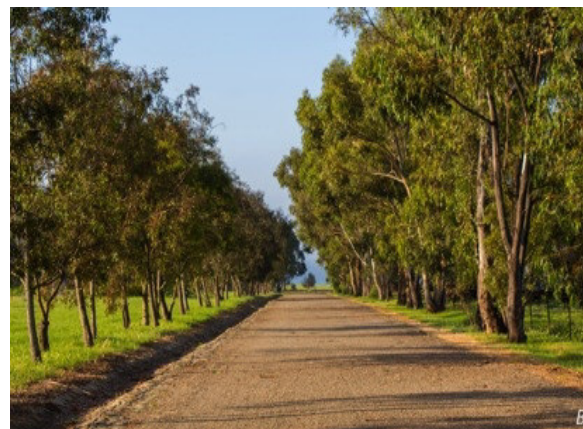
"I grew up here. My life is these beaches and now I bring my children here and want this to remain in their lives forever as well."

- 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.

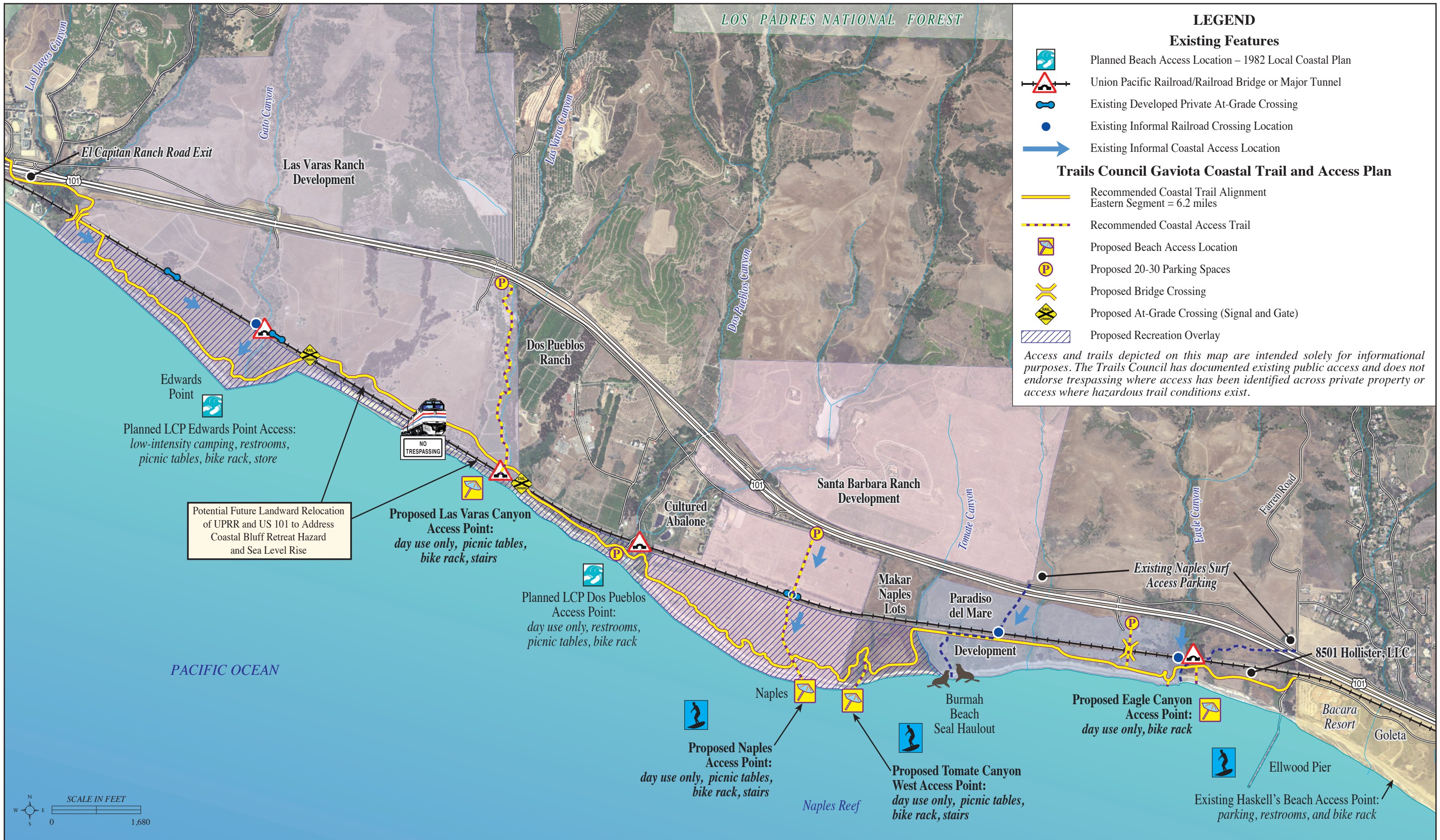


Figure 3-2. Eastern Segment – Bacara to Eastern Side of El Capitan State Beach



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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.¹



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.

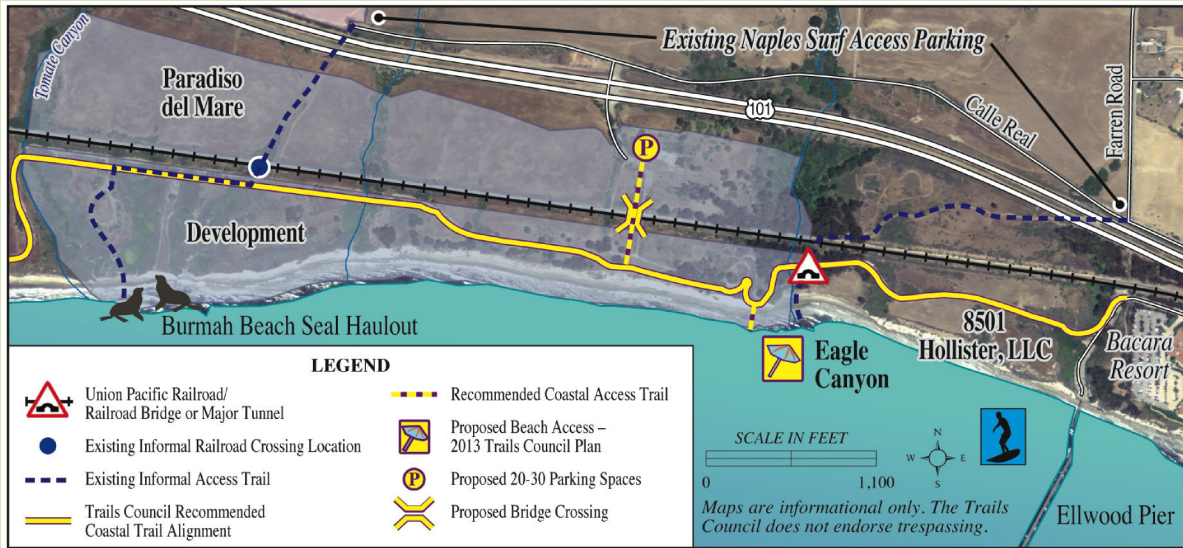
The proposed Naples coastal access trail would cross the UPRR at the historic Naples station; crossing gates and signals may need to be installed and permits and approvals obtained from UPRR and CPUC. A new at-grade crossing would be installed east of Las Varas Creek on the Scott property along with 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

¹ 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.

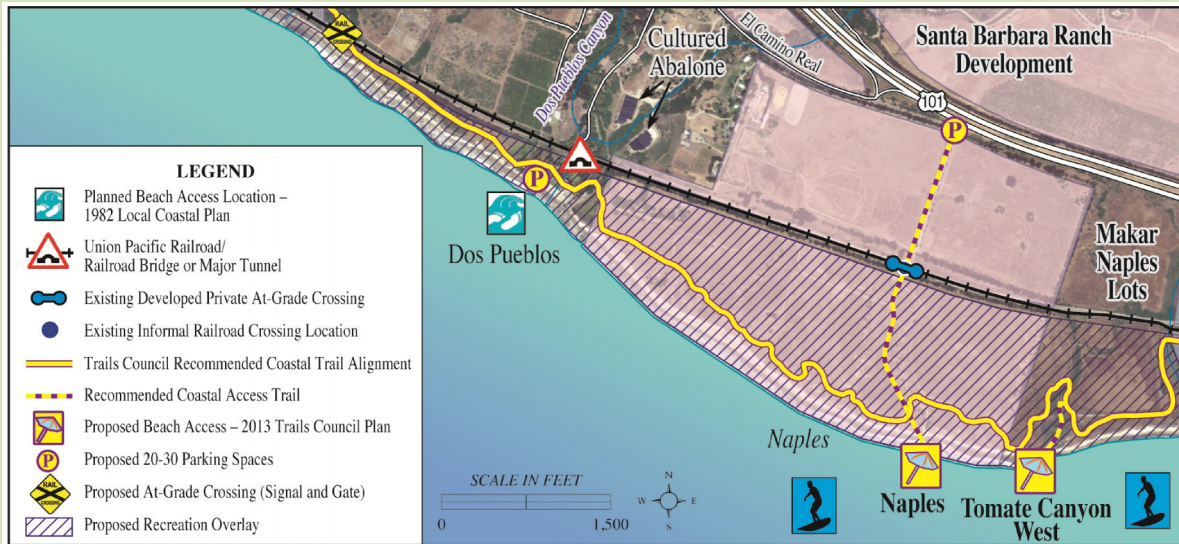


Existing roads would facilitate Coastal Trail construction across these properties. Constraints adjacent to this segment include occasional nesting white tailed kites, a major archaeological site and a vernal pool.



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.

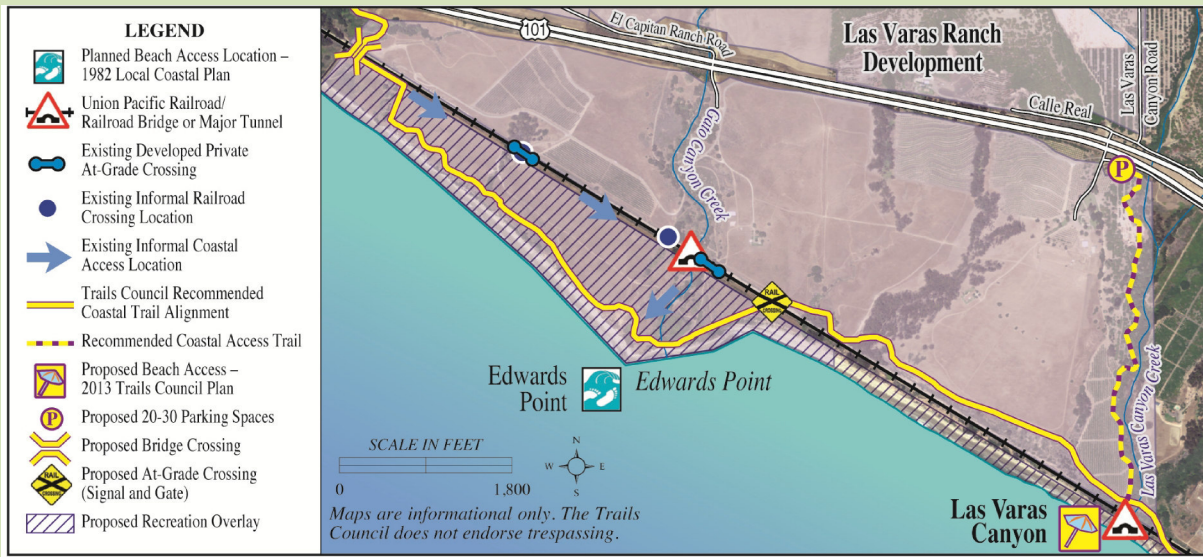


This segment of the Coastal Trail would follow portions of existing nearshore trails and roads for approximately 50% of its 2.1 miles. The trail would traverse primarily non-native grassland and skirt two archaeologically sensitive areas.



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.²

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.

² 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

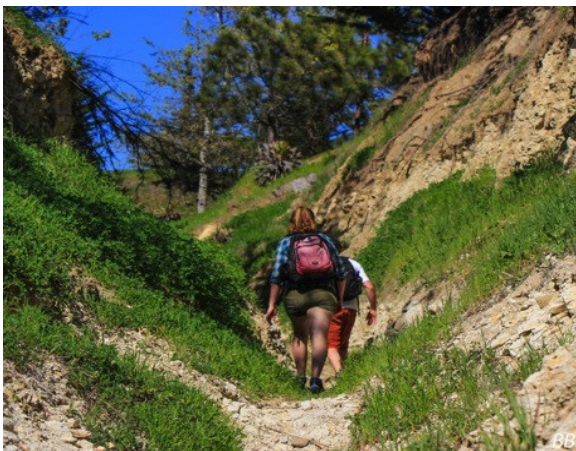


The Paradiso del Maré property has a long history of informal public access and is particularly popular among surfers (County of Santa Barbara 2013b). Proposed development would close existing informal access (canyon left), but includes offers to dedicate easements for parking, a bluff top Coastal Trail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



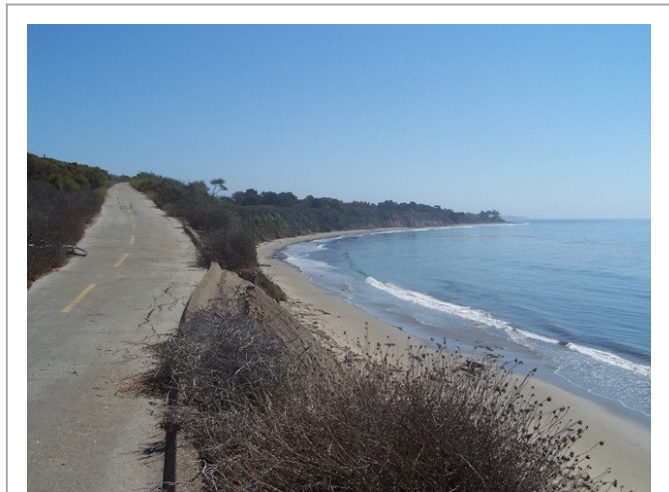
Up to 108 acres of bluff top land at Edwards Point are identified for acquisition for a low intensity campground in the County’s LCP. Public acquisition of or retention and improvement of access to Edwards Point are a key issue for the County’s Gaviota Coast Plan.

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.

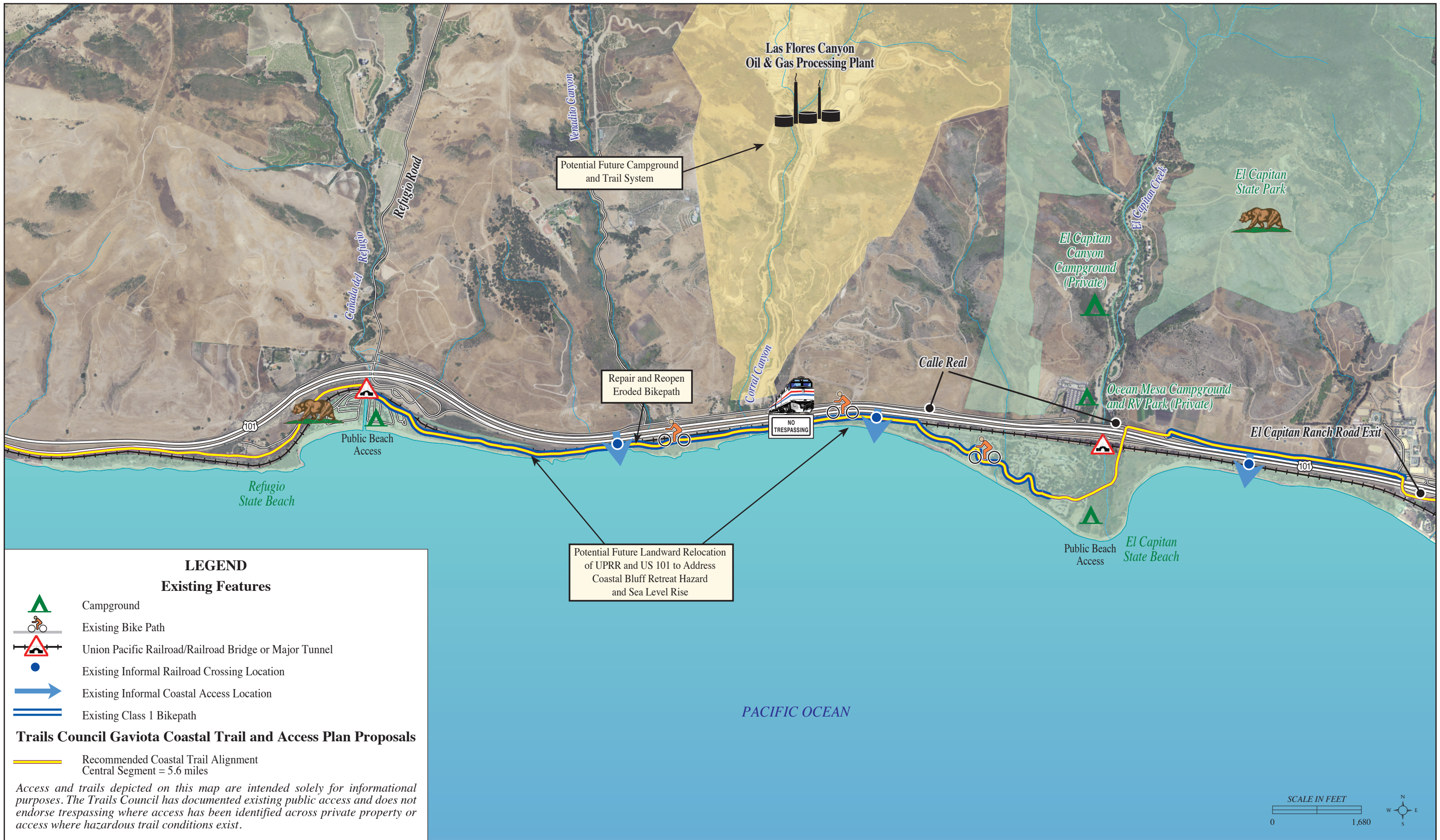


Figure 3-3. Central Segment – El Capitan State Beach to Refugio



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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.

