

# FINAL GOLETA TRAILS IMPLEMENTATION STUDY



COUNTY OF SANTA BARBARA  
PLANNING & DEVELOPMENT - COMPREHENSIVE PLANNING DIVISION  
DECEMBER 1995

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**Adopted by the Board of Supervisors  
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## ACKNOWLEDGMENTS

### **Goleta Trails Working Group**

Jim Blakeley	Justin Bosio
Bob Burgess	Gary Cavaletto
Ken Doty	Fred Duerner
Laurie Eusey	Claude Garciacelay
Mark Garza	Eric Jackal
Kerry Kellog	Jim Mills
Linda Moonstumpf	Vivian Obern
Ralph Philbrick	Brian Trautwein
Lisa Steinberg	David Van Horne

Document Graphics by Mark Bright, Kirsten Zecher, Brett Buyan

### **Santa Barbara County Board of Supervisors**

Naomi Schwartz	Jeanne Graffy	William Wallace
Timothy J. Staffel	Tom Urbanske	

### **Santa Barbara County Planning Commission**

Richard Quandt	Kathryn L. Relis	Kimberly Schizas
Anne Lynch	Camillo Wilde	

### **Santa Barbara County Planning and Development Department**

John Patton, Director  
Mary Ann Scott, Comprehensive Planning Deputy Director  
Dan Gira, Comprehensive Planning, Supervising Planner  
David Lackie, Comprehensive Planning Project Manager  
John Cuykendall, Comprehensive Planning, Planning Associate

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# GOLETA TRAILS IMPLEMENTATION STUDY

## I. INTRODUCTION

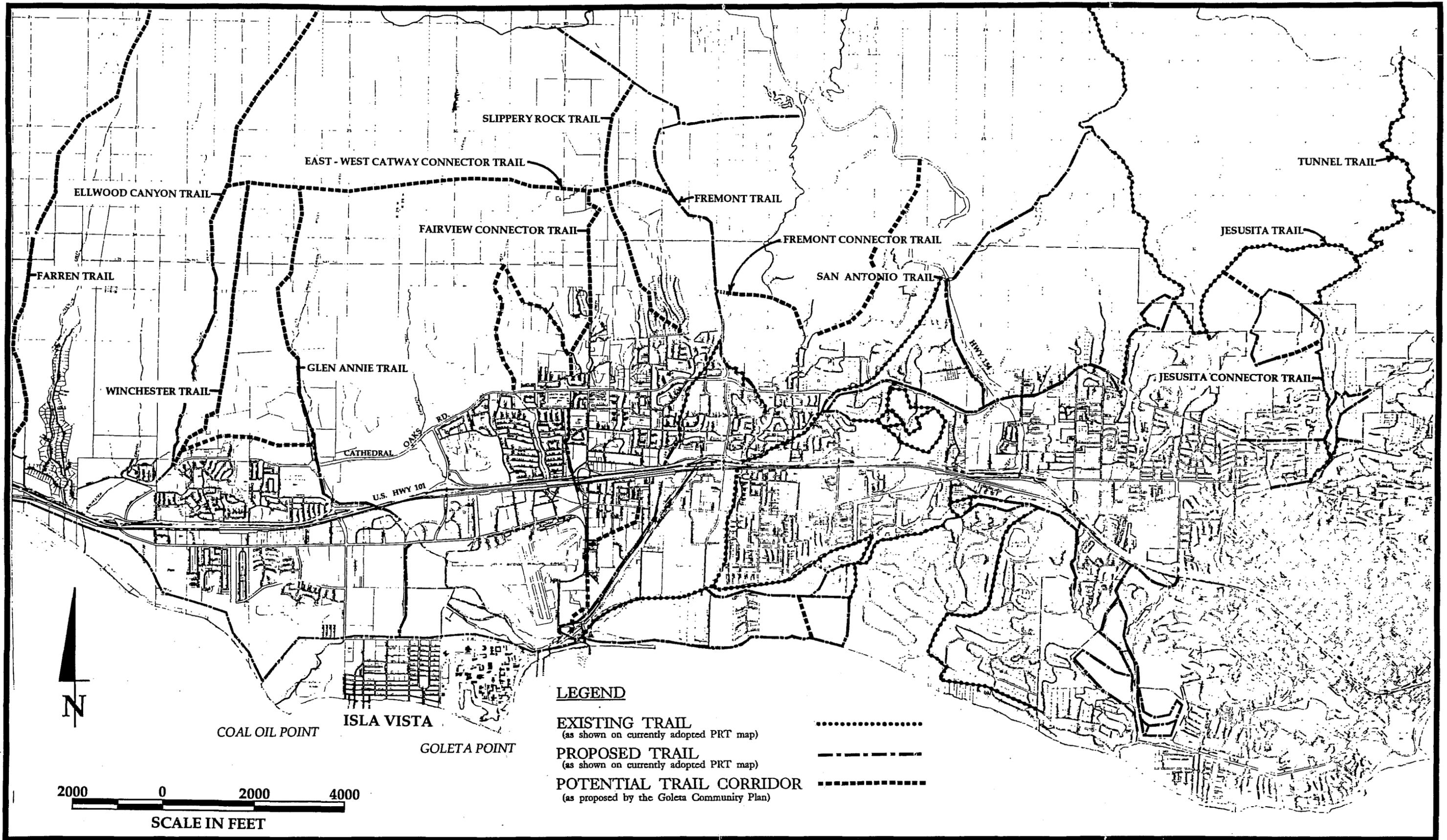
As part of the Goleta Community Plan update, the County Park Department, the County Riding and Hiking Trail Advisory Committee (CRAHTAC) and the 14-member Goleta Planning Advisory Committee (GPAC) proposed updating the Parks, Recreation, and Trails map (PRT-3) for Goleta with several additional potential trails (**Figure 1**). In August of 1993, the Board of Supervisors reviewed this information and deferred approval of the updated PRT map; concluding that more in-depth analysis be provided in selecting appropriate trail locations. The Board of Supervisors was particularly concerned that the proposed trail program not conflict with agricultural production in the foothills or with the County's adopted Agricultural Element. As a result, the Board directed Planning and Development (P&D) to "establish a working group of interested parties to develop a comprehensive trails component to the Goleta Community Plan."

