

Gaviota Coast Plan - GavPAC Policy Review - Trails

GavPAC Recommended Issue Areas

Inland and Coastal Zone Revisions for GavPAC Consideration

Issues and Considerations

I. INLAND & INTERCONNECTING TRAILS

GOLETA TO LAS FLORES CANYON

Added Trail Alignments

- 1) From Naples through Dos Pueblos Ranch passing Condor Point through to the ridgetop - lateral connector extending to east to connect with Farren Road
- 2) Bill Wallace trail
- 3) Lateral connecting alignment between Bill Wallace trail through Forest Service lands to Las Varas Canyon PRT alignment
- 4) Lower link to Bill Wallace trail along State Parks road from Calle Real
- 5) New mid-link connecting Bill Wallace trail along State Parks road

5) El Capitan Canyon Campground and State Parks to determine precise location of trail alignment on public lands

Removed Trail Alignments

- 1) Farren Road connector PRT alignment to ridgetop, with the exception of short alignment to connect with new proposed connector
- 2) Lower portion of Las Varas Canyon PRT trail below connection point with proposed connector on Forest Service land

LAS FLORES CANYON TO SAN ONOFRE

Added Trail Alignments

- 1) Baron Ranch loop trail
- 2) Upper Baron Ranch alignment to ridgeline
- 3) Arroyo Hondo Preserve trail alignments

3) Access managed by Land Trust for Santa Barbara County

Gaviota Coast Plan - GavPAC Policy Review - Trails

GavPAC Recommended Issue Areas	Inland and Coastal Zone Revisions for GavPAC Consideration	Issues and Considerations
Removed Trail Alignments	1) Arroyo Hondo canyon alignment	
Other Recommendations	1) Consider Las Flores Canyon for recreational opportunities once the energy facility is decommissioned	
SAN ONOFRE TO GAVIOTA STATE PARK		
Added Trail Alignments	1) Exploratory route from county fire station road to Brinkman jeepway 2) Brinkman jeepway from Gaviota State Park trail to San Onofre Canyon 3) Gaviota State Parks trails	
Removed Trail Alignments	1) Gaviota Creek alignment	
Other Recommendations	1) Research practicality of existing PRT proposed alignment from Brinkman to Nojoqui Falls	

II. COASTAL TRAILS & ACCESS

GOLETA TO EL CAPITAN STATE BEACH

<p>Added Trail Alignments/ Vertical Access Points/ Trailheads & Parking</p>	<ol style="list-style-type: none"> 1) Trailhead with 8-10 space parking lot at Bacara boundary 2) Primary alignment from boundary with Bacara and Santa Barbara Ranch south of the railroad 3) Vertical access point on Gaviota Holdings property (driftwood) 4) One additional vertical beach access between Tomate Canyon and Santa Barbara Ranch 5) Trailhead with 30 space parking lot at Santa Barbara Ranch (part of a pproved development) 6) Vertical alignment short of coastline (part of approved development access to viewpoint) 7) Primary alignment near bluff across Santa Barbara Ranch 8) Secondary alignment south of Highway 101 through Santa Barbara Ranch to midway through Las Varas Ranch with tunnel undercrossing of Highway 101 to north side 9) Primary alignment paralleling Highway 101 on the north side from Santa Barbara Ranch connecting to the existing bikepath through to El Capitan State Beach 10) Trailhead in vicinity of north side alignment and proposed inland trail alignment through Dos Pueblos Ranch 11) Vertical alignment to beach on Las Varas Creek 	<ol style="list-style-type: none"> 2) Alternate route depicted on Makar property dependent on final building envelope location for Paradiso Del Mare residential development - alternate routes depicted between Paradiso Del Mare and Santa Barbara Ranch dependent on location or preferred access, building envelopes on Paradiso Del Mare, and railroad crossing location on Paradiso Del Mare 4) Consider additional information concerning optimal location of vertical access and various site constraints 8) Work with the landowner and CalTrans to facilitate potential future public trail access and/or improvements to existing tunnel - trail access shall be compatible with agricultural operations
<p>Other Recommendations</p>	<ol style="list-style-type: none"> 1) Potential overlay on Dos Pueblos Ranch south of Highway 101 <p>Develop tools and incentives (i.e. clustering, internal TDR, development agreements, etc.) to balance potential development rights with important coastal land use issues</p> <p>Potential Public Objectives:</p>	