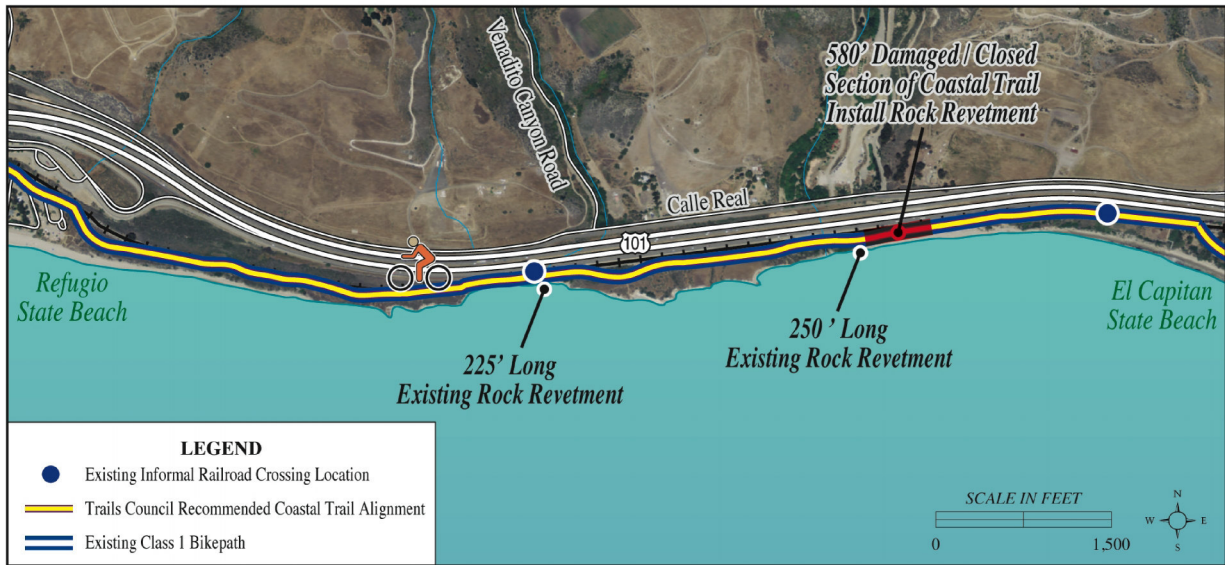


The Coastal Trail would follow a paved bike path along scenic bluff top through the El Capitan State Beach campground for one mile, providing trail users with access to both developed and informal beach access trails.



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.

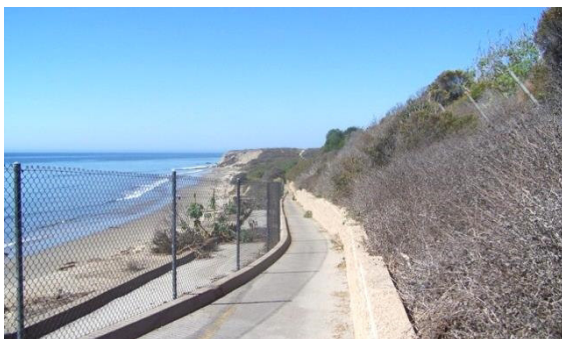
Railroad Crossings: None

Creek Crossings: None

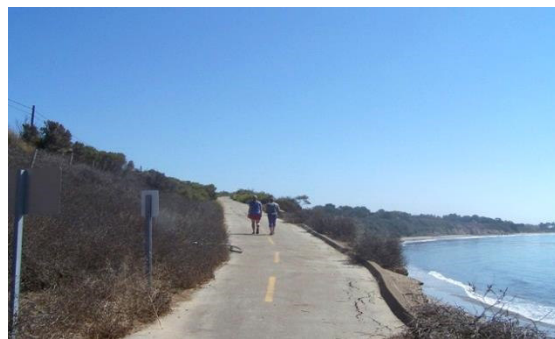
Coastal Access Parking: Parking available in Refugio and El Capitan State Beaches (\$10/ day); free onroad parking at two locations along US Hwy 101 and one along Refugio Road.

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.

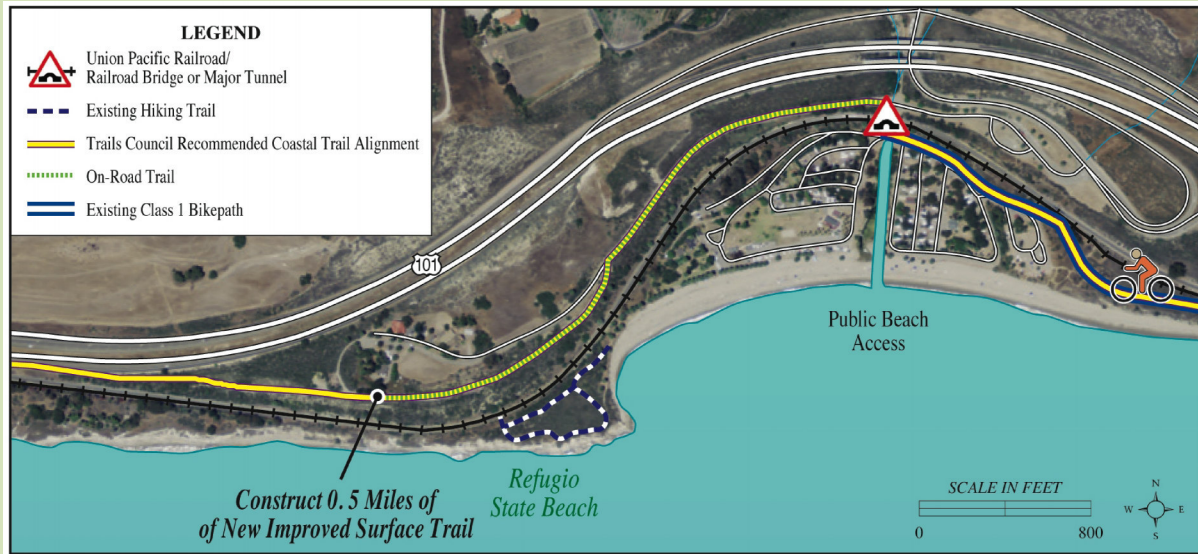


The damaged 580 foot-long segment of the Aniso trail lacks protection from rock revetments, exposing this reach to ongoing damage. Steep slopes lead up to the UPRR tracks (right), preventing a landward relocation of this bike path.



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.



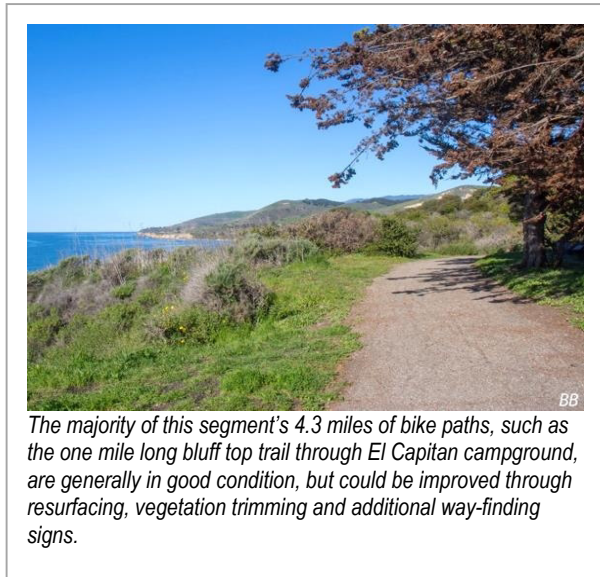
The Coastal Trail would follow an existing graveled road for 0.5 miles at the west end of Refugio State Beach providing views south across the UPRR to the Pacific Ocean.



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.

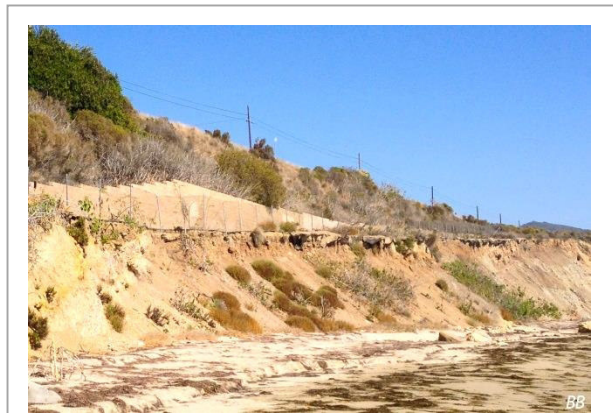
Segment Description	Trail Description	
	Length and Type of Trail	Design/ Repair Recommendations
El Capitan Ranch Rd to State Beach Entry Road; N. of US 101	1.0 mile - 0.2 mile Calle Real onroad trail; 0.8 mile existing bike path	Install way-finding signs on Calle Real/ US 101 and bike path entries. Remove 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.



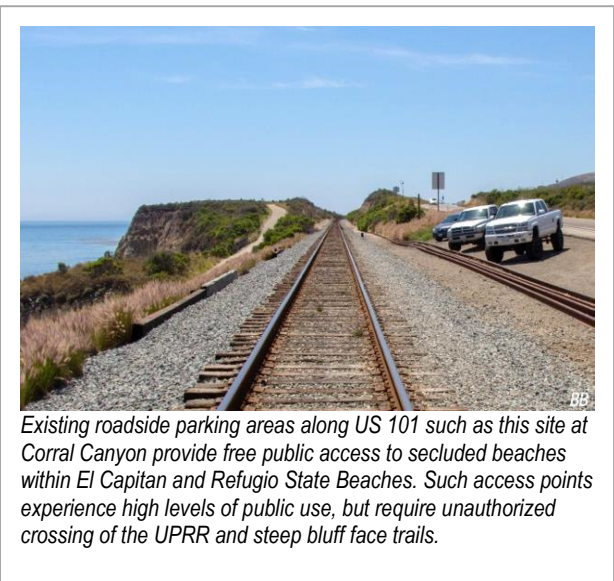
Past repairs of the Aniso Coastal Trail included installation of almost 500 feet of rock revetment to protect the trail from erosion as well as this beach access ramp. Similar improvements are needed along the currently damaged segment as the location of the UPRR precludes landward trail relocation.

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.

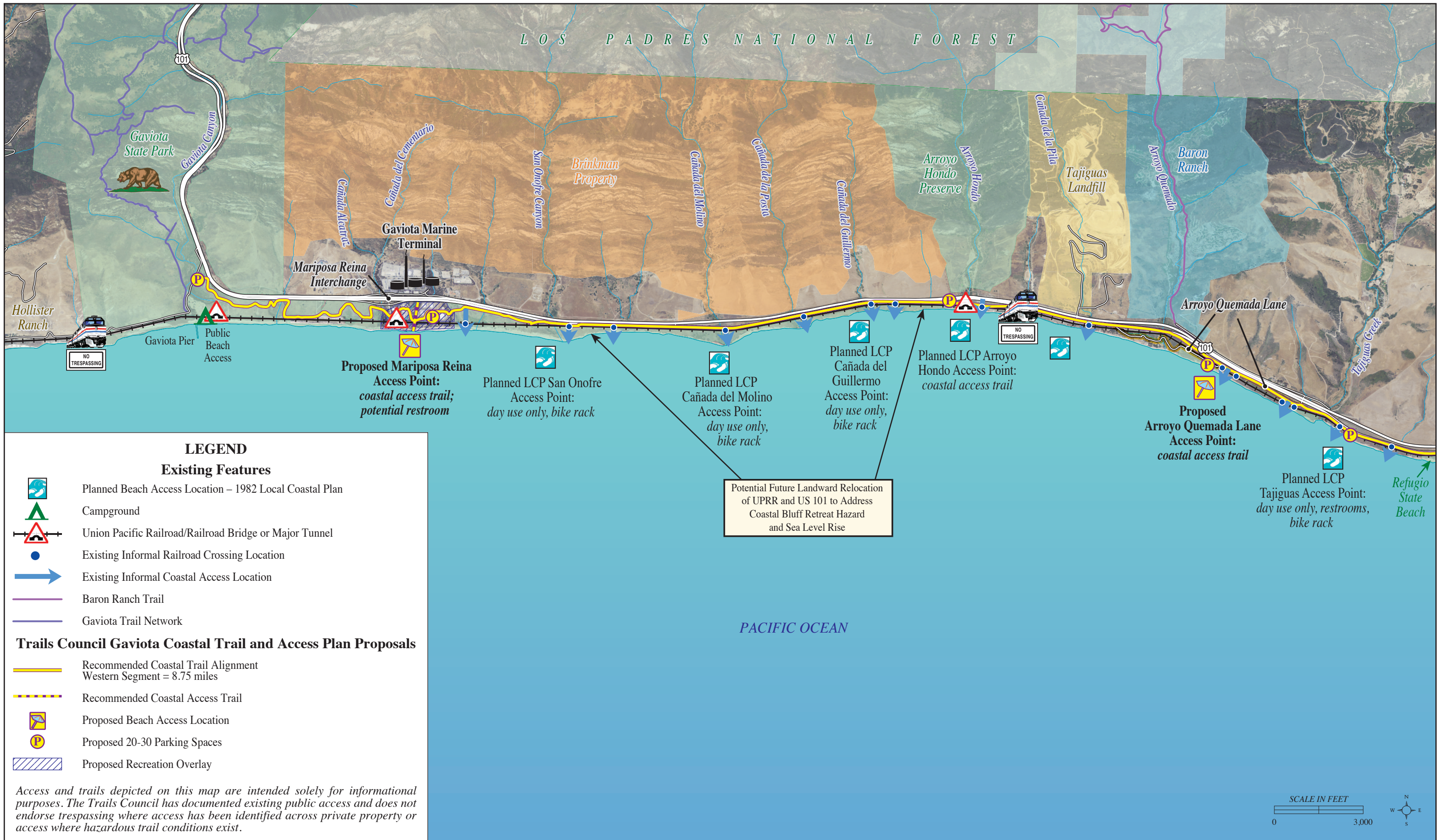


Figure 3-4. Western Segment – Refugio to Gaviota



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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 > *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.¹ 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.

¹ 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.