This study was produced by the Planning and Development Department with input on trail location and siting criteria from a diverse working group of citizens, consisting of both trail advocates and those concerned over trails' impacts on agriculture and the environment. The study is intended to provide background information on the rationale behind the trail system recommended on the PRT-3 map in Goleta, and to provide guidance on how to implement this system.

The study is not intended to be a comprehensive review of each trail and its associated environmental, legal, and policy issues. Rather, the study provides a clearly defined trail network with substantial background information on trail siting and design, liability and funding issues, along with a general set of guidelines for how the network should be eventually implemented. Depending upon individual circumstances, some trails may be easily implemented through the discretionary review process with little need for mitigation, while others may require complex negotiations with property owners and more detailed review.

### BACKGROUND

Historically, much of the privately owned foothill areas between the community of Goleta and the Los Padres National Forest (LPNF) was only lightly farmed or ranched. This relatively low level of agricultural development and the lower population levels of Goleta at the time tended to minimize the conflicts between informal public use of trails to access the LPNF. However, over the last 25 years as the foothills have been more intensively developed for agriculture, and as the urban area has grown and encroached upon the foothills, the compatibility of continued informal and unregulated access with high value agricultural operations has diminished. Over this period, a number of formal and informal trails throughout the foothills (such as the Arroyo Burro, San Antonio Creek, and Fremont trails) have been closed or limited in order to protect high value agricultural operations. **As a result, currently there are no public trails to access**



Santa Barbara County Comprehensive Plan (PRT-3) Parks, Recreation and Trails  
Goleta, Santa Barbara Area

Figure 1

**the Los Padres National Forest front country for the entire 28 miles reaching from east of Hwy 154 to Gaviota.**

The Goleta Planning Area contains approximately 23,532 acres of rural lands (i.e., outside the urban boundary). Of these lands, approximately 4,000 acres are under active cultivation, with scattered grazing operations (Source: 91-EIR-13). Active crop production is primarily in avocados, although scattered groves of lemons, specialty tree crops and field/row crops are also in production. In their review of the Goleta Community Plan, the Board of Supervisors determined that much of this rural area and most of the productive agriculture should be promoted, protected, and maintained in agricultural production for the 10-15 year life of the plan.

Active production is scattered throughout the foothills, with major concentrations occurring in the Tecolote, Glen Annie and San Jose Creek watersheds. The size of parcels and agricultural operations is typically a minimum of 40 to 100 acres in size, with many larger ranches in areas more removed from the urban boundary. **Figure 2** depicts a map of productive agricultural land and watershed basins in Goleta. While this map represents agricultural production conditions in approximately 1992, conditions in 1995 are more or less the same.