	<ul style="list-style-type: none"> • Maintain and Preserve Agricultural Production • Opportunities for Coastal Trail and Beach Access • South of the RR • Public and/or Private Low Intensity Recreation • Protection of Important Coastal Visual, Biological, Archaeological, and Historic Resources 	
EL CAPITAN STATE BEACH TO REFUGIO STATE BEACH		
Added Trail Alignments/ Vertical Access Points/ Trailheads & Parking	<ol style="list-style-type: none"> 1) Primary alignment along Calle Real to the Refugio interchange 2) Brinkman jeepway from Gaviota State Park trail to San Onofre Canyon 3) Gaviota State Parks trails 	<ol style="list-style-type: none"> 1) County to work with El Capitan Canyon Campground, CalTrans, & State Parks to address safety concerns regarding cyclist and pedestrian use of the El Capitan undercrossing
Other Recommendations	<ol style="list-style-type: none"> 1) Consider and work with El Capitan Canyon Campground and State Parks to improve/formalize a trailhead with parking lot for the Bill Wallace trail 2) Adopt policy to address the following issues of the El Capitan to Refugio bike path: <ul style="list-style-type: none"> • Prepare feasibility study for locating/repairing bluff top trail and alternatives • A restored trail connection should be constructed once UPRR reconstructs or relocates the railroad bed in this area 3) Recommend Las Flores Canyon for recreational opportunities when existing energy facility is de-commissioned 4) Consider long term potential for realignment of the railroad east of Refugio State Beach to allow for more public access while ensuring viability of railroad bed in the future 5) Work with State Parks, CalTrans and Public Works to establish viable parking options for recreational uses in the Refugio interchange area - address safety concerns and consider installing directional signage for 	

	trailhead	
REFUGIO STATE BEACH TO TAJIGUAS LANDFILL		
Added Trail Alignments/ Vertical Access Points/ Trailheads & Parking	<ol style="list-style-type: none"> 1) Alternative blufftop alignment south of the railroad from Refugio State Beach to Tajiguas 2) Alternative alignment between Highway 101 and railroad from Refugio State Beach to Arroyo Quemada 	1) Footpath only
Other Recommendations	<ol style="list-style-type: none"> 1) Adopt policy to address the following issues within the area between the coast and the northern extent of Caltrans ROW from Refugio State Beach to Gaviota State Park: <ul style="list-style-type: none"> • Identify opportunities to locate vertical access routes from 101 • Prioritize the location of bluff trails first, then loop trails • Locate multi-use trails and bicycle routes separated from the roadway along either side of 101 with priority for routes along south side of 101 • Prepare feasibility study for locating/repairing blufftop trails & alternatives • Future trail/bicycle lane improvements by Caltrans along 101 should not eliminate or preclude development of any formal, planned or existing informal vertical access sites along the coast • Beach access, trails, and bicycle routes shall be included and existing access protected and enhanced during Caltrans', Union Pacific's, & State Parks' planning to reconfigure or relocate their facilities in the plan area 2) Explore opportunities with landowners south of the railroad between public lands for acquisition of future public access 	

TAJIGUAS LANDFILL TO SAN ONOFRE CANYON

Added Trail Alignments/ Vertical Access Points/ Trailheads & Parking

- 1) Proposed Coastal Trail Route along the high mean tide line across the entire mapped extent
- 2) Proposed alternative alignment between the railway and Highway 101 corridor
- 3) Add existing trails at Arroyo Hondo Preserve to the PRT map

Removed Trail Alignments

- 1) Recommend removal of proposed Arroyo Hondo Creek trail alignment from existing PRT map
- 2) Recommend removal of existing PRT map line for a proposed trail and beach access at Canada San Onofre Creek (shown on two maps)