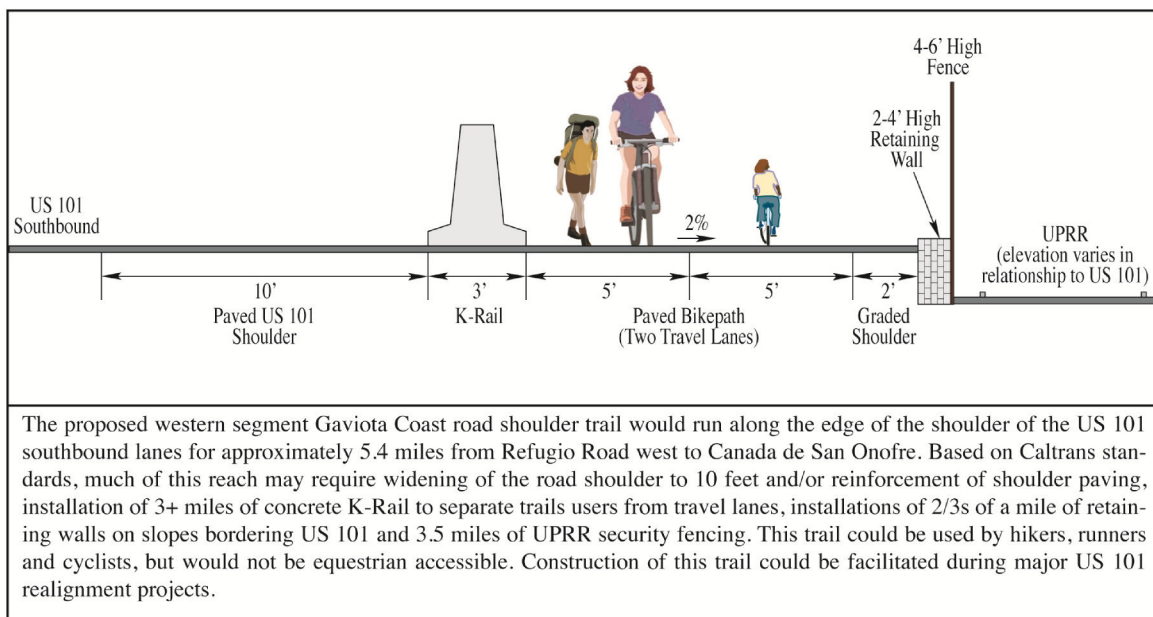


Figure 3-5 . Western Coastal Trail Segment – US 101 Road Shoulder Trail

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.

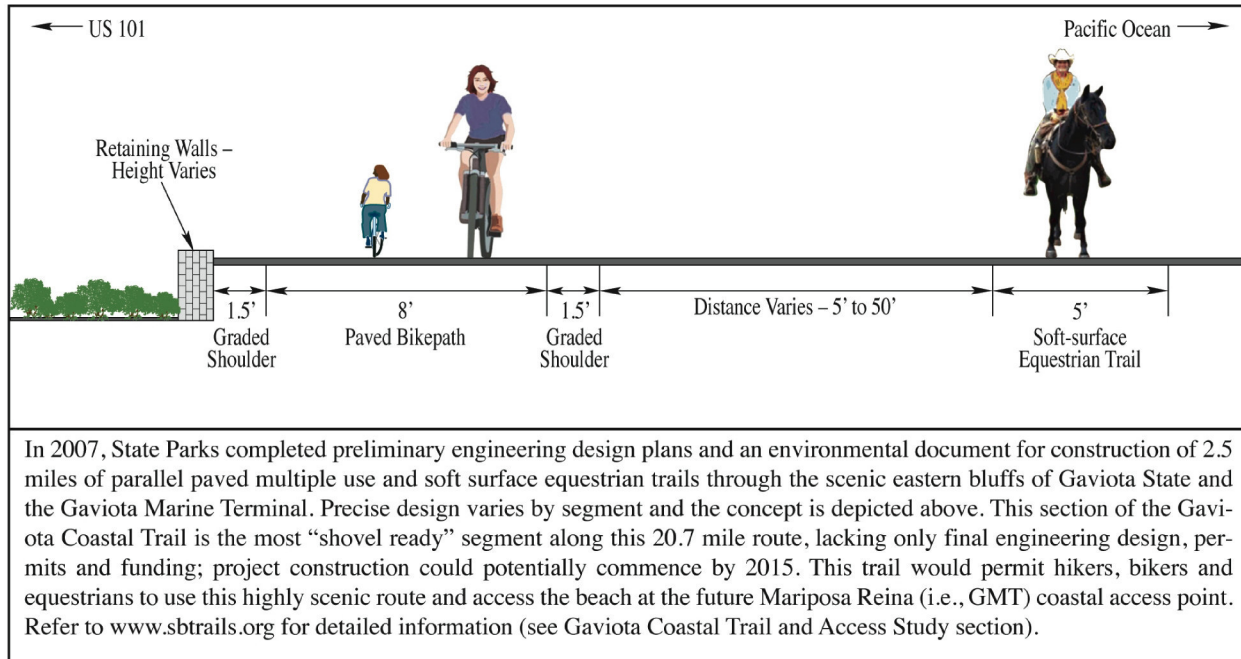


Figure 3-6. Gaviota State Park Proposed Multiple-Use and Equestrian Trails

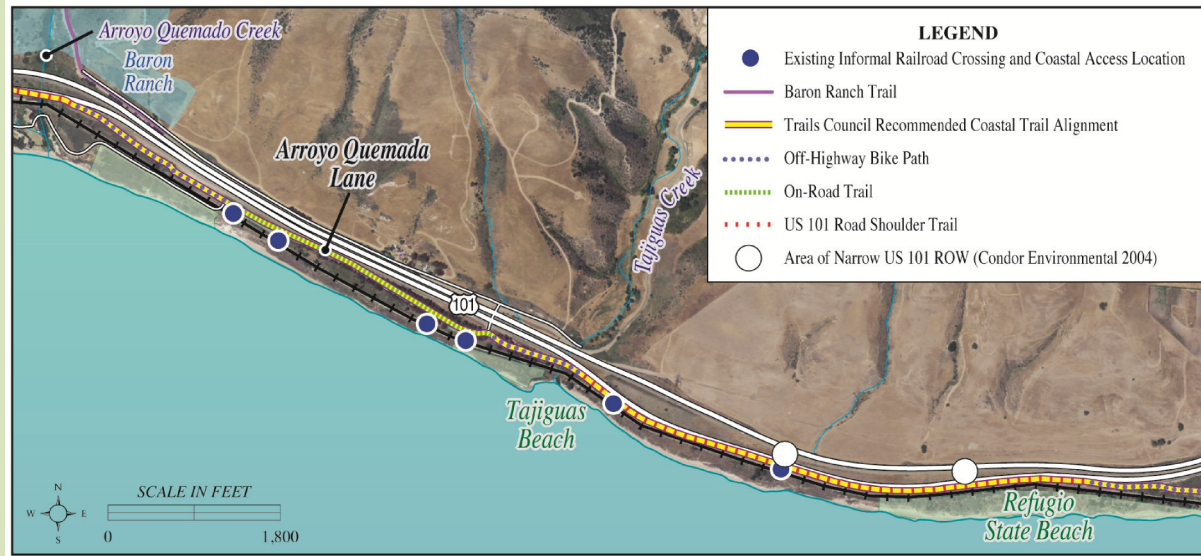
Potential for Long-Term Road Shoulder Trail Realignment: This road shoulder trail would provide a high quality trail for cyclists and runners as well as a roadside pedestrian path. Although the trail would provide excellent ocean views for much of its reach and connect with many informal coastal access 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.

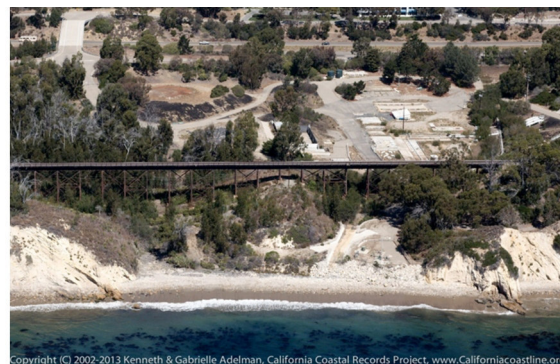
Coastal Access Parking and Trail: A new paved parking lot with 30+ spaces should be installed at GMT; an 800 foot-long access trail would descend Cañadas de Cemeterio and Alcatraz to the beach. A graveled 20 space parking area should be installed along entrance road to Gaviota State Park for the western 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.² 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.

² 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

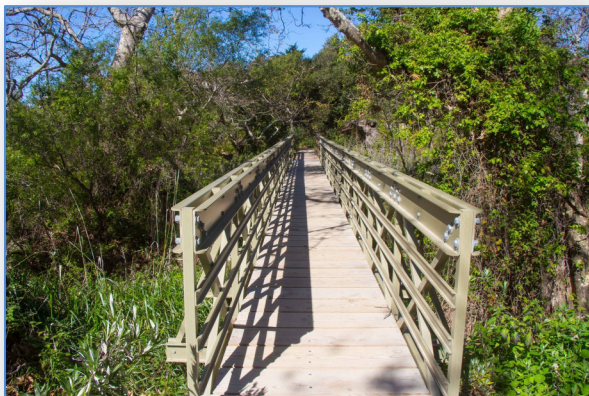
issues off of US 101 and the expense and difficulty of obtain permits for access across the UPRR. This Trail Framework recommends that these informal access points generally remain as informal roadside pullouts and informal beach access trails; however, this matter deserves additional review and work 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.

4.0 Constraints Overview

Construction of a proposed nearshore Coastal Trail and improved coastal access trails would require addressing known and potential environmental and physical constraints such as sensitive habitats, agricultural operations, cultural resources, steep and eroding coastal bluffs, railroad crossings and safe access from US 101 and frontage roads.



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4.0 Constraints Overview

Overview: Construction of a proposed nearshore Coastal Trail and improved coastal access trails would require addressing known and potential environmental and physical constraints such as sensitive habitats, agricultural operations, cultural resources, steep and eroding coastal bluffs, railroad crossings and safe access from US Highway 101 and frontage roads.

This section identifies potential major physical and environmental constraints on the Gaviota Coastal Trail and provides initial design principles to address such constraints and reduce impacts associated with trail construction. This analysis incorporates data from many sources (e.g., 2011 Las Varas Ranch Environmental Impact Report [EIR]), other Gaviota area studies and field surveys performed by the Trails Council. This analysis also draws upon the experience of jurisdictions that have successfully planned for and implemented segments of the Coastal Trail and access improvements in rural areas similar to the Gaviota Coast. The design principles within this section and the use of standard trail design practices would ensure that implementation of the Gaviota Coastal Trail alignment in this Trail Study would be consistent with the guidelines and policies of the California Coastal Conservancy, California Coastal Commission and County of Santa Barbara regarding provision of coastal access and resource protection.

The Trail must be located and designed with a healthy regard for the protection of natural habitats, cultural and archaeological features, private property rights, neighborhoods, and agricultural operations along the way.

- California Coastal Conservancy 2003 -



The route of the Coastal Trail would follow existing roads and trails for almost six miles along the eastern and central Gaviota Coast, such as this historic partially paved oil access road on Paradiso del Mare. Using existing roads and trails would help avoid environmental constraints along major segments of the proposed Gaviota Coastal Trail.



The western end of the proposed Coastal Trail would traverse scenic bluff top areas of Gaviota State Park and the Gaviota Marine Terminal for 2.5 miles. Much of this segment would also follow existing trails and roads, with avoidance of constraints found feasible by State Parks in previous environmental review.

Key Concerns

- Trail design across Environmentally Sensitive Habitats (ESH)
- Direct loss of ESH to trail construction
- Potential conflicts between trail users and protection of ESH and sensitive species

4.1 Environmentally Sensitive Habitats

Setting: The Gaviota Coast is the largest and healthiest remaining area of coastal habitats in southern California (National Park Service 2004). The rural coastal terrace and bluffs of the Gaviota Coast support a range of habitats dominated by non-native grassland and coastal bluff and sage scrub, with groves of non-native trees (e.g., eucalyptus), limited native grasslands (e.g., purple needle grass), and wetlands. Riparian and oak woodlands, monarch butterfly sites and small estuaries occur within creek drainages. While subject to two centuries of disturbance from cattle grazing, agricultural and oil development, these habitats support a number of sensitive species, including steelhead trout, tidewater goby and California red-legged frog in creeks and wetlands and Gaviota tarplant and white tailed kite nests in upland areas (County of Santa Barbara 2002).

Some of these habitats qualify as Environmentally Sensitive Habitats (ESH), resources protected by state and county policy. The County's Local Coastal Plan (LCP) and draft Gaviota Coast Plan identify 16 major creeks on the Gaviota Coast as ESH (County of Santa Barbara 2013a). Other bluff top habitats that may qualify as ESH include vernal pools, native grasslands, white tailed kite and other raptors nesting trees and potentially some areas of high quality coastal sage scrub.

ESH areas and sensitive wildlife species exist with ongoing human disturbance across the Gaviota Coast such as agricultural operations, oil and gas development, and rural residential and recreational uses. Existing recreation coexists with a wide range of habitats and species; many existing informal access points are located adjacent to creeks, which support high quality riparian woodlands and wetland habitats. The extensive trail system in streamside riparian and oak woodlands in El Capitan State Beach and informal access trails at San Onofre Creek are examples of such coexisting use. Generations of surfers have used the access trail to Seal's Beach; yet 50 seals and pups were recently observed on this beach despite ongoing public access. Future access improvements offer the opportunity to maintain and improve recreational access while protecting and enhancing



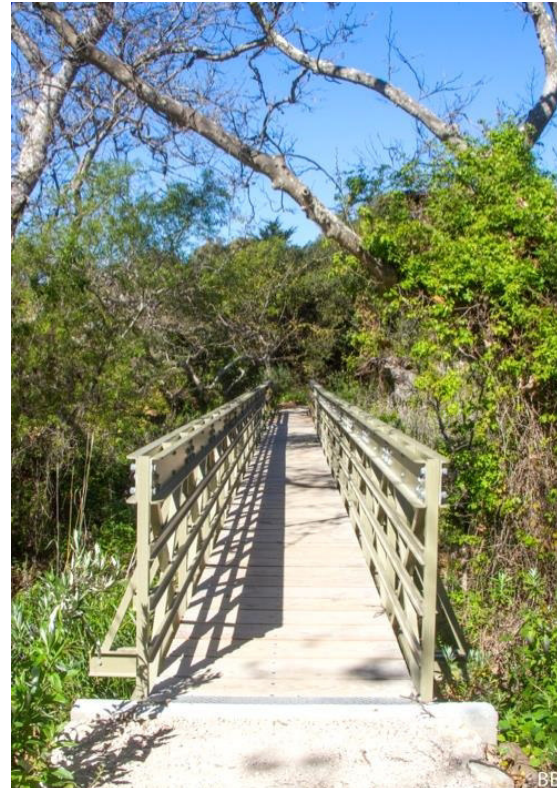
White tailed kites nest on the Gaviota Coast near the planned Coastal Trail (e.g., Paradiso del Mare site). However, trails can be compatible with kite nests; existing and planned trail segments pass kite nest trees on More Mesa, Ellwood Mesa and UC Santa Barbara's North Campus.

"Encouraging public access that includes learning about ecosystems is the best way to create a community of coastal stewards."

-California Coastal Conservancy

ESH areas through appropriate siting and design to ensure compatibility of recreation and habitat uses.

Coastal Trail and Access Framework: The planned route of the Gaviota Coastal Trail set forth in this Trail Study would traverse 16 creeks designated as ESH. This route would cross many of these creeks using existing bridges or culverts (e.g., Arroyo Hondo, El Capitan), but would potentially require new bridges at other creeks (e.g., Eagle, Las Varas, Gato). The planned route would also follow existing roads and trails in many locations, with more than 60% of the ten miles of planned Gaviota Coastal Trail between Bacara and Refugio State Beach following existing ranch and oil company roads (e.g., eucalyptus, Gaviota Holdings, Paradiso del Mare) or existing paved bicycle paths (El Capitan and Refugio State Beaches). The dominant habitats that would be potentially disturbed by construction of new segments of the Gaviota Coastal Trail would be coastal sage scrub followed by non-native grassland (Table 4-1). Trail routing is addressed in more detail in Section 3.0 (refer to Appendix C for details on similar trails in ESH examples).



Free-span bridges should be used where appropriate for crossing larger creeks consistent with ESH policies, such as this existing bridge within the ESH of El Capitan Creek.

Coastal access points identified in the LCP also occur within ESH. Certified LCP access points at Cañada San Onofre, Arroyo Hondo, Dos Pueblos Creek and Edwards Point are within or adjacent to ESH, as are newly proposed access points at the Gaviota Marine Terminal (riparian woodlands, estuaries) and Tomato Canyon West (coastal sage scrub). The new access at Tomato Canyon West, near Naples, is proposed 1,500 feet west of the existing informal access trail at Seal’s Beach. This location would greatly reduce potential access conflicts with hauled out seals, but have limited effects on coastal sage scrub. Careful siting of access to protect the most sensitive resources while maintaining and improving access can be accomplished and is a central goal of this Trail Study.