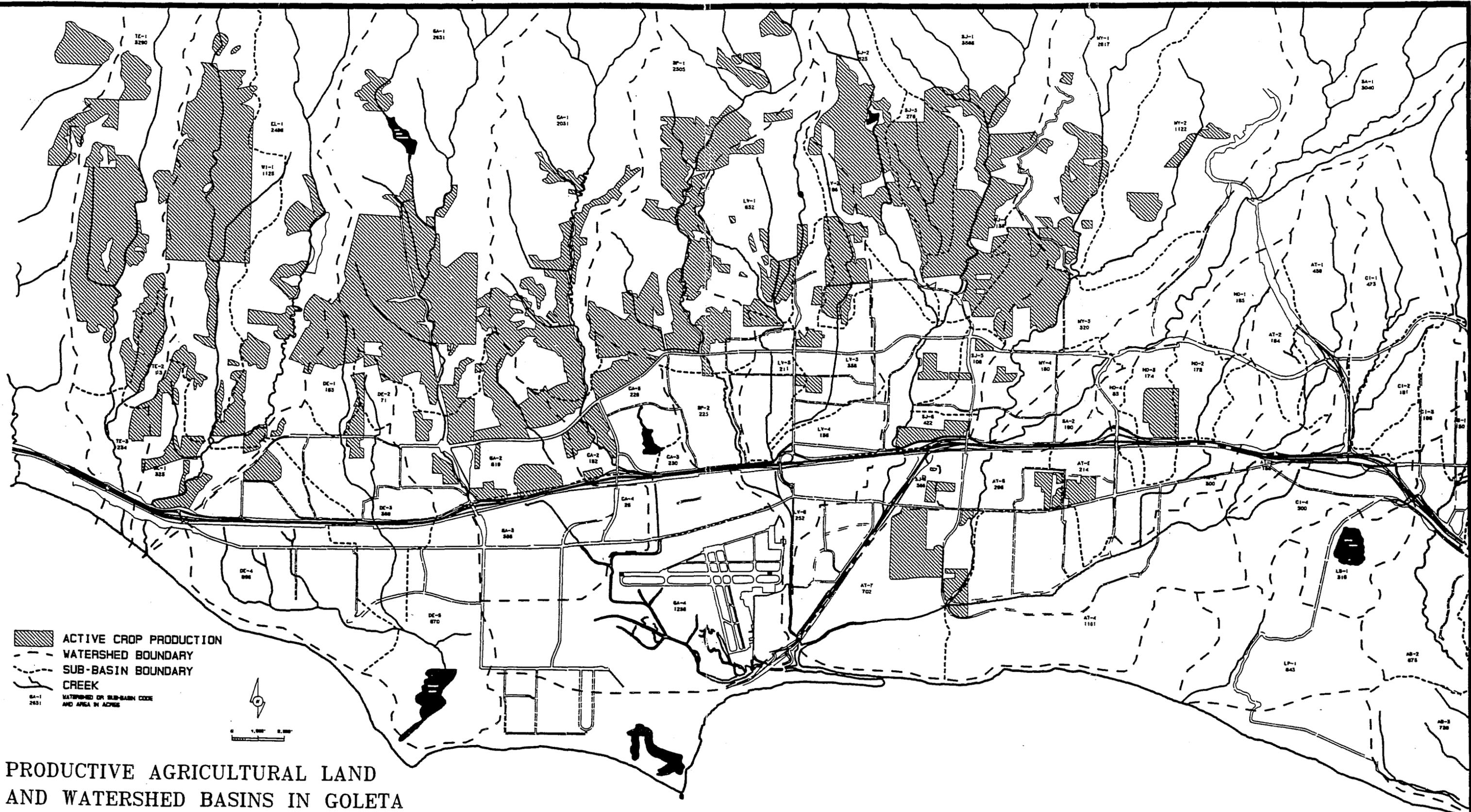
## **II. POLICY DISCUSSION**

Most of the existing dedicated public trails within the County are on government lands within the Los Padres National Forest. On the South Coast, there are only seven (7) continuous trails that are officially open which currently provide access to the National Forest. These are the Romero Canyon, Cold Springs, San Ysidro, Rattlesnake, Jesusita, Tunnel, and the Gaviota Trails. There is a distance of approximately 28 miles between the Jesusita Trail and the Gaviota Trail which leaves a substantial gap in public access to the "front country" of the LPNF from the highly urbanized areas of the south coast. Currently, the Goleta Planning Area, with over 80,000 residents, does not possess a single public trail offering access from the foothills into the front country of the Los Padres National Forest. The Goleta Community Plan identifies this deficit and proposes specific actions to begin addressing the problem.

This study attempts to bring together, and balance, competing goals and policies of the Land Use Element, Goleta Community Plan, and Agricultural Element to facilitate an organized and efficient process for gradually expanding the Goleta Valley Trail Network.

**Policy #4 of the Parks & Recreation section of the Land Use Element states:**

"Opportunities for hiking and equestrian trails should be preserved, improved, and expanded wherever compatible with surrounding land uses."



**PRODUCTIVE AGRICULTURAL LAND  
 AND WATERSHED BASINS IN GOLETA**

Figure 2

Additionally, policies and programs adopted by the Board of Supervisors, as part of the Goleta Community Plan, reflect the need to provide a long-term trail network which facilitates increased public access to the foothills and Los Padres National Forest, while also expanding the urban trail network emphasizing linkages between residential and commercial areas as well as employment centers.