Other Recommendations

- 1) Adopt policy to address the following issues within the area between the coast and the northern extent of Caltrans ROW from Refugio State Beach to Gaviota State Park:
 - Identify opportunities to locate vertical access routes from 101
 - Prioritize the location of bluff trails first, then loop trails
 - Locate multi-use trails and bicycle routes separated from the roadway along either side of 101 with priority for routes along south side of 101
 - Prepare feasibility study for locating/repairing blufftop trails & alternatives
 - Future trail/bicycle lane improvements by Caltrans along 101 should not eliminate or preclude development of any formal, planned or existing informal vertical access sites along the coast
 - Beach access, trails, and bicycle routes shall be included and existing access protected and enhanced during Caltrans', Union Pacific's, & State Parks' planning to reconfigure or relocate their facilities in the plan area
- 2) Keep existing proposed coast plan beach access
- 3) Keep existing County designated bikeway along Highway 101
- 4) Parcel line along Arroyo Hondo Preserve is likely erroneously mapped and

should be located west of the existing trail

SAN ONOFRE CANYON TO GAVIOTA STATE PARK

Added Trail Alignments/ Vertical Access Points/ Trailheads & Parking

- 1) From the east to west: Add alternative route between Highway 101 and rail corridor entering map from the east and terminating at the existing San Onofre PRT map line
- 2) Recommend adding a primary trail route south of Highway 101 on State of California land from San Onofre on the east, across the north side of the tank farm intersecting proposed beach access at the Gaviota Terminal Company site and proceeding west to a trailhead and parking area at Gaviota State Park
- 3) Recommend new vertical beach access and trailhead parking lot accessed from the Highway 101 and Mariposa Reina interchange and north along the fire station roadway
- 4) Recommend an alternative trail route along the south side of the tank farm at the Gaviota Terminal Company site, along the rail way, then existing roads to the proposed vertical beach access off Mariposa Reina
- 5) Recommend adding an exploratory trail route to the PRT map that runs from the county fire station road to Brinkman jeepway and Squat Camp and includes a potential loop segment
- 6) Recommend new PRT line running west along an existing road from the county fire station road and connecting with the existing trail at the Gaviota Village site
- 7) Recommend an exploratory route to the PRT map starting at the Gaviota Village site running north to the Brinkman jeepway
- 8) Existing trail starting at Gaviota Village that runs west along 101 then ascends Gaviota Peak will be added to the PRT map
- 9) Add existing trail from the existing parking area and trailhead at Gaviota State Park to the PRT map
- 10) Proposed Coastal Trail Route along the mean high tide line across the entire mapped extent

- 1) This route avoids areas along the highly erosive coastal bluff - the alignment south of Highway 101 also avoids steep slopes to the north
- 2) This alignment follows a route previously studied by State Parks and for which potential resource impacts have been identified - this alignment takes advantage of existing county easements on the Gaviota Terminal Company site
- 3) New beach access and trailhead parking area takes advantage of interchange and existing County easement

Removed Trail Alignments	<ol style="list-style-type: none"> 1) Recommend removal of existing PRT map line for a proposed trail and beach access at Canada San Onofre Creek 2) Recommend removal of existing PRT map line at the westernmost end of Gaviota State Park 	<ol style="list-style-type: none"> 1) Line removal predicated on lack of public land north of Highway 101 and issues raised
Other Recommendations	<ol style="list-style-type: none"> 1) Adopt policy to address the following issues within the area between the coast and the northern extent of Caltrans ROW from Refugio State Beach to Gaviota State Park: <ul style="list-style-type: none"> • Identify opportunities to locate vertical access routes from 101 • Prioritize the location of bluff trails first, then loop trails • Locate multi-use trails and bicycle routes separated from the roadway along either side of 101 with priority for routes along south side of 101 • Prepare feasibility study for locating/repairing blufftop trails & alternatives • Future trail/bicycle lane improvements by Caltrans along 101 should not eliminate or preclude development of any formal, planned or existing informal vertical access sites along the coast • Beach access, trails, and bicycle routes shall be included and existing access protected and enhanced during Caltrans', Union Pacific's, & State Parks' planning to reconfigure or relocate their facilities in the plan area 2) Keep existing proposed coast plan beach access 3) Keep existing County designated bikeway along Highway 101 	

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