Table 4.1. Habitats within the Proposed Coastal Trail Alignment

Habitat	Trail Length (Miles)
Path/Roadway	4.6
Existing Coastal Trail	4.5
Disturbed/ROW	5.9
Coastal Sage / Coyote Scrub	3.7
Non-Native Grassland	1.3
Eucalyptus Woodland	0.2
Riparian	0.1
Designated ESH	
New Trail Segment	0.3
Existing Trail/ ROW	0.6

Sources: County of Santa Barbara 2011; 2012b; State Parks 2006; Trails Council 2013.

A detailed review of the planned route of the Coastal Trail indicates that much of the proposed alignment would occur within areas subject to prior development or heavy disturbance. The easternmost 1.2 miles of trail would occur almost entirely on a historic oil road. An additional 1.3 miles of Coastal Trail across Santa Barbara and Las Varas ranches, and would cross pastures of non-native grassland habitat – habitats that can support foraging areas for raptors, but are generally not considered ESH.

Additionally, 4.5 miles of the Central segment of the Gaviota Coastal Trail is a constructed bike path, with no impacts to ESH anticipated except minor disturbance during renovation and repair work. Approximately 7.4 miles of the trail to the west of Refugio State Beach would occur within the disturbed right-of-way between US 101 and UPRR, as well as along existing roadways (i.e., County-owned Arroyo Quemado). However, removal of perhaps 100 non-native trees and shrubs as well as small areas of coastal sage scrub and native grasslands would be required. The westernmost Coastal Trail in Gaviota State Park was routed to avoid sensitive habitats, including wetlands under the jurisdiction of the California Coastal Commission, Gaviota tarplant habitat, drainage areas, and a monarch butterfly overwintering area. The areas of greatest potential habitat disturbance would be associated with the proposed four span bridges and five footbridges across small creeks; however, incorporation of standard trail design techniques and site-specific engineering measures would reduce habitat disturbance and potential impacts to sensitive species consistent with County policy.

“The lack of crowds, and the scenery and wildlife make the Gaviota Coast a unique and very special place that should be enjoyed by future generations.”

—Gaviota Coast Visitor for 9 years

Compatibility of Trails and ESH: The County’s certified LCP and draft Gaviota Coast Plan require protection of ESH; however, public recreation is a permitted use within and adjacent to sensitive habitats. For example, LCP policy 9-40 specifically permits trails within riparian corridors. The County and other agencies have planned for and built many trails, bridges and boardwalks within ESH areas. On More Mesa, the County’s certified LCP plans for eight miles of new trails through ESH grasslands, across wetlands and riparian areas, with trails near white tailed kite nesting trees; two miles of existing trails already traverse ESH on County owned land (More Mesa Preservation Coalition 2008). On the Ellwood Mesa, the County and city of Goleta approved trails passing through a large native grassland and vernal pool complex, locations approved by the California Coastal Commission. The Coal Oil Point Reserves “Pond Trail” passes along the edge of the Devereux Slough, a major coastal estuary. Similarly, State Parks has built trails and bridges in ESH areas on the Gaviota Coast, such as in ESH surrounding El Capitan Creek.

Coastal Trail and Access Implementation Principles

- Minimize impacts to ESH by using existing roads, trails, bridges and culverts as feasible
- Design natural earthen trails in eastern segment with narrow trail tread to minimize vegetation removal
- Provide interpretive displays to educate trail users about ESH and sensitive species
- Use logs, bollards, signs or potentially fencing where needed to keep users on trails in sensitive areas
- Minimize use of engineered structures; use natural trails and minimal improvements (e.g., railroad ties) down gaps in bluff and canyons to provide coastal access

4.2 Agriculture

Key Concerns

- Trail design across or adjacent to productive orchard or grazing land
- Potential urban-rural conflicts (e.g., cattle-hiker conflicts, vandalism, pesticide exposure)

Setting: Much of the private land on the Gaviota Coast is zoned for agriculture and existing agricultural production includes grazing, orchard crops, primarily avocados and lemons, as well as specialty crops such as cherimoya, abalone and limited organic truck farms. However, active crop cultivation is generally concentrated in the foothills north of US 101. On the 6.2 mile reach of the Gaviota Coastal Trail along the coastal terrace between Bacara Resort and El Capitan State Park, cultivated



Agricultural use characterizes much of the eastern Gaviota Coast, such as cattle operations on Santa Barbara and Las Varas Ranches. Public trails successfully coexist with grazing in Santa Barbara County and throughout California.

crops consist of orchards primarily on Las Varas and Dos Pueblos Ranches and all are located north of the UPRR. For example, approximately 11% of the 1,802 acre Las Varas Ranch is under cultivation in orchards (198 acres) with 71 acres of these orchards located on the coastal terrace north of the UPRR; no orchards are located on the bluff top (County of Santa Barbara 2011). The Cultivated Abalone, a mariculture operation, is located in Dos Pueblos Canyon north of the UPRR. Additional orchards exist on Dos Pueblos Ranch and adjacent properties, all north of the UPRR. However, bluff top areas of both the Santa Barbara and Las Varas Ranches are used for grazing, with varying levels of existing informal public use. The Santa Barbara Ranch currently authorizes public access and receives moderate visitation.

Coastal Trail and Access Framework: The planned route of the Gaviota Coastal Trail would traverse approximate 6.5 miles of agriculturally zoned land, primarily between Paradiso del Mare and El Capitan State Beach. Although much of this reach is zoned for agriculture, the planned Coastal Trail would be located near active agricultural operations for approximately 0.9 miles across the Santa Barbara Ranch (i.e., Naples) and 2.0 miles across the Las Varas Ranch. Active agricultural operations on these ranches consist of cow/calf cattle grazing and orchards. Less than 300 feet of the Gaviota Coastal Trail would border an avocado orchard on Las Varas Ranch (Figure 4-1). Other areas, such as the Paradiso del

"It is a commonly recognized fact of land management that proper use of grazing animals in range management is completely compatible with proper public use."

**- Neil Havlik, PhD, City of SLO
Natural Resources Manager**

Mare site, are zoned for agriculture but currently contain no active operations. Proposed coastal access trails on the Santa Barbara Ranch would traverse grazing land while that on Las Varas Ranch, as proposed by the property owner, would traverse next to avocado orchards (County of Santa Barbara 2008; 2011).

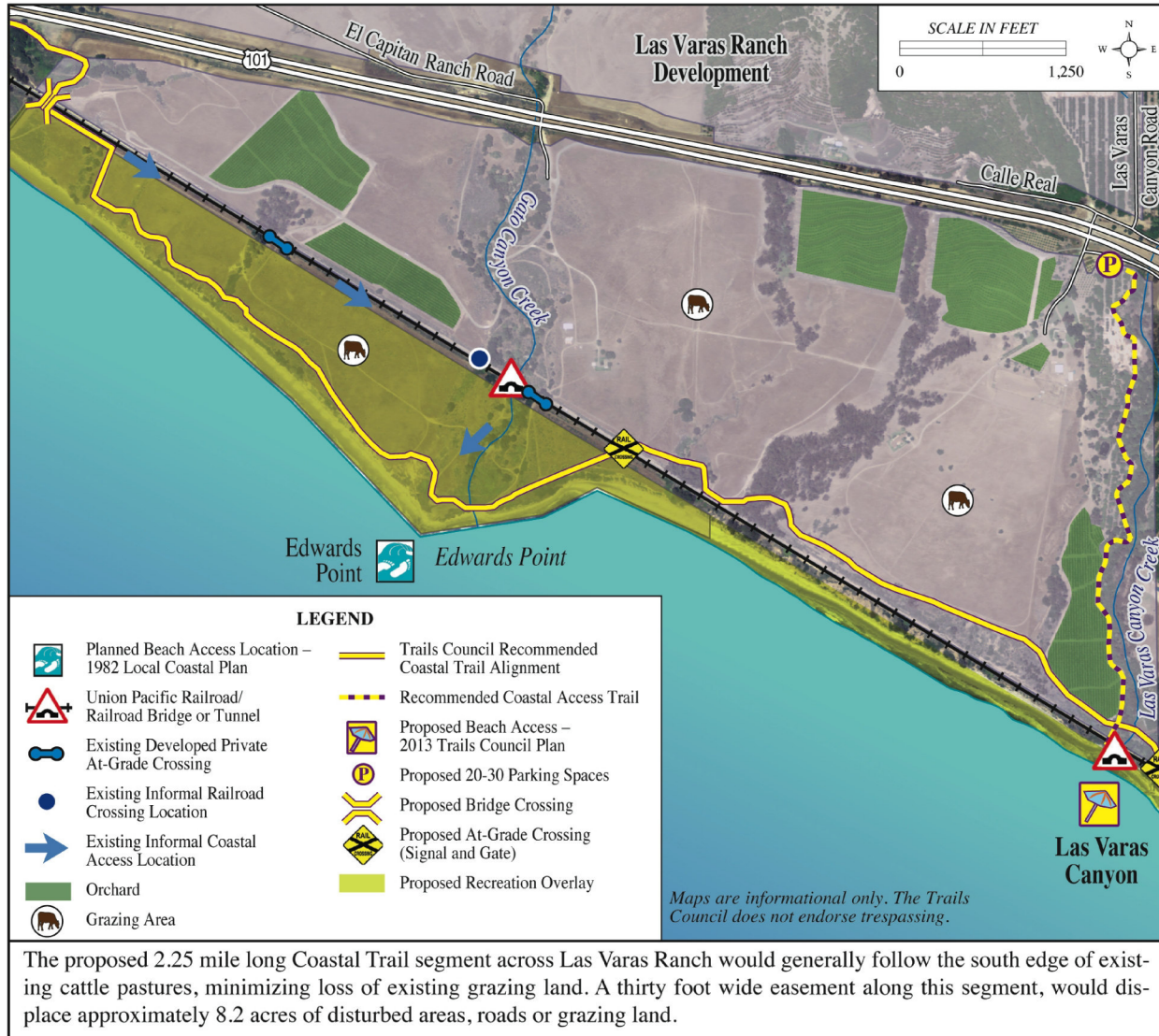


Figure 4-1. Las Varas Section

The County approved Santa Barbara Ranch development does not envision continued grazing south of US 101 (County of Santa Barbara 2008)¹; open unfenced public access is currently permitted through an active grazing operation which consisted of about 40 head of cattle in the spring of 2013. No incidents or conflicts between hikers and livestock have been reported and agricultural conflicts do not appear to be a major issue for this 0.9-mile reach of the Coastal Trail.

¹ The Santa Barbara Ranch Project consists of amendments to the County's Comprehensive Plan, Coastal Land Use Plan and Zoning Ordinance along with a variety of subdivision and entitlement applications that would collectively permit a residential estate development. The project was conditionally approved by the Board of Supervisors in 2008. The project remains under litigation.

On the Las Varas Ranch, after crossing Las Varas Creek heading west, the Coastal Trail would border an avocado orchard for 300 feet, then run along the southern edge of a pasture, generally outside the fence line for 4,000 feet, with most of this reach lying in disturbed coastal sage scrub and eucalyptus groves. After crossing the UPRR, the Trail would closely follow the bluff top along the south edge of pasture areas, minimizing loss of grazing land and interference with livestock. Based on a 30-foot wide easement, the currently proposed Coastal Trail alignment would occupy approximately 8.7 acres of grazing land on the Las Varas Ranch (refer to Figures 4-1 and 3-1).²



*Proposed trails and access would minimize effects to ongoing agriculture; however, it is unclear to what extent agricultural production will remain active. If approved, current development proposals would transition the eastern Gaviota Coast from primarily agricultural use to estate residential.
Photograph: © John Wiley*

As the Las Varas Ranch transitions in land use from a family owned farm to large residential estates on the coastal terrace, the primary use of these properties appears likely to shift to residential estate, with values that would far surpass the annual agricultural production value of these lands. It is unclear if grazing would be maintained under such circumstances. The County lacks an enforceable mechanism to require future estate owners to graze their properties; grazing may be viewed as incompatible with future exclusive estate residential uses.

Compatibility of Trails and Grazing:

Grazing, orchards, and trails coexist throughout California with thousands of miles of unfenced hiking trails that pass through cattle pastures. These trails typically share creek crossings, roads and gates with cattle operations. Research on over 15 major land management organizations with extensive grazing operations and trail systems indicate few or minor trail user-grazing conflicts (Appendix B). These organizations manage tens of thousands of acres of grazing land with thousands of head of cattle, with little or no adverse effects on grazing operations.



Los Padres National Forest supports over 400,000 acres of grazing land within 59 active allotments. Dozens of miles of unfenced trails run through active allotments including the Judell Canyon Trail; no serious problems or complaints have been reported by the US Forest Service.

² Much of the Coastal Trail route through Las Varas Ranch pastures would hug the coastal bluff, traversing areas of mixed grassland and coastal sage scrub, reducing loss of use of grassland pasture (County of Santa Barbara 2011).

Midland School: Santa Ynez Valley’s Midland School runs 200-250 head of cattle (cow/ calf; and stocker) on 3,000 acres with over 10 miles of unfenced trails. Trail users frequently encounter livestock and both the ranch manager and grazing lessee indicate that there have never been any serious problems with trail user/ cattle interaction (Ben Munger, Ranch Manager, 2012).

East Bay Regional Parks Department: This agency manages 22,000 acres with 1,200 miles of trails, which is grazed by 5,000 head of cattle. This multiple use trail system accommodates hikers, runners, dog walkers, equestrians and mountain bikers along generally unfenced trails through open range. With over 40 years of experience managing grazing and trails, this agency reports no serious trail user cattle interactions, with less than 1 minor incident annually (David Amme, Vegetation Program Manager, 2013).

“None of our lessees have complained about cattle losing weight because of stress caused by people walking or riding by them. There have been no incidences of people harassing livestock.”

**-Ben Munger, Ranch Manager,
Midland School, Santa Ynez**

Cowell-Purisima Trail: Almost two miles of the Coastal Trail pass through 1,200 acres of grazing land used by 100 head of cattle near Half Moon Bay. Trails are fenced (hog wire topped with barbed wire) with gated cattle trail crossings. No serious problems between livestock and trail users have been reported (Tim Duff, California Coastal Conservancy, 2012).

Coastal Trail and Access Implementation Principles

- Align shoreline Coastal Trail to minimize impacts to grazing land; use existing agricultural roads and areas outside of pastures where possible
- Use self-closing gates on the trail to permit cattle to pass through fenced trail corridors
- Provide signs to educate trails users on “range etiquette”; stay on trail, control pets and close gates
- Consider initiation of rezones of land from agriculture to open space that are in transition out of agriculture to estate residential (e.g., Paradiso del Mare, Naples and Las Varas bluff top parcels)

4.3 Cultural Resources

Key Concerns

- Ensuring protection of archaeological / historic sites and respect for Native American concerns

Setting: Cultural resources along the Gaviota Coast include sites from early “Paleoindian” habitation through the Chumash, Spanish, Mexican, and American cultural epochs. This long history of human use has left a variety of important prehistoric and historic sites scattered along the Gaviota Coast, including shell middens, Native American or Chumash village sites, historic ranch buildings and remnants of oil production from early 20th century.

Many older prehistoric archaeological sites may have been covered in sediments or lost to coastal erosion. Most remaining archaeological sites reflect the elaborate maritime culture of the Chumash, with permanent villages typically occurring along the coastline near water sources. By approximately 1,500 years ago, the Chumash population was one of the densest Native American populations in North American (County of Santa



The Chumash, an organized and elaborate maritime culture, inhabited the Gaviota Coast for approximately 3,000 years resulting in many sites occurring along the coast, such as this bedrock mortar near a bluff top trail.

Barbara 2013a). Early Spanish expeditions to the Santa Barbara Channel encountered villages with as many as 800–1,000 residents. Dozens of known prehistoric archaeological sites exist along the coastal terrace north and south of US 101 and the UPRR, including at least 11 village sites. Chumash villages along the Gaviota Coast included *Tikshma* at Ellwood Canyon, *Helapunitse* at the mouth of Tecolote Canyon, *Huspat Hulkilik* at Eagle Canyon, and *Kuyamu* and *Mikiw*, both along Dos Pueblos Canyon (Singer 1992; County of Santa Barbara 2004). Additional habitation sites occur on the bluff tops at Las Varas Ranch and near major creek canyons such as Gaviota and Canada San Onofre.