However, in the case of the rural trail system, the goals and policies of the Land Use Element and Goleta Community Plan for expanding trail opportunities are balanced against the County's strong emphasis on the protection of agricultural production in the foothills.

In order to achieve this balance, while avoiding potential agricultural conflicts, potential rural trail corridors selected as being the most feasible, for both long-term and short-term implementation, were trail routes which avoided, to the greatest extent feasible, existing agricultural operations (i.e., Farren Trail, Fremont/Slippery Rock Trail). In addition, trails identified in the Agricultural Element as "Historic" (i.e. Fremont/Slippery Rock Trail, San Antonio Creek Trail), were selected as feasible trail corridors since they are not subject to the Agricultural Element restrictions on when a trail easement can be required on agriculturally zoned land (San Antonio Trail north of Highway 154 is outside of the Goleta Planning Area, however, it does meet the "Historic" trail criteria above).

**Note: The "historic" Fremont Trail identified on the existing PRT-3 map was re-aligned to the Slippery Rock Trail to avoid agricultural impacts, and to be more consistent with the historic old stage route. County Counsel is in agreement with staff that the "historic" designation per the Agricultural Element would apply to the re-aligned Slippery Rock Trail and would be referred to in the future as the Fremont/Slippery Rock Trail.**

While **Policy I.A of the Agricultural Element** restricts the primary mechanism that the County has historically used to acquire trail easements (i.e., dedication by permit condition) on agriculturally zoned land, it does not preclude the acquisition of trail easements through purchase, land exchange, voluntary easements, or the use of exactions on "historic" trails.

Relevant Goleta Community Plan policies and implementing strategies, Land Use Element Policies, and Agricultural Element Policies with direct bearing upon potential trails in Goleta are included in Appendix A. Additionally, Appendix F lists new trail policies adopted by the Board of Supervisors as part of this study.

### **III. LIABILITY ISSUES**

The owners of underlying property and the County are each immune from liability for any negligent act resulting in a recreational trail-related injury. These immunities are embodied in Civil Code section 846 (known as the Recreational Use Statute) and Government Code sections 831.2, 831.4 and 831.7. The Recreational Use Statute was first enacted in 1963 in response to a growing tendency among private landowners to prohibit public access to their property for recreational purposes. The scope of the immunity conferred on property owners by statute has

been expanded by subsequent amendments and court decisions to include, for example, injuries occurring when trail users trespass on private property adjacent to the trail.

Despite this statutory immunity, property owners have expressed strong concerns regarding any potential liability arising from trail-related injury, and have urged that the County should indemnify them from such lawsuits, which they fear may be brought in spite of their statutory immunity. However, California Code of Civil Procedure section 128.5 provides for monetary sanctions to be imposed where the court finds that a lawsuit has been brought without merit. County records indicate that only two trail-related lawsuits against property owners have been commenced in the last ten years. One of these was based on factors other than negligence, and one is still pending. In all the years the County has been accepting grants of easements from private property owners it has not been the policy of the County to indemnify the grantor.

There is therefore no demonstrated need for the type of indemnification sought in this instance. A policy of indemnification would defeat the benefits of the immunities enjoyed by the taxpayers in this instance, and may lead to an increase in lawsuits because of the attractiveness of the public treasury to plaintiffs' lawyers.

The prospect of defending and indemnifying persons over whose activities the County has no control is contrary to the interests of the taxpayers. There have been instances in the past of property owners intentionally or recklessly interfering with public use of trails by obstructing the trail or making use more difficult or unpleasant. If the County were responsible for indemnifying them, such persons would almost certainly tender any resulting injury lawsuits to the County for defense, embroiling the County in litigation with which it would otherwise have no connection. It must also be pointed out that the proposed policy may result in property owners acting without regard for the safety of trail users.

The County has not in the past indemnified grantors of easements or property owners, which is consistent with advice given by County Counsel and by the Risk Management Division. Indemnification of new grantors may lead to claims that the County should indemnify all grantors and property owners, including those who have previously granted trails on their property. This would result in a significant undertaking of potential liability from which the County would otherwise be immune.

The statutory immunities cited above sufficiently protect the County and owners of underlying private property from negligence-based lawsuits. In the siting of actual trails, potential conflicts between agricultural activities and recreational trail use can and should be minimized to the extent possible.

#### **IV. TRAIL ASSESSMENT RATIONALE**

The rationale utilized in assessing a "potential" urban and rural trail's ability to fulfill the Goleta Community Plan's goals and policies was based upon the following four (4) trail assessment components: 1) trail feasibility criteria (developed by P&D with input from current literature and discussions with other jurisdictions on how trails are generally sited), 2) the issue of multiple use

on trails related to future trail implementation, 3) County Park Department criteria for identifying "historic" and "primary" trails, and 4) Trail Siting Guidelines.