“The Gaviota Coast represents one of the most significant intact historic landscapes along the Anza Trail... Outside of the California deserts, this is the one place that trail visitors can go to get a feel for what the Anza expedition would have seen and experienced two centuries ago.”

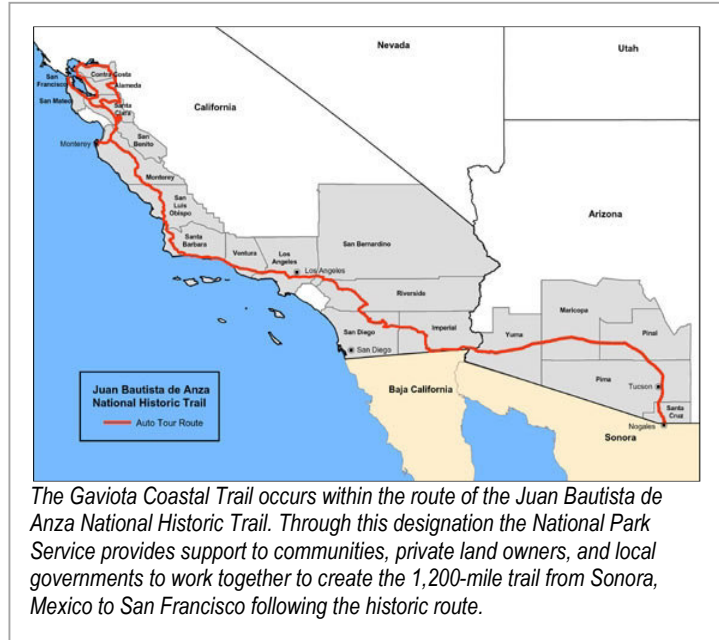
National Park Service. Gaviota Coast Feasibility Study. 2004

The Portolá expedition of 1769 was the first overland journey by Europeans along the California coast. A few years later, between 1775 and 1776, Juan Bautista de Anza led a group of pioneers 1,200-miles from Sonora, Mexico across the desert to the California coast, passing through the Gaviota Coast en route to San Francisco. The National Park Service has commemorated this route as the Juan Bautista de Anza National Historic Trail (National Park Service 2013).

The Gaviota Coast was also part of Mission Santa Barbara's land, used

primary for grazing. Historic resources associated with this period include the remains of agricultural facilities, as well as harbors and landings used by Spanish, Russian, and English traders. El Camino Real was also developed during this time and follows the current route of US 101. In the Mexican and early American period in the 1840s and 1850s, the former mission and rancho lands were acquired by American settlers such as Nicholas Den, who ran a successful cattle ranch on the Dos Pueblos Ranch (Tompkins 1960:109). Following severe droughts in 1863-1864, many of the original ranchos, including the original Dos Pueblos rancho, were subdivided or sold. In the late 1880s, early settlers such as John H. and Alice P. Williams planned unfulfilled real estate development schemes, such as the City of Naples-by-the-Sea, while successfully pursuing development of crops such as walnuts, orchids, or lemons.

In 1901, the Southern Pacific Railroad Company completed the Coast Line connecting Santa Barbara to Northern California (Nicholson 2002). In 1943, the Signal Oil and Gas Company developed more than forty wells between Eagle and Dos Pueblos canyons and over the next twenty years pumped more than \$20,000,000 of crude oil (Tompkins 1964:143). The area continued in agricultural and oil production with substantial oil development and orchard expansion through the 1980s, with oil production declining into the 1990s. All of these activities have left a variety of archaeological and historic resources along the coast.

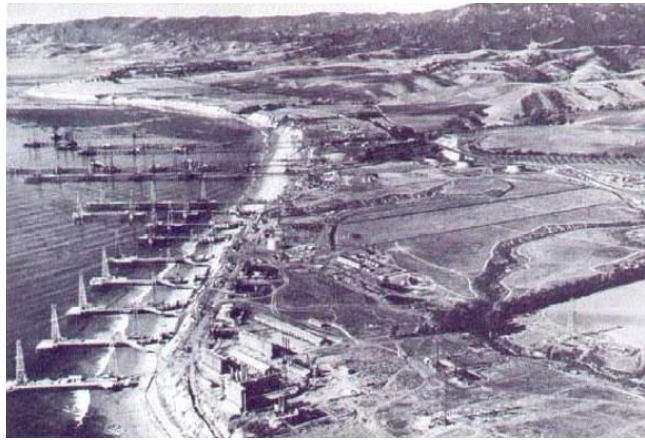


"I never felt any special calling to a farmer's life, yet now I felt that I could be brought to accept one of these generous, slumberous, oak-shaded estates, with sea and mountains handy for purposes of recreation."

**—J. Smeaton Chase
on the Gaviota Coast (1911)**

Coastal Trail and Access Framework:

Construction of the Gaviota Coastal Trail and improved coastal access points could lead to disturbance of cultural resources through direct disturbance during construction or indirect disturbance by future users. This Trail Study proposes trails that are sited to avoid most known significant cultural resources. For example, the proposed alignments on 8501 Hollister, LLC and Las Varas Ranch have been routed around or at the edge of archaeologically sensitive areas, as has the State-studied route in Gaviota State Park. Other segments on Paradiso del Mare, Gaviota Marine Terminal, the road shoulder US 101 segments, and Arroyo Quemada Lane follow old paved roads to limit disturbance to known sites.



The eastern Gaviota coastline was heavily developed with oil and gas production facilities in the late 1920s and early 1930s. Remnants of oil production remain, such as degraded roads that could be reutilized for segments of the Gaviota Coastal Trail.

Photograph: California State Lands Commission.

In general, on the wide coastal terraces at the eastern 6.2 miles and western 3.0 miles of the coast, the Coastal Trail alignment has been or can be adjusted to avoid known significant archaeological resources. Where potential impacts to sites could occur, appropriate mitigation could be applied, such as placement of sterile fill over identified resources and construction monitoring; however, avoidance is the preferred mitigation. No known historic structures lie within or would be damaged by the proposed Gaviota Coastal Trail route or coastal access improvements; however, additional surveys would be required to refine trail routing. Interpretive signage would also be provided at key locations to explain the area's rich history to inform trail users regarding Gaviota's cultural resources. Although significant archaeological and historic resources remain on the coastal terrace, with appropriate trail siting and implementation of measures to protect adjacent sites, the provision of public access would not appear to conflict with cultural resource protection.

Coastal Trail and Access Implementation Principles

- Perform Cultural Resource surveys as needed to avoid or minimize disruption of resources
- Trail/ access improvements should avoid cultural resource sites as much as possible
- Consultation with tribal representatives should occur where trails pass close to sensitive resources
- Interpretive displays should be provided at key locations to educate the public about cultural resources
- Fencing, sterile fill and vegetative cover should be used as required to reduce potential disturbance

Key Concerns

- UPRR presents a significant barrier to improved public access to the Gaviota Coast shoreline
- More than 60 existing informal at-grade trail crossings with possible safety issues
- Seven public and private signed or gated at-grade crossing points exist on the Gaviota Coast
- Potential use of eight existing UPRR bridges and tunnels for Coastal Trail or coastal access
- Onerous permit processes required to formalize / improve safety of UPRR crossing points

4.4 Union Pacific Railroad

Setting: The UPRR closely parallels the Gaviota Coast shoreline for all 19.8 miles of the coast and carries approximately twelve trains per day (County of Santa Barbara 2013b). The UPRR tracks are generally set back from the shoreline by 200 to 1,200 feet between Bacara Resort and El Capitan State Beach, while most of the western 13 miles occur within 25 to 100 feet of the bluff edge. The UPRR crosses 16 major creeks and multiple small drainages using raised iron trestles, concrete and stone bridges, tunnels and many culverts. Moderate to heavy public access across and along the UPRR corridor occurs throughout the Gaviota Coast. At least 60 distinct coastal access trails cross the UPRR from 22 informal parking areas along US 101 and County roads. The UPRR corridor is also used for lateral access along the coast (e.g., Las Varas Ranch). Firm estimates are not available, but existing use levels indicate that tens of thousands of beach goers cross the tracks annually.

Coastal Trail and Access Framework:

The UPRR is a major barrier to the public's right to obtain formal access to and along the shoreline on the Gaviota Coast. To address this barrier, this

Trail Study identifies desired UPRR crossing locations in order to allow construction of the Coastal Trail "as close as physically and aesthetically feasible to the shoreline" while minimizing UPRR crossings to reduce cost and protect public safety. This study also identifies coastal access improvements at key locations along the shoreline, some of which would also require a UPRR crossing. Further, this study identifies actions and principles to facilitate acquisition of crossing points and to improve cooperation between the local community, and to improve cooperation between the local community, the California Public Utilities Commission (CPUC) and UPRR to achieve these goals at reasonable cost and to account for public safety.



Thousands of beach goers cross the UPRR annually along the Gaviota Coast using at least 60 existing informal at-grade crossing points, such as this site along the Naples access trail at Paradiso del Maré.

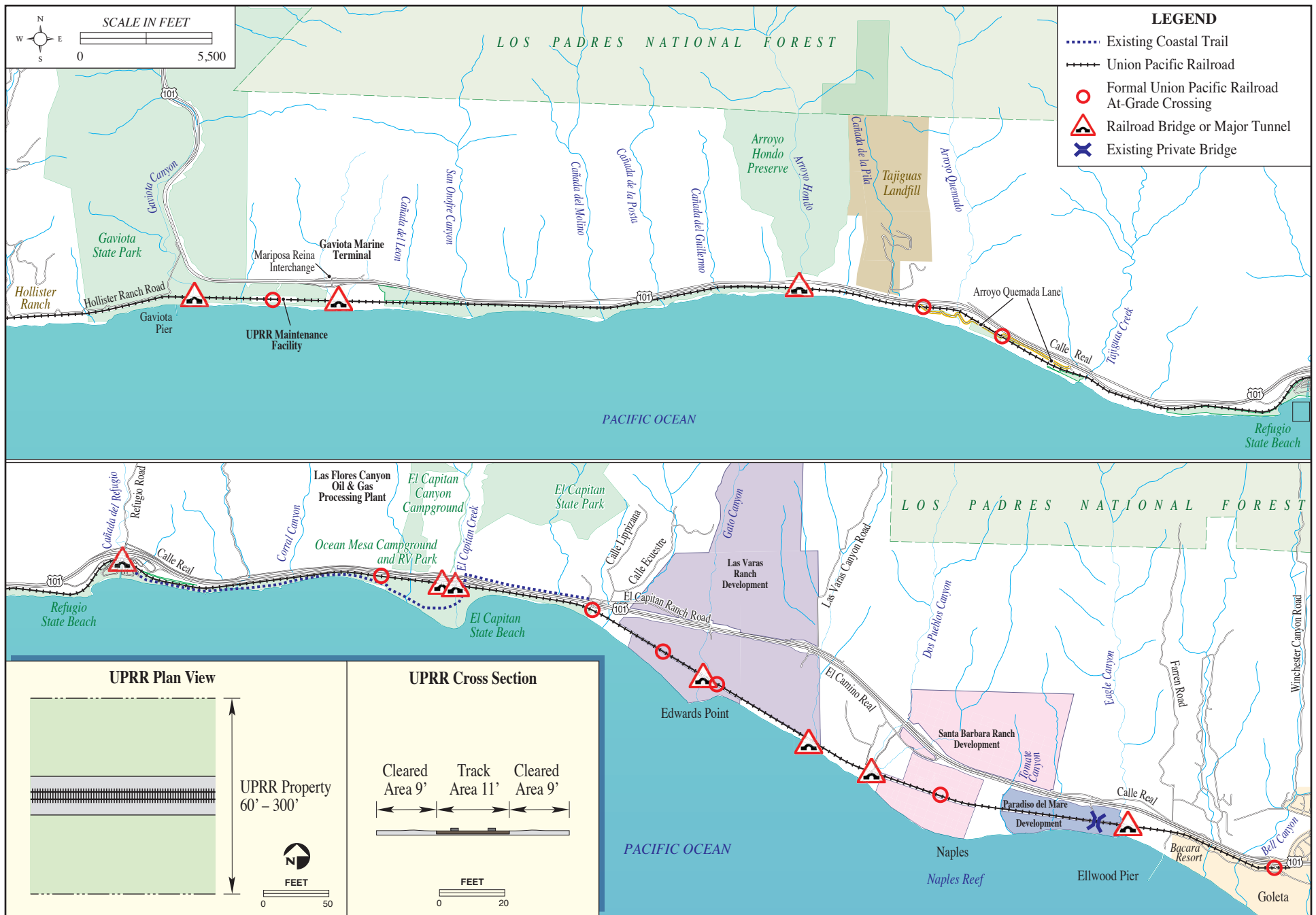


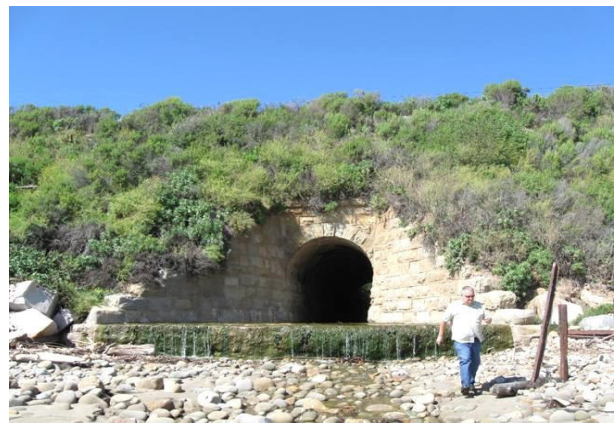
Figure 4-2. Existing UPRR Crossings

Coastal Trail UPRR Crossings: The proposed 20.8 mile long Gaviota Coastal Trail would cross the UPRR at five locations, including passing under two existing UPRR bridges in El Capitan and Refugio State Beaches. Two new at-grade crossings would be constructed on Las Varas Ranch and the Scott property west of Dos Pueblos Ranch, as well as a new bridge on the Las Varas Ranch. The at-grade crossings would be developed with rubberized tread at the tracks, warning signals and crossing gates, and are proposed as the most economical method to maximize access to over 1.5 miles of scenic bluff top along the Dos Pueblos Ranch, Scott and Las Varas Ranch properties. These crossing points appear to meet federal line-of-sight standards.³ The proposed bridge has been sited over a deep cut for the rail line to provide the required 23.5 feet of clearance for trains passing under the bridge, which would still need to be arched or elevated approximately 10 feet to meet UPRR standards.

Proposed Coastal Access Trail UPRR Crossings: Proposed coastal access trails at locations with developed access off of US 101 would cross the UPRR at a total of six locations, with four of these using existing UPRR tunnels or bridges. A new bridge at Paradiso del Mare may be required, as well as improvements to an existing private at-grade crossing on the Santa Barbara Ranch. The proposed Las Varas Ranch access trail would use the existing UPRR Las Varas Creek tunnel to reach the ocean. Proposed access at Dos Pueblos Ranch, Arroyo Hondo and Gaviota Marine Terminal would all pass under existing UPRR trestle bridges.



Existing private at-grade crossing points such as this one on Santa Barbara Ranch could be improved to fully developed crossing points for the Coastal Trail or coastal access. UPRR standards currently require abandonment of 1-2 crossing points in order to acquire a new crossing location.



The UPRR along the Gaviota Coast has several large tunnels and four trestle bridges that could be used for coastal access or the Coastal Trail. Use of facilities such as this tunnel on Las Varas Creek may require easements and negotiations with UPRR and state and federal agencies as well as required permits.

Development of formal improved access at popular beaches identified in the County's certified LCP at San Onofre Creek, Cañada del Molina, Cañada del Guillermo and Tajiguas would all appear to require use of at-grade crossings. Development of this number of new at-grade crossings, while physically feasible, would raise significant concerns with the

³ Line-of-sight requirement for locations with trains traveling 60 miles per hour is 1,060 feet for pedestrian crossings; at 70 miles per hour the line-of-site requirement is 1,235 feet (Federal Rail Administration 2007).

UPRR and the CPUC. Under current standards, two existing crossing points are required to close somewhere along the rail corridor for each new one constructed. However, informal at-grade crossings could be improved with limited fencing to channel beach goers to the single safest crossing and reduce the number of informal crossing points. Such improvements would be similar to those installed at the heavily used Santa Clause Lane Beach, where hundreds of thousands of users cross the UPRR through three gaps in fencing installed over the last decade.