#### **A. Urban Trails**

The rationale behind the identification and expansion of the urban trails network is to facilitate pedestrian, equestrian, and bicycling access to jobs, shopping, UCSB, Santa Barbara Airport and coastal beaches. Urban trail additions to the PRT-3 map are intended to link existing trails and parks within Goleta and the City of Santa Barbara (i.e., Atascadero Bikeway, Lake Los Carneros Park, etc.), complete missing trail segments, as well as provide new opportunities for trail dedication in undeveloped and/or under-developed areas of the valley.

Because the terrain of the urban area is relatively flat, physical features such as topography, slope, and erosion potential were not the primary criteria for evaluating urban trail feasibility. Rather, criteria such as location (i.e., proximity to urban population and destination points), availability of public right-of-way (i.e., utilization of flood control easements and County road right-of-way), trail corridor width/length, the ability to create trail linkages and/or trail loops within the trail network, and the location of sensitive resources were qualities considered for siting urban trails.

#### **B. Rural Trails**

One of the primary goals of this study is to facilitate public access from urban areas to the rural mountainous regions and allow for dedication of one or more trails through the foothills to the National Forest in the short-term (1-5 years), as well as a long-term (within the life of the Community Plan) trail network that may be achieved as current agricultural land uses in the foothill areas intensify to more urban uses. With this short-term and long-term perspective, the study attempts to identify rural trails which avoid conflicts with existing agricultural operations, to the greatest extent feasible, to utilize trail corridors with "Historic" designation (i.e., Fremont/Slippery Rock Trail) per the Agricultural Element, and to utilize National Forest and County lands, where possible to achieve these goals. However, due to topographical, environmental, and variations in land ownership patterns, the extent to which potential rural trails achieve each of these goals varies.

In contrast to criteria utilized for assessing urban trail feasibility, nearly all of the feasibility criteria listed in Appendix B were considered for assessing rural trail feasibility. These criteria included: 1) *physical factors* - such as topography, soil erosion, location (i.e., National Forest lands vs. private lands), potential impacts to environmentally sensitive resources, fire hazards, 2) *land use compatibility factors* - such as potential agricultural and neighbor privacy conflicts, intensity of trail use, accessibility/multi-use trails, and 3) *additional feasibility factors* such as parking availability, trail corridor width/length, and aesthetic qualities of the trail; both in terms of the users' experience and physical impacts within a viewshed.

The trail rationale assessment utilized for both urban and rural trails is consistent with Program PRT-GV-2.1, as stated within the Goleta Community Plan.

### **C. Multiple Use Trails**

Multiple-use was developed as a way to provide recreational opportunities to as many user groups as possible. However, with the rise in popularity of mountain bikes, controversy has arisen over the multiple use concept, particularly between the mountain bike and equestrian communities. This is especially true in rural, foothill areas.

State and local government efforts on this issue have focused on mitigating potential and/or existing problems between different user groups through trail use or etiquette guidelines and, in some instances, closing trails to certain user groups.

Generally, most trails are designed to accommodate all user groups, and to provide a safe and enjoyable experience for everyone. An increase in education regarding proper trail use as well as signage placed strategically along trail corridors, informing users of basic principles of trail traffic and etiquette, can increase compatible multi-use trails.

All trails dedicated to the County of Santa Barbara are considered multiple-use trails (i.e. hiking, horseback riding, bicycling); the exceptions are a few existing trails specifically designed for hiking and/or equestrian use only in the Grants of Easements. Goleta Community Plan Policy PRT-GV-10 states, "*that all trails developed by and/or dedicated to the County shall be multi-use*". In addition, the USFS mandate that all trails shall be multiple-use, may prohibit modifications of Policy PRT-GV-10 for future trails extending to the National Forest lands.

In meeting the objective of multiple-use as expressed within the Goleta Community Plan, proper design and placement of future trails will be a primary factor in determining a trails ability to accommodate all trail users. However, trails that are physically constrained (ie., too narrow and too steep) may be inadequate for certain user groups or a combination of uses. This may require each new trail to be evaluated on a case-by-case basis to determine its potential for multiple-use compatibility. Safety issues top the list when discussing multiple-use trails. Appropriate signage and education of trail users regarding proper trail etiquette and correct traffic patterns will most likely minimize conflicts among various trail user groups.

### **D. Park Department Trail Criteria**

As part of the Agricultural Element update, a compromise was reached between the Parks Department, land owners, and both the Planning Commission and Board of Supervisors to protect agricultural lands from designated trail corridors that provided low potential for recreational use and high potential for impacting the surrounding agricultural areas. Trails would be classified as either "historic" or "primary" and the new classification would only apply to those trails that have the highest priority for acquisition.

The Parks Department developed the following guidelines to determine if a trail qualifies as either a historic or primary recreational trail.

**Historic Trail** - A historic trail is distinguished by historic use of 50 years or more. The trail does not need to be in current use to qualify, but location is essential for evaluation of its potential for public recreation and historical interest.

**Primary Trail** - Primary trails should have some or all of the following qualities:

- a. Provide an access to the Los Padres National Forest.
- b. Provide access to the Pacific Ocean.
- c. Link existing or proposed units of city, county, state or federal parks or public lands.
- d. Provide access to waterways or unique natural resources.
- e. Connect Historic Trails or Primary Recreational Trails to one another.

This implementation study utilizes the Parks Department definitions of "historic" and "primary" trails for prioritizing potential trails.

**The recommended urban and rural trails are classified as primary trails, except for the Fremont/Slippery Rock trail and San Antonio Trail Addition which are classified as historic trails. These trail corridors each meet the Park Department criteria for classification of a primary or historic trail. (Note: San Antonio Trail Addition is outside the Goleta Community Plan Area)**

#### **E. Trail Siting Guidelines**

The Trail Siting Guidelines (Section VI-D) were developed as part of this study to assist in the siting, design, construction, and implementation of potential trail corridors. The siting guidelines provide additional guidance when reviewing potential trail corridors for future trail implementation. The guidelines address not only general siting characteristics, but biological, agricultural, access control, archaeological/historic, maintenance, as well as trail specific guidelines, providing one more additional tool in assessing proposed trails.

### **V. URBAN AND RURAL TRAILS**

The following section provides a general description of each urban and rural trail route recommended to be added to the PRT-3 map as shown in **Figure 3**. **Note: Trail corridors and the specific route and alignment (as depicted in Figure 3) will be required to be surveyed for trail feasibility prior to implementation.**

#### **A. URBAN TRAIL DISCUSSION**

##### **NEW URBAN TRAIL ADDITIONS TO PRT-3 MAP**

###### **Hospital Creek Area:**

This road shoulder trail would extend along Camino Del Remedio (County-owned road), linking Calle Real to Cathedral Oaks Road. This trail is approximately 3,500 feet in length, with the