Compatibility of Public Access and the UPRR: Cities and counties throughout California have successfully completed many new railroad crossing points and rail corridor trails. For example, the City of San Clemente has completed over four miles of rail corridor trail and 14 rail corridor crossing points, including nine pedestrian crossings over busy railroad tracks using at-grade crossings, bridges and tunnels. The cities of Encinitas and Solana Beach have also completed several rail crossing points. These cities have provided such crossings along the busy Los Angeles to San Diego corridor, which carries almost four times the daily train traffic found along the Gaviota Coast, including more than 40 daily high speed trains.

In Santa Barbara County, both the County and the City of Carpinteria are working on railroad crossing improvements. At the popular Santa Clause Lane beach access, hundreds of thousands of pedestrian crossings occur annually. In response, the County is pursuing permits to construct a formal at-grade railroad crossing to replace existing informal crossing points. Design would include installation of improved rubberized pedestrian crossing surface, warning lights and crossing arms. The County estimates that permitting and studies for the at-grade crossing at Santa Claus Lane will cost \$250,000, require closure of at least one other existing crossing and an estimated three years to complete (Rosie Dystie, personal communication 2012). This burdensome process is required to improve safety for hundreds of thousands of beach goers annually where prescriptive rights to access may already exist. The City of Carpinteria is improving public access to and along the UPRR corridor through construction of new nearshore and bluff top segments of the Coastal Trail adjacent to the UPRR corridor. Currently, trail users cross the UPRR between existing trail segments at an informal crossing point. The City plans to complete the 2-mile long Carpinteria to Rincon Beach segment of the Coastal Trail, and that will include crossing the UPRR via a free span bridge over a deep cut in the rail corridor.



This at-grade pedestrian crossing is one of nine in four miles of the Coastal Trail in San Clemente. These at-grade crossings were installed to improve safety and reduce unsanctioned crossing. Similar public safety benefits could occur with installation of formal at-grade crossings on the Gaviota Coast.

Based on the experience of other communities, completing a Gaviota Coastal Trail far from the shoreline (e.g., north of US 101) would do little to relieve trespassing to achieve coastal access, as the public's destination is the shoreline and beach. Well-designed trail crossings can reduce trespassing and accidental deaths and associated rail operator concerns (Rails to Trails Conservancy 2009).

Permitting and Design of Rail Crossings: The CPUC has authority over railroad safety and crossings. The CPUC favors grade separated crossings over at-grade crossings but does permit at-grade crossings. UPRR believes the safest railroad crossing is no crossing and has a goal to reduce the number of at-grade crossings (UPRR 2013). Time consuming and expensive UPRR and CPUC permit requirements increase the difficulty of providing improved and safe access to and along the shoreline. Both the CPUC and the UPRR require the closure of at least two existing at-grade crossings for every new one created; however, these standards do not account for improved safety when informal crossing points are closed or improved with developed gates and signals.

Coastal Trail and Access Design Principles

- Identify priority rail crossing locations
- Prioritize use of existing bridges, at-grade crossings and tunnels
- Adopt policies to ease acquisition/ development of rail crossings for the Coastal Trail and coastal access
- Protect and defend the public's right to historic access to the coast across the UPRR
- Prepare a Transportation Corridor Plan to guide UPRR development and improve cooperation between CPUC, UPRR, County and community organizations
- Form a working group with community organizations, UPRR, the County and representatives of state and federal legislators to assure improved coordination on rail crossing issues

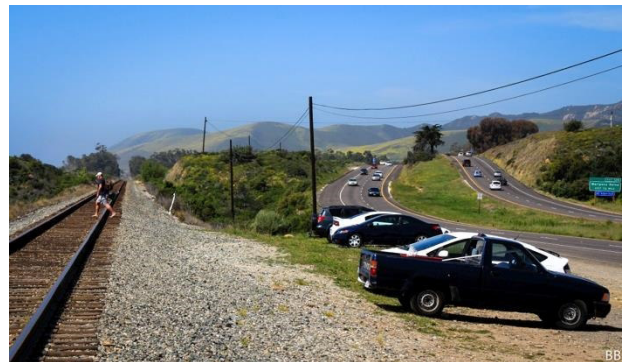
4.5 Transportation and Parking

Key Concerns

- US 101 and County roads provide free road shoulder coastal access parking for 450 vehicles
- Safety standards may limit formal coastal access to existing interchanges or intersections
- US 101 and the UPRR limit development of a bluff top Coastal Trail and access along nine miles of shoreline west of Refugio State Beach

Setting: Transportation facilities along the shoreline reaches of the Gaviota Coast include US 101, the UPRR, over eight miles of discontinuous County frontage road segments north and south of US 101 (e.g., Calle Real, El Capitan Ranch Road and Arroyo Quemada Lane) and County or private roads that provide coastal or foothill access and roadside parking (e.g., Refugio Road).

Transportation: US 101 is a four-lane limited access highway that extends for 19 miles along the Gaviota Coast and carries an average of 30,500 daily trips (Caltrans 2013). The state owned right-of-way (ROW) for US 101 varies from 170 to 390 feet in width along the Gaviota Coast (Trails Council 2013). Surface street access to and across US 101 between Gaviota and Bacara Resort is available at five grade separated interchanges, eight full at-grade intersections with center median openings, and three limited access at-grade intersections (i.e., no access across median) located both north and south of US 101. Five underpasses separate from the interchanges also provide access across US 101, primarily for existing ranches and state parks (Figure 4-3).



Twelve existing major informal parking areas are accessible from US 101 and receive heavy public use. This parking area at San Onofre can accommodate over 40 vehicles and often is full in the summer.

Calle Real, a County owned frontage road located north of US 101, extends for over five miles in three major segments providing access to public and private roads and is used in places for coastal access parking. Public frontage roads (e.g., Naples Access Road, El Capitan Ranch Road and Arroyo Quemada Lane), which extend for about three miles, provide access to private roads and coastal access parking areas. South of US 101, many roads are private.

US 101 and the UPRR run parallel and are often closely aligned with the shoreline of the Gaviota Coast, with UPRR always located seaward of US 101. Average separation between highway travel lanes and the railroad tracks is approximately 40-100 feet for more than seven miles of shoreline from El Capitan State Beach west to Canada San Onofre. Along this reach the ROW and parcel lines of these facilities generally abut. Along roughly six miles of shoreline east of El Capitan State Beach, US 101 is located farther inland, up to ½ mile from

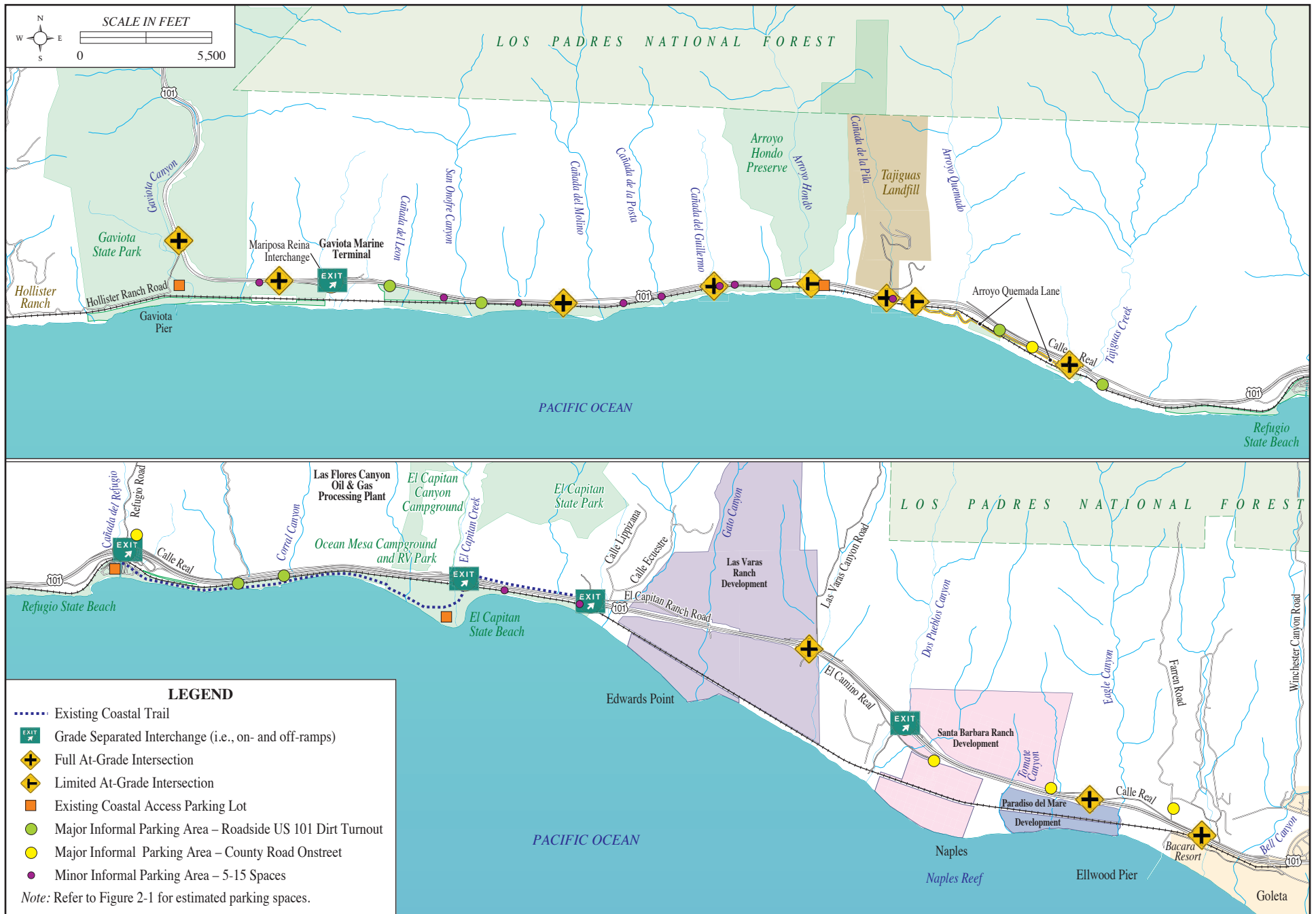


Figure 4-3. Gaviota Transportation and Parking

the UPRR, which more closely follows the shoreline. Similarly, for approximately the western-most three miles of shoreline within Gaviota State Park and the Gaviota Marine Terminal, US 101 is set back 500 to 700 feet from UPRR and the shoreline.

Public Parking: The 20 miles of the Gaviota Coast support coastal access parking for approximately 871 vehicles for day use in developed State Park parking lots and at informal roadside pullouts. Approximately 52% (452) of this parking is available at informal roadside pullouts and 48% (419) is in developed public parking lots (Figure 4-1, Table 4.2).⁴ By comparison, the City of Santa Barbara’s four-mile long waterfront supports over 1,600 coastal access parking spaces; the ten-mile shoreline between Arroyo Burro Beach and Bacara Resort in the Goleta Valley supports approximately 856 developed coastal access parking spaces (Santa Barbara County 2013d).

Table 4.2. Existing Public Parking

Gaviota Section	Formal Parking Areas	Estimated # Spaces	Informal Roadside Parking	Estimated # Spaces
East	0	0	4	89
Central	2	244	4	114
West	2	175	14	249
TOTAL	4	419	22	452

Sources: Trails Council 2013.

Informal roadside parking exists throughout the Gaviota Coast alongside US 101 and on County Roads (e.g., Refugio Road, Calle Real), but is concentrated at 12 major locations that accommodate between 15 and 45 vehicles (refer to Figure 4-3). Developed public parking consists of 344 spaces in three main lots within state beach parks as well as room for 75 vehicles at the Arroyo Hondo scenic overlook. Developed parking within state beach parks is subject to a \$10 day use fee; availability may be limited due to high demand and overlapping use by campers, resulting in day use visitors sometimes being turned away.

Coastal Trail and Access Framework: The location and function of the UPRR and US 101 strongly influence the location of the Coastal Trail and improved coastal access along the Gaviota Coast. Ample room exists for construction of almost nine miles of scenic bluff top Coastal Trail “within the sights and sounds of the Pacific Ocean” along both the east and west ends of the Gaviota Coast. The wide coastal terraces between US 101 and the shoreline in these areas permit a scenic bluff top location for the Coastal Trail. For almost five miles of these areas, the UPRR is also well set back from the bluff edge, permitting construction of a true bluff top Coastal Trail. This includes approximately six miles at the east end of the Gaviota Coast from Bacara Resort almost to El Capitan State Beach; in this area US 101 is located up to ½ mile from the shoreline, and the UPRR is generally set back from the bluff edge between 200 to 1,300 feet.

⁴ Vehicle capacity at informal parking areas is estimated based on an average parking space length of 20 feet for parallel parking and 12 feet for pull-in parking.



The wide coastal terrace on the east end of the Gaviota Coast provides space for development of a scenic bluff top alignment of the Coastal Trail with connections to existing and planned sections of the Coastal Trail on UC Santa Barbara and in the City of Goleta (background). In these areas, US 101 (left) is set back up to ½ mile from the shoreline while the UPRR lies 200 to 1,300 feet landward of the coast.

On the west end of the Gaviota Coast, almost three miles of US 101 east of Gaviota Pass is located up to 800 feet from the shoreline. Although the UPRR hugs the bluff edge along this reach, the large setback of US 101 permits ample room for a scenic bluff top Coastal Trail. Approximately 2.5 miles of this section is located within Gaviota State Park and ½ mile within the Gaviota Marine Terminal, which is undergoing decommissioning.

For approximately seven miles of shoreline from Refugio State Beach west to Canada San Onofre, the UPRR lies at or near the edge the coastal bluffs, with US 101 immediately inland, limiting room for development of a shoreline coastal trail. Over the short term (i.e., 20 years), the undeveloped road shoulder south of US 101 could generally accommodate the Gaviota Coastal Trail between UPRR and US 101 within US 101 ROW. Approximately ½ mile of County-owned Arroyo Quemada Road could also be used for the trail. Available US 101 undeveloped ROW ranges from 10 to 40 feet in width seaward of the southbound



US 101 and UPRR run parallel for approximately seven miles west of Refugio State Beach, often at or near the bluff edge, which limits space for development of a bluff top Coastal Trail. Caltrans has indicated a willingness for siting segments of the Gaviota Coastal Trail within the ROW.

travel lanes. Caltrans has indicated openness for siting the Coastal Trail in Caltrans ROW between US 101 and UPRR (County of Santa Barbara 2013c). A potential realignment of US 101 between Arroyo Quemada and Arroyo Hondo could be designed to include increased ROW for the Coastal Trail.

Consistent with Coastal Conservancy guidelines, a road shoulder Coastal Trail would be located as far from the travel lanes of US 101 as possible. For public safety, a barrier separating US 101 and the Coastal Trail should be installed where required. Breaks in this barrier could accommodate access to existing roadside parking. Over the long term, landward relocation of the UPRR and sections of US 101 would appear to be required to avoid coastal bluff retreat. Any such landward retreat and realignment of UPRR and US 101 should be designed to accommodate coastal access and to locate the Coastal Trail seaward of the UPRR (refer to Section 4.6, *Coastal Erosion, Bluff Retreat, and Sea Level Rise*).

Public Parking: Existing informal public parking along US 101 and on county roads is not currently recognized in County policy as an important coastal access resource. Roadway realignment, potential safety concerns or other issues could lead to loss of such parking due to highway or road improvement projects or areas being blocked off or posted as no parking, such as recently occurred on Refugio Road. The location of new formal developed parking lots may be constrained by requirements of existing intersections or interchanges for access off of US 101, and also to obtain formal access across the UPRR. Absent clear policies to govern repair or improvements to the UPRR and US 101 and their relationship to coastal access, existing parking may not be protected and standards for provision of new parking and coastal access would remain unclear.



Given these constraints, development of new formal coastal access parking should be focused at sites with acceptable US 101 access (i.e., interchanges and intersections). Formal coastal access parking improvements for up to 180 or more vehicles appear feasible at six locations; Paradiso del Mare, Santa Barbara Ranch, Las Varas Ranch, Arroyo Hondo, Gaviota Marine Terminal and potentially Arroyo Quemada Lane. Existing free roadside coastal parking, including along both US 101 and County roads, should be retained and protected, but may not be suitable for development as formal access points.

Improved coordination with Caltrans and the UPRR should be fostered by creation of a working group consisting of these agencies and the County, State Parks and community organizations to coordinate coastal access improvements. Such a working group could address ways to protect existing access, plan for new access, and plan for development of the Coastal Trail and provision of new coastal access.