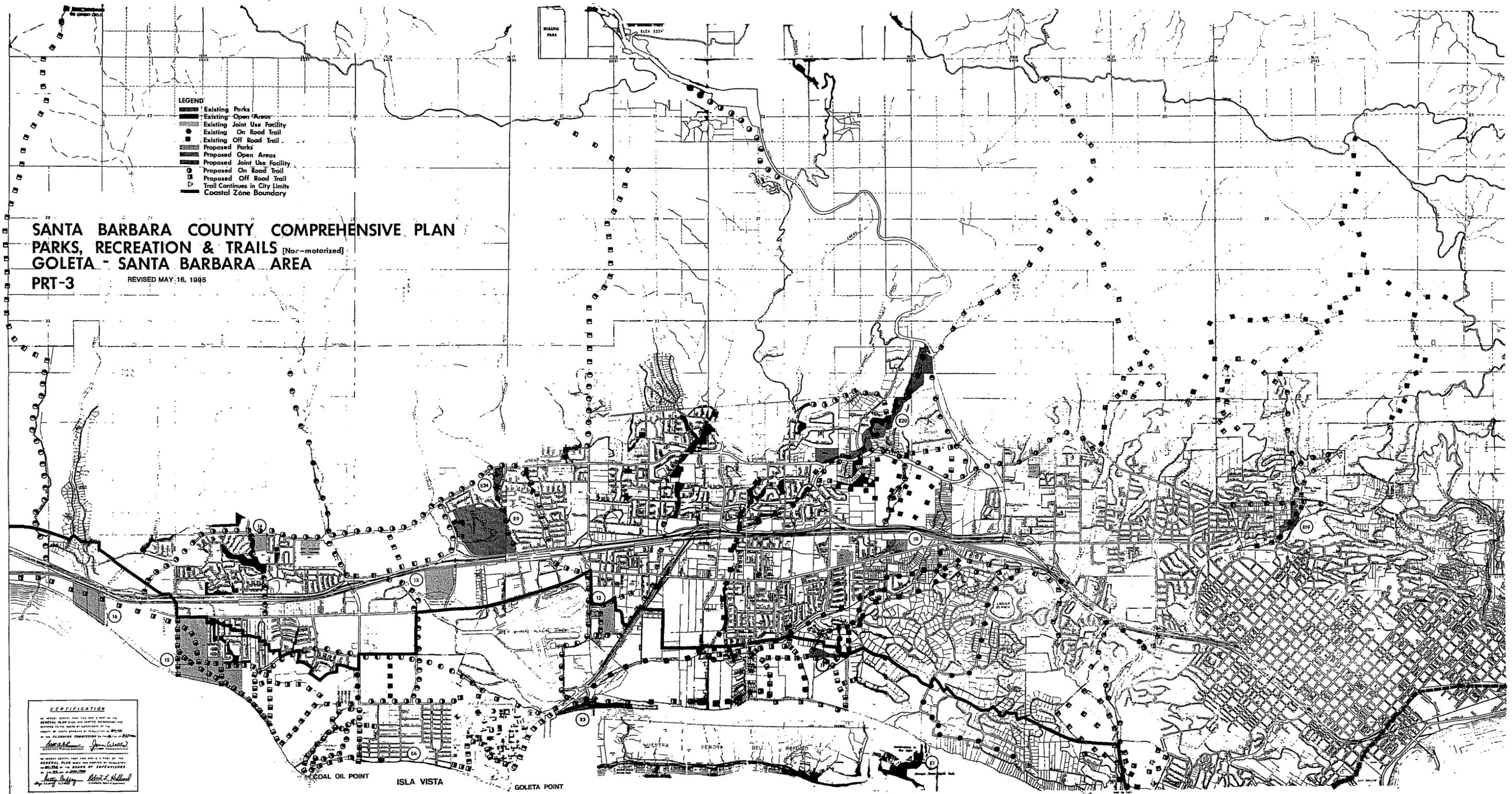


Figure 3

northern half closed to vehicular traffic, due to a recent slide washing out a portion of the road. This trail provides a safe, and centrally located connection between Cathedral Oaks Road and Calle Real, as well as providing access to Tucker's Grove County Park, the existing San Antonio Trail, the County Superintendent of Schools Property trail and the proposed San Marcos Trail.

#### San Marcos Trail:

The San Marcos Trail would be located between Cathedral Oaks Road and the existing San Antonio Trail paralleling Via Chaparral and the west side of Highway 154. From Cathedral Oaks Road, the trail would be aligned along the east shoulder of Via Chaparral to its terminus, continuing onto an existing dirt path (adjacent to Hwy 154) connecting to the existing San Antonio trail.

#### County Superintendent of Schools Trail:

This County owned property is located immediately north of the Hospital Creek area north of Cathedral Oaks Road. The property encompasses approximately 40 acres, with several existing dirt roads located throughout the site. A loop trail aligned with the existing dirt roads around the perimeter of the property would facilitate access to the San Marcos Trail and the existing San Antonio Trail. This access would require crossing the undeveloped St. Vincent's property (APN 59-130-15) along the northern boundary, for approximately 300 feet to Via Chaparral. Utilization of this connection would eliminate the need for continuing the San Marcos Trail south from the intersection of Via Chaparral and Salvar Road to Cathedral Oaks Road.

#### Maria Ygnacia Loop Trail:

The Maria Ygnacia Loop trail is located within the Maria Ygnacia Creek watershed, toward the eastern portion of the planning area (**Figure 4**). The loop trail originates at the Flood Control's Maria Ygnacia Creek East Fork Debris Basin near the end of Via Regina. The trail would head east along County owned Maria Ygnacia Lane, before accessing an existing trail easement (located south of the creek along parcel boundaries) to La Riata Lane. The trail would then become a road-shoulder trail along La Riata Lane, crossing San Antonio Creek Road before descending into the San Antonio Creek basin to the existing San Antonio Trail.

#### Maria Ygnacia Trail:

This trail parallels an existing paved bikepath along the westside of Riberia Road, between Pintura Drive to the north and the Maria Ygnacia Creek Bikeway undercrossing at Highway 101 to the south. The trail is currently used by the public for both recreational and commuting purposes.

#### More Mesa:

This proposed trail system follows a portion of the routes historically used by the public for general recreational purposes, as well as providing vertical access to the beach at More Mesa near



the southeast corner of the site. The recommended trail system primarily follows long established informal trails along the sites eastern, western and northern boundaries, as well as along the bluff top and roughly paralleling the southside of Atascadero Creek. In addition, a north/south connector trail through the central portion of More Mesa provides an option for a shorter loop system. Access points are located off Shoreline Drive, Vieja Drive, Mockingbird Lane, Puente Drive, Via Roblata, and across Atascadero Creek (proposed bridge) situated just south of San Marcos Road's terminus (Figure 5).