The County and City of Santa Barbara have adopted detailed transportation corridor standards that govern transportation facilities in other segments of the Coastal Zone, including Montecito and downtown Santa Barbara. Development of a Gaviota Coast Transportation Corridor Plan to guide future improvements to both UPRR and US 101 would assure that Coastal Act priorities such as the Coastal Trail and access are integrated into long-term planning for these transportation facilities, including potential landward relocation of both the UPRR and US 101, as required to address sea level rise and improve coastal.

Coastal Trail and Access Design Principles

- The Gaviota Coastal Trail should be located seaward of US 101 and UPRR wherever physically feasible
- All future US 101 and UPRR improvements should facilitate and enhance public access to the coast
- Free road shoulder coastal access parking should be protected and new parking lots provided
- New crossing points of the UPRR for the Coastal Trail and coastal access should be identified and adopted into regional transportation and capital improvements plans
- A Transportation Corridor Plan should be prepared to guide all improvements to US 101 and UPRR
- Managed retreat of UPRR and US 101 should be planned for due to bluff retreat and sea level rise
- A shoreline location for the Coastal Trail and new coastal access should be incorporated during managed retreat planning

4.6 Coastal Erosion, Bluff Retreat and Sea Level Rise

Key Concerns

- Coastal erosion affects alignment of a nearshore Coastal Trail and coastal access design
- Segments of UPRR are threatened by bluff erosion, which will increase with sea level rise
- UPRR seawalls may affect sand supply and limit public access to and along the coast

Setting: The shoreline of the Gaviota Coast is characterized by a wave cut rocky marine terrace overlain by a thin layer of sandy beach backed by steep coastal bluffs. These bluffs rise from 40 to 90 feet above the beach except where cut by creek canyons or gullies. The bedrock composing these bluffs is weak and easily eroded by wave action, resulting in relatively high rates of coastal erosion (Griggs 2005).

Bluff retreat is caused by direct wave attack on the toe of the bluff, water runoff over or through the bluff, wind erosion, and dry season sluffing of unconsolidated material. Large storms combined with high tides, such as those experienced during El Nino events, can cause major bluff failures. Bluff erosion rates along the Gaviota Coast average from 6 inches to almost 1 foot per year, depending on the underlying geologic formation (Santa Barbara County 2013b). Bluff retreat is not uniform; long periods of modest erosion are occasionally punctuated by catastrophic bluff failure.



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Areas of wide coastal terrace at the east and west ends of the Gaviota Coast provide ample room for a bluff top Coastal Trail. On the west end, this would be located between the UPRR and US 101 (left); on the east it would be seaward of the UPRR (right). Both of these areas allow for trail setbacks from the bluff edge. However, much of the UPRR is within the coastal erosion hazard zone (Gaviota State Park segment; left). UPRR-installed seawalls line 1.5 miles of the Gaviota Coast to protect the tracks, yet large segments remain vulnerable to erosion. UPRR maintains a store of boulders and often heavy equipment at a Gaviota storage yard to effect emergency repairs (left). Ongoing bluff retreat will accelerate with sea level rise, posing predictable threats to the UPRR with substantial additional seawall construction likely to occur over the coming decades.

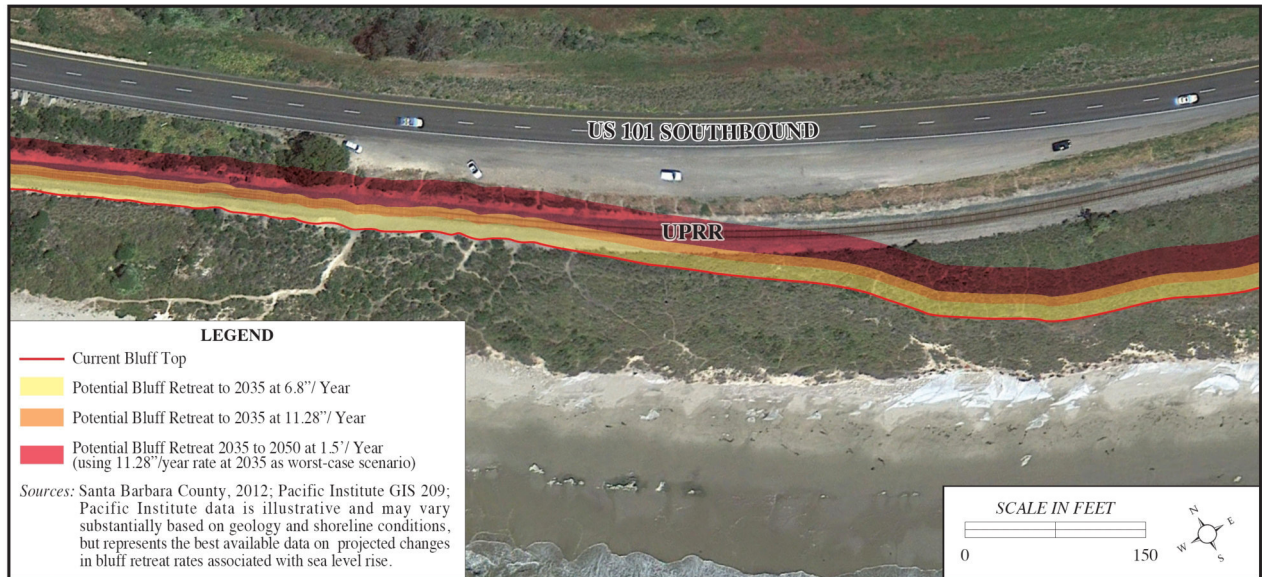


Figure 4-4. Coastal Erosion Impacts

Bluff retreat has damaged facilities along the Gaviota Coast. For example, in August of 2000 a 500-foot segment of bluff collapsed damaging or destroying the UPRR near Arroyo Hondo and causing temporary closure of the UPRR. Major repairs were required including installation of an approximately 0.7-mile long concrete seawall. In addition, a 540-foot long segment of the existing El Capitan to Refugio Coastal Trail has been damaged by bluff erosion and remains closed. No room exists for landward relocation of this trail segment due to the location of the UPRR immediately inland. Informal access routes also suffer erosion damage; however, many are located in relatively sheltered pocket beaches.

Future sea level rise will threaten existing infrastructure along the California coast, including transportation facilities (Caltrans 2011). Over the coming decades, sea level rise is projected to accelerate rates of coastal bluff retreat (California Climate Change Center 2009). Although specific projections for the Gaviota Coast are not available, areas in Santa Barbara County with similar geological formations and bluff heights (e.g., Isla Vista) are forecast to potentially experience accelerated retreat rates from the current rates of 6 to 12 inches per year to 1.5 feet per year by 2050 and up to 3 feet per year by 2100 (County of Santa Barbara 2013b).

Coastal Trail and Access Framework: There are three key issues surrounding Gaviota Coastal Trail and access planning associated with coastal erosion, bluff retreat and sea level rise include provision of adequate setbacks for the Coastal Trail, the location and design of proposed coastal access points, and the proximity of the UPRR to the edge of the bluff, often within the coastal erosion hazard zone.

Coastal Trail Location: Coastal erosion has the potential to damage a bluff top segment of the Coastal Trail as well as planned coastal access points. However, wide coastal terraces in the eastern six miles (Bacara Resort to El Capitan) and the western three miles (i.e.,

Gaviota State Park) of the Gaviota Coast provide ample room for a bluff top Coastal Trail set well back from the bluff edge. The central 2.5-mile segment (El Capitan to Refugio) also has generally adequate bluff setbacks, except for one 540 foot-long segment damaged by coastal erosion, which will require repairs, and a previously armored 280 foot-long segment near the Venadito informal access point.

Within the nine mile long reach between Refugio State Beach and Gaviota State Park, the existing alignment of the UPRR would require the Gaviota Coastal Trail to be located landward of the rail line due to the lack of uniformly available bluff top south of the UPRR. Over the short term (i.e., 20 years), the Coastal Trail could be constructed along this reach between UPRR and US 101 within the US 101 ROW. Over the long term, if threatened segments of UPRR are relocated landward out of the coastal erosion hazard zone, ambulatory easements for the Coastal Trail should be provided seaward of the UPRR.

“[The County] will seek solutions to shoreline hazards on a larger geographic basis than a single lot circumstance.”

-County of Santa Barbara 2009

Coastal Access Locations: The steep bluffs present along the Gaviota Coast and the often narrow beaches require siting of coastal access points that use natural features, such as canyons or gullies; many existing informal access points are found in such features. Construction of large engineered stairways on exposed coastal bluffs would be expensive, would leave such structures exposed to wave damage, and would not be in keeping with the rural character of the area. Locating coastal access trails in canyons that lead to pocket beaches may also reduce exposure to wave action and bluff retreat. The new access points proposed in this *Gaviota Coastal Trail and Access Study* all take advantage of natural or man-made features to avoid construction of major new engineered stairways and to minimize threats from bluff erosion.

UPRR and Bluff Retreat: The proximity of the UPRR to the edge of the coastal bluff and existing rates of bluff retreat will lead to ongoing damage to the UPRR and reasonably foreseeable requests for “emergency” seawall construction. Sea level rise will increase erosion rates, particularly after 2050, leading to increased damage of infrastructure and armoring of the coast. Based on existing erosion rates of six inches to one foot per year, well over 2.0 miles of UPRR will be threatened with damage or destruction by coastal erosion within the 30 year life of the County’s 2013 draft Gaviota Coast Plan. Based on application of coastal modeling of bluff erosion rates in nearby shorelines in Santa Barbara County (i.e., Isla Vista), potentially threatened mileage will increase to 3.5 miles by 2050, and 5.4 miles by 2100 (Trails Council 2013).⁵

⁵ Coastal Erosion Hazard Zones are areas where infrastructure would be at risk of damage due to coastal erosion/bluff retreat. Coastal Erosion Hazard Zones were generated through conservative extrapolation of bluff retreat rates from geologically similar sections of the Santa Barbara County coastline (Isla Vista bluffs, the Mesa area of Santa Barbara), should not be considered a formal vulnerability analysis, and are presented as initial order of magnitude estimates.

If substantial expansion of seawalls along the Gaviota Coast is to be avoided, planning for relocation of threatened segments of the UPRR needs to begin soon. Given the proximity of the UPRR to the coastal bluffs, it is reasonably foreseeable that the next major El Nino storm season may cause bluff failures that will threaten segments of the UPRR. Damage or destruction could bring additional seawall construction, which would be in conflict with State and County policy. County LCP Policy 3-1 states in part: *“Seawalls shall not be permitted unless the County has determined that there are no other less environmentally damaging alternatives reasonably available for protection of existing principal structures. The County prefers and encourages non-structural solutions to shoreline erosion problems, including beach replenishment, removal of endangered structures...”* (County of Santa Barbara 2009).



Over 1.5 miles of seawall have been constructed along the Gaviota Coast, including this 0.7-mile segment south of Arroyo Hondo. To avoid incremental armoring of other sections of Coast, the County should pursue longer-term planning, including managed retreat of UPRR and US 101 (as needed).

The County appears to retain permit authority for construction of revetments and seawalls by the UPRR (Article II, Section(s) 35-93.2 and 174.10). However, only limited attempts appear to have been made to exercise this authority. In contrast, recent County and State planning efforts have emphasized managed retreat for threatened facilities. For example, at Goleta Beach, the County is proposing removal of existing revetments that would permit wave action to erode the most heavily-used beach park in the County – a potentially significant impact to regional coastal recreation (County of Santa Barbara 2013d).

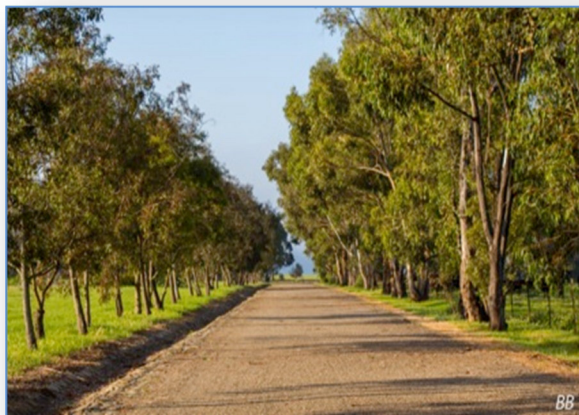
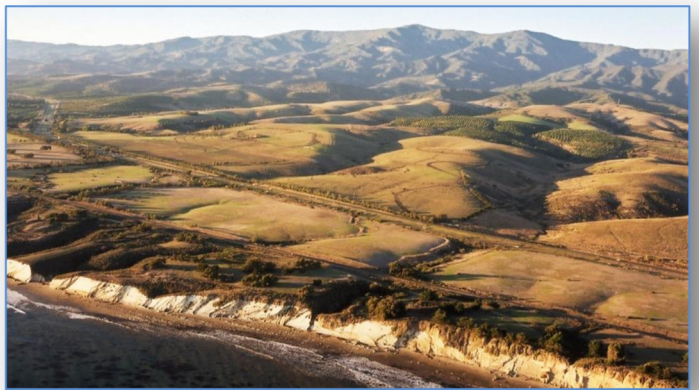
To plan for future threats to the UPRR and to avoid incremental armoring of the Coast through piecemeal “emergency” seawall construction, the UPRR and the County and State need to commence planning for relocation of threatened segments of the UPRR, and potentially US 101 through completion of a Transportation Corridor Plan. This plan, as currently proposed in Policy TEI-7 of the draft Gaviota Coast Plan, could identify key at-risk sections of the UPRR and US 101 to coastal erosion (County of Santa Barbara 2013a). The County should strictly regulate all proposed construction of seawalls (emergency or otherwise) prior to completion of a Transportation Corridor Plan to ensure that public access and sand supply are protected and environmental impacts are addressed in long-term coastal management decisions.

Coastal Trail and Access Implementation

- The Coastal Trail should be located near the bluff, with adequate setbacks to minimize erosion hazards
- Coastal access points should use canyons and other natural features wherever possible
- All Coastal Trail easements should be ambulatory (i.e., rolling) to permit landward migration
- A Transportation Corridor Plan should be prepared to guide managed retreat of the UPRR and US 101
- Landward retreat of the UPRR and US 101 should provide bluff top Coastal Trail easements
- Permit requirements for seawalls should be rigorously enforced and mitigation required

5.0 Trail Forward

This section outlines planning, funding, and the need for community leadership and local and state agency cooperation to complete the Gaviota Coastal Trail and coastal access improvements over the next 20+ years. This section identifies a proposed timeline for key actions, while recognizing that flexibility is crucial to respond to different circumstances or opportunities that will permit the phased opening of trail segments to enhance public access to and along the coast.



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5.0 Trail Forward

Overview: Completion of the Gaviota Coastal Trail and improved coastal access as envisioned in the Trail Framework will require 20 or more years from 2014 through 2035. The timing of construction of different segments of the Gaviota Coastal Trail and access improvements will be governed by funding availability, a complex and lengthy permit process, easement acquisition and, perhaps most importantly, local and state agency support and leadership. This section identifies a proposed timeline for key actions, although such timelines are affected by many factors and, by their nature, must be goal-oriented. However, flexibility is crucial to respond to different circumstances or opportunities; trail segments should be constructed as soon as feasible to permit phased opening of trail segments to expedite enhanced public access to and along the coast.

5.1 Recommended Improvements

This *Gaviota Coastal Trail and Access Study* provides information to support more detailed planning for and design of the proposed Gaviota Coastal Trail and coastal access system. The Trail Framework identifies the preferred route for the Gaviota Coastal Trail, as well as new developed coastal access points, general trail design parameters, and associated supporting improvements, such as creek bridges, railroad crossings, parking and signage. These proposed improvements would provide a continuous trail system and enhanced shoreline access along the Gaviota Coast's 20 miles of shoreline. However, more detailed planning for and permitting of proposed improvements will be required.

The four years from 2013 to 2017 are critical to successful completion of the improvements proposed in the Trails Framework. The County's draft 2013 Gaviota Coastal Plan will be central to the successful implementation of these improvements through provision of the programs, policies and land use tools required to make these proposed public improvements a reality. In addition, strong leadership and support from the County and Coastal Commission will be essential to acquire easements for planned trails from pending development projects and to complete a Gaviota Coast Transportation Corridor Improvement Plan that protects and enhances public access to and along the shoreline. Community organizations will need to work with and support local and state agencies to implement the Trails Framework and provide leadership to obtain funds for planning, design and construction.