#### San Jose Creek Trail:

This trail corridor originates north of the Cathedral Oaks Road and Patterson Avenue intersection and extends south along San Jose Creek, for approximately 2 1/2 miles, following portions of the creek and the Flood Control channel (located adjacent to Hwy 217). This trail would encompass portions of an existing route as well as parallel a proposed Class I bike trail (identified in the Goleta Transportation Improvement Plan). The northern portion of this trail would roughly parallel the west bank of the creek, crossing the creek just south of the SCE substation, where it would parallel the proposed Class I bikepath south along the east side of the creek, eventually crossing the Rehabilitation property before continuing south beneath Calle Real, Southern Pacific Railroad tracks and US Highway 101. The trail would continue south paralleling the Class I bikepath toward the Flood Control channel located along Hwy 217. In reaching the Flood Control channel the trail would be aligned along the upper portion of the channel's east bank, extending between Hollister Avenue and the proposed Kellogg Avenue offramp. Becoming a road-shoulder trail along Kellogg Avenue to Fairview Avenue, connecting to both the southern segment of the San Pedro Creek trail and the Fairview Hollister Link trail at the intersection of Fairview Avenue and James Fowler Road, where access to Goleta Beach and the Atascadero Creek Bikeway would be provided.

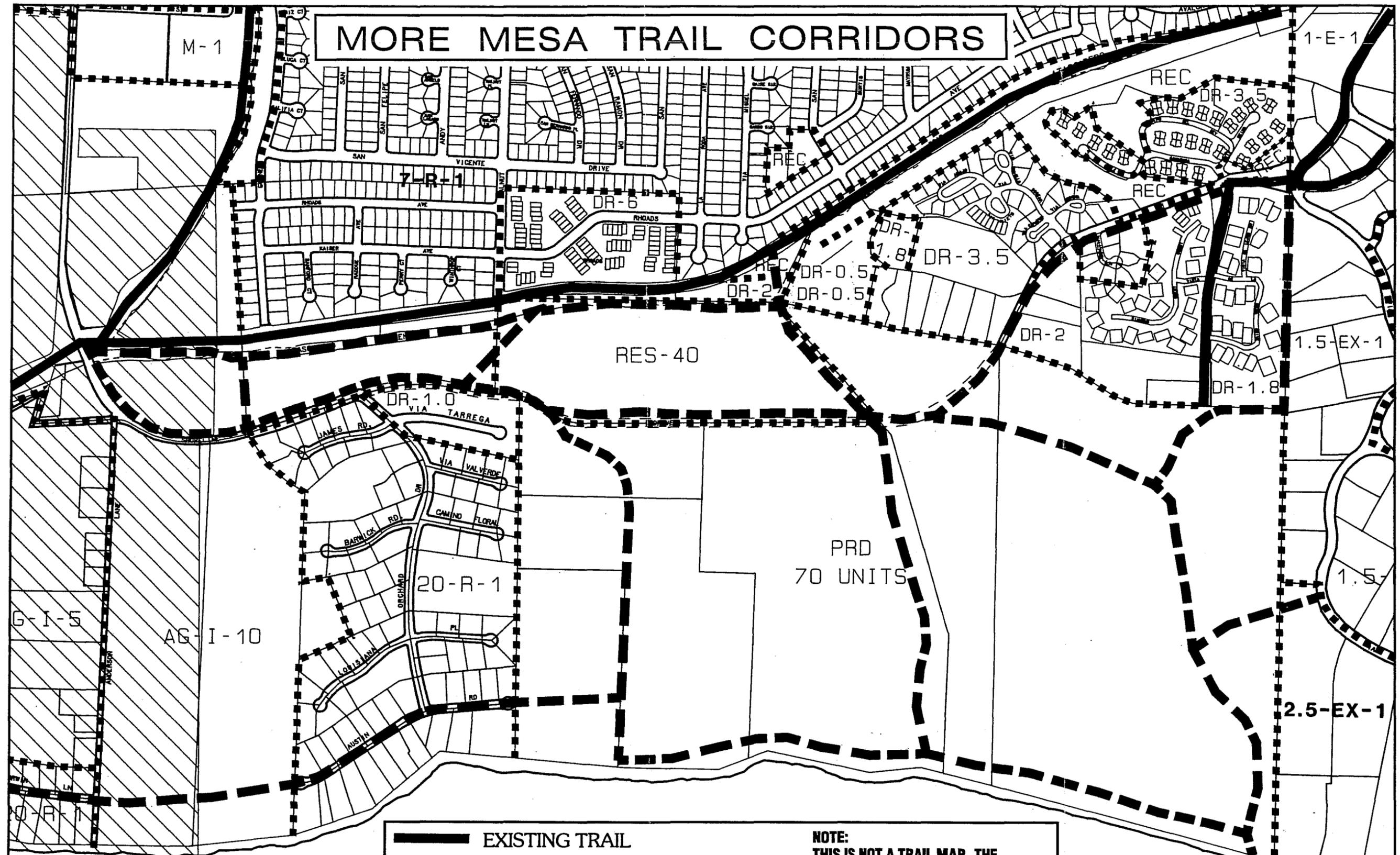
#### Fairview Hollister