Gaviota Coastal Trail and Access Improvements - Short Term Priorities

Key priorities to complete by 2017 include:

1. Reopen/ improve the trail between El Capitan and Refugio State Beaches
2. Construct 2.5-mile Gaviota State Park/ Gaviota Marine Terminal (GMT) bluff top trail
3. Acquire trail easements on Paradiso del Mare, and Santa Barbara and Las Varas Ranches
4. Complete the Gaviota Coast Transportation Corridor Improvement Plan
5. Complete detailed plans for the Bacara to El Capitan Coastal Trail and access trails
6. Acquire funding to support all planned improvements
7. Improve Arroyo Hondo access. Acquire GMT and begin use and improvement plan

5.2 Gaviota Coastal Trail and Access Projects 2014-2017

The following five major projects are recommended to be the focus of Gaviota Coastal Trail construction during the four-year period between 2014 and 2017. These projects have been selected based on their readiness to proceed to construction, detailed planning, or the need to address long-term planning issues. However, flexibility is imperative and this list may be adjusted based on evolving circumstances (i.e., trail dedication by pending development).

Construction Projects: Priority projects ready for construction from 2014-2017 include:

1. **El Capitan to Refugio Trail Repair/ Upgrade:** This project would involve major repair of the 580-foot long trail segment damaged by coastal erosion, and the repaving and repair of the existing 3.5 mile long paved deteriorated multiple use trail that runs along the bluff top through El Capitan State Beach and Refugio State Beach. This trail is under public ownership, receives heavy existing use, and can maximize public access to and along a scenic reach of coast. Repair of damaged trail segments presents an engineering challenge due to ongoing erosion and undercutting of the existing trail. Possible repair techniques could include use of cantilevered grade beams to support undercut portions of the trail and installation of 580 feet of rock revetment along the base of the coastal bluff to protect the trail and the UPRR from coastal erosion. Such revetments are discouraged by Coastal Act and County LCP policy, but are permitted where impacts are minimized and other feasible solutions are lacking. In this case, absent landward relocation of the UPRR, use of coastal protection structures appears to be required if the Coastal Trail, a State-mandated facility, is to be reopened at this location. The trails community will need to work with State Parks, UPRR, the County, Coastal Commission and Coastal Conservancy to proceed.
2. **Gaviota State Park Bluff Top Trail:** State Parks previously proposed construction of more than 2.5 miles of parallel paved multiple use and soft surface trails across the scenic coastal bluff tops of Gaviota State Park and the Gaviota Marine Terminal (GMT), as well as a trailhead parking area in Gaviota Creek Canyon. Preliminary engineering



Repair of the 580 feet of damaged El Capitan to Refugio coastal trail would restore and enhance public access to this highly scenic coastline. The UPRR (right) prevents trail landward relocation.

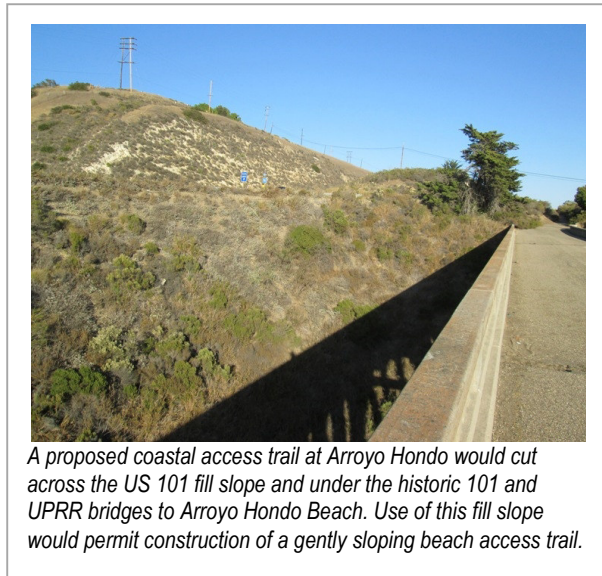


The 300-800 foot wide scenic bluff tops of Gaviota State Park have been planned by State Parks for development of a 2.5-mile Gaviota Coastal Trail segment to extend through the GMT to near Canada San Onofre.

design plans (6/30/2004) and a draft Mitigated Negative Declaration (7/2007) have been completed by the State (refer to www.sbtrails.org > see Reports Folder). This is the most shovel-ready new segment of the Gaviota Coastal Trail and could be combined with acquisition and development of improved coastal access at the proposed Mariposa Reina (i.e., GMT) coastal access point. An offer to dedicate the Coastal Trail through the GMT would need to be accepted and/ or to purchase of all or portions of this 44-acre property for public use.¹ To complete this trail, the draft MND would need to be updated and approved, final design would need to be completed, permits obtained from the County, and a funding package assembled. The trails community will need to work with State Parks, the County, Coastal Commission and Coastal Conservancy to proceed.

3. Arroyo Hondo Coastal Access Improvements:

This scenic overlook and roadside parking area has been planned as a coastal access point for over 30 years and is recognized in both the County’s 1982 LCP and the 2013 draft Gaviota Coast Plan. Coastal access improvements here would require construction of a coastal access trail from the existing parking area along the US 101 fill slope to the bottom of Arroyo Hondo Canyon and along an existing informal trail to the beach. Alternatively, the trail could follow the steep existing UPRR stairway down to the Canyon bottom; however, this would



A proposed coastal access trail at Arroyo Hondo would cut across the US 101 fill slope and under the historic 101 and UPRR bridges to Arroyo Hondo Beach. Use of this fill slope would permit construction of a gently sloping beach access trail.

require negotiations with UPRR, safety improvements, such as handrails, and may limit accessibility. In addition, this location should be improved with signage and an information kiosk that details the Gaviota Coast’s recreational opportunities, natural and cultural resources and history. No trespassing and sensitive habitat signs would also need to be posted at Arroyo Hondo Creek and the US 101 creek tunnel.

Planning Projects: Several key planning projects that should be pursued during the 2013-2017 period to further improvements in the Trail Framework include:

4. Paradiso del Maré, Santa Barbara and Las Varas Ranch Trails Easements: Acquisition of easements for the nearshore alignment of the Gaviota Coastal Trail, planned coastal access parking, and beach access trails as part of proposed development of these properties is a key component of the proposed Trail Framework. Acquisition of easements for the Gaviota Coastal Trail from the pending development proposals in the eastern Gaviota Coast area would provide over 4-miles of nearshore trail easement as well as three proposed coastal access parking lots and vertical access trails. The County,

¹ The Trust for Public Land is actively pursuing funding for acquisition of this property. Abandonment of historic oil facilities is ongoing and will likely be completed within the 2014-2107 planning horizon.

Coastal Commission and community will need to work to ensure that development of these properties includes appropriate easements. The Paradiso del Mare project includes offers to dedicate easements for a 1.1-mile-long nearshore Coastal Trail, a parking area and a vertical access easement to the Coastal Trail. The approved 2008 Santa Barbara Ranch development does not provide desirable Coastal Trail or beach access trail easements. Negotiations to resolve litigation or final action by the County and Coastal Commission will be needed to require easements for a nearshore Coastal Trail and vertical access trail to the beach as a condition of approval. The proposed 2011 Las Varas Ranch development does not provide desirable Coastal Trail easements or long-planned coastal access at Edwards Point. County and Coastal Commission permits for the project will need to require easements for a nearshore Coastal Trail and access at Edwards Point as a condition of approval. As part of the 2013 Gaviota Coast Plan, the County and Coastal Commission will also need to adopt tools to acquire the 108 acres at Edwards Point as planned by the 1982 LCP.

5. **Bacara Resort to El Capitan Trail Planning and Funding:** As easements are acquired from pending development projects along this reach of coastline, engineering plans should be completed for longer sections of trail (e.g., Paradiso del Mare) to facilitate opening each segment to the public as soon as feasible. This will require assembling funds for planning, permitting, environmental review, and construction, and addressing complex issues, such as crossing the UPRR. Planning should also occur for easement acquisition across 8501 Hollister, acquisition of Dos Pueblos Canyon Creek Mouth as a day use public park, and for trails easements across the Scott Property.
6. **Gaviota Coast Transportation Corridor Plan:** This plan involves multiple stakeholders, potential for major long range capital improvements, and will require several years to complete. A draft should be completed during this period to clarify Coastal Trail and access design issues for upcoming projects, especially for the western Gaviota Coastal Trail segment.
7. **Gaviota Marine Terminal Acquisition:** Acquisition of all or portions of this property should proceed during this period. Public planning should also begin for the ultimate uses of this site, including coastal access improvements recommended in the Trail Framework, potential for priority coastal visitor-serving uses (e.g., campground, cottages, yurts), habitat restoration and possible relocation of the US 101 rest stop currently at Gaviota Pass tunnel to this location.

5.3 Short Term Implementation Timeline Goals: 2013 to 2017

Key Gaviota Coastal Trail and access improvements identified in the Trail Framework will be determined in the 4 years from 2013-2017. County and Coastal Commission action is likely on the draft 2013 Gaviota Coast Plan and on major pending developments along the proposed Gaviota Coastal Trail. The trails community will also request initiation of a Transportation Corridor Plan and detailed planning for key Gaviota Coastal Trail and access improvements. The timeline is goal oriented and reflects current project status.



5.4 Long Term Implementation Timeline Goals 2018-2030

The following plan for Gaviota Coastal Trail and access improvement projects is recommended during the 12-year period from 2018 to 2030. Because of the long term nature of these forecasts and the many factors affecting project timing and design, this timeline is very conceptual and is intended to help guide long term planning. Flexibility is imperative,

and this list of projects and schedule will need to be adjusted based on evolving circumstances (e.g., trail easement or open space acquisition, UPRR realignment, etc.).



5.5 Construction Cost

This *Gaviota Coastal Trail and Access Study* is intended to aid and spur more detailed planning for completion of more than 20 miles of the California Coastal Trail and associated coastal access improvements. This study is not an engineering analysis of trail design and construction costs. However, the County’s unpublished Gaviota Coastal Trail Route Concept Report (Condor Environmental 2004) did provide cost estimates for large segments of the Gaviota Coastal Trail, (refer to www.sbtrails.org – Reports Folder). However, these estimates are not directly applicable to those identified in this Trail Framework since recommended improvements vary. For example, the 2004 report includes costs for a paved bike path from Bacara Resort to El Capitan and did not address the cost of coastal access improvements, including UPRR crossings or repair of closed Coastal Trail segments as addressed in the Trail Framework. This previous study projected a cost in 2004 dollars of \$16.4 million to construct the Bacara Resort to El Capitan bluff-top trail and the Refugio to San Onofre Beach road shoulder trail. Although not directly applicable to Trail Framework proposed improvements, this indicates that tens of millions of dollars will be required to complete proposed improvements over the next 20 years.

5.6 Funding Sources

Funding the improvements proposed in the Trails Framework will be a major challenge for the community, and local and state agencies. While a wide range of local state and federal funding sources would be available to help fund proposed improvements, the cost and scale

of such improvements will require drawing upon a range of funding sources. State and federal grant programs can provide large grants to aid in trail construction, but often require the provision of matching funds. Each grant program also has individual requirements that trail projects must be tailored to meet. Funding for proposed Trail Framework projects would need to come from a range of sources. Key funding sources are briefly described below:

- **Federal Funding:** Federal funding sources for recreational trails include the Transportation Equity Act (TEA-21), the Recreational Trails Program, Transportation Alternatives Program and the Land and Water Conservation Fund. Additional partnerships may be available through the National Park Service for the completion of the Juan Bautista de Anza National Historic Trail.
- **State Coastal Conservancy:** The Coastal Conservancy draws upon bonds passed by State voters as a key funding source. While voters have repeatedly approved park and open space bonds, such funding is cyclical. Funding the Coastal Trail and coastal access improvements are high priorities for this agency.
- **State Funding Programs:** Key state programs include the Transportation Improvement Program, California Trails and Greenways Program, State Highways Operations and Protection Program, State Recreational Trails Fund, Environmental Enhancement and Mitigation Fund and the Bicycle Transportation Account.
- **County Sources:** County funding sources that are currently available for trail construction include the Coastal Resource Enhancement Fund (CREF) Program and Parks and Recreation Development Impact Fees fund accounts.
- **Private Foundation Grants:** The American Hiking Society, Conservation Alliance, REI and other business and local foundations are potential sources of private funding.

Gaviota Coastal Trail and Access Improvements- Funding Strategies

- Develop secure local funding sources; Allocate a percentage of Gaviota Coast lodging transient occupancy tax revenues to Coastal Trail and access improvements
- Partner with State Coastal Conservancy to develop funding packages for improvements that draw from multiple sources
- Amend Regional Transportation Improvements Plan to identify specific trail improvements and costs
- Lobby state and federal governments for trail acquisition and construction funding earmarks
- Program trail and access improvements into County Capital Improvement Plan
- Amend County Long Range Planning Five Year Work Program to address Gaviota Coastal Trail and Access improvements
- Establish working group of community organizations, State Parks and County staff to review and pursue funding opportunities for individual trail projects
- County's Gaviota Coast Plan should address trail funding mechanisms and actions
- Establish partnerships with local businesses/ foundations to support trail development and maintenance.
- Condition potential future development to not only grant easements but also construct the trail segment per required trail development standards formulated in concert with local and state agencies, and community organizations.

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7.0 List of Preparers

Project Manager / Lead Author

Ben Botkin – Environmental Planner: Mr. Botkin has over five years of professional experience, including recreational trails planning and environmental analysis along the Santa Clara River and in the Gaviota region of Los Padres National Forest. His experience also includes the Baron Ranch Trail extension on the Gaviota Coast, the California Coastal Trail on Ellwood Mesa in the City of Goleta, and the Franklin Trail in Carpinteria. He serves on the Trails Council Board of Directors.

Senior Review: These reviewers provided editing and technical peer review services.

Dan Gira – Environmental and Community Planner: Mr. Gira is a professional planner with 29 years of experience and has directed preparation of trails plans for over 100 miles of trails in the communities of Summerland, Toro Canyon, Goleta and Orcutt for Santa Barbara County as well as for the Ellwood – Devereux Coastal Open Space in City of Goleta and UCSB. Mr. Gira is the Vice President of the Trails Council.

George Amoon – Transportation and Trail Planner: Mr. Amoon is a professional planner with 18 years of experience, including over 10 years with Santa Barbara County Long Range Planning Division leading grant acquisition and trail planning efforts (e.g., 2004 Gaviota Coastal Trail Study) and 5 years with the City of Goleta as the project manager in the Public Works Department. He serves on the Trails Council Board of Directors.

Allyson Biskner – Parks and Trail Planner: Ms. Biskner is a recreation and trail planner with almost 20 years of experience, including leading trail planning efforts for the City of Santa Barbara and recreational planning services for the City of Carpinteria. She currently serves in the Trails Council Board of Directors.

Otis Calef – Trails Council President: Mr. Calef has 30 years of trail maintenance and construction experience. He has packed mule strings to supply Forest Service trail crews and assisted in construction of the Midland School trails system, Franklin Trail, Baron Ranch Trail and Jesusita Trail. He has performed maintenance on numerous trails throughout Santa Barbara County. Mr. Calef is the President of the Trails Council.

Kerry Kellogg – Trail and Recreation Specialist: Mr. Kellogg served as the Recreation Trail Manager for the Santa Barbara Ranger District of Los Padres National Forest and has over 30 years of recreational trail construction and maintenance experience. He serves on the Trails Council Board of Directors.

Additional Services

Mark Wilkinson – Trails Council Executive Director: Mr. Wilkinson provided assistance with public outreach, Trail Study design and Trails Study budget management and administration.

Deirdre Stites – Maps and Graphics: Ms. Stites prepared all Trails Study maps and graphics.

Janice Depew – Word Processing: Ms. Depew prepared final formatting and design, and assisted in document production.

Ray Ford – Photo Simulations and Trail Routing: Mr. Ford prepared all photo simulations and provided initial routes for segments of the Gaviota Coastal Trail.

Interns

Natalie Croak & Brett Simons – Ms. Croak and Mr. Simons assisted in over 10 days of field surveys along the Gaviota Coast, including both trail alignment and recreational use surveys. They prepared detailed field notes and trail mapping of Gaviota coastal access locations and authored drafts of existing access descriptions. They were also responsible for substantial public outreach, including presentations, tabling at UCSB and SBCC campuses, and contacting organizations and agencies.

We are grateful for funding provided by
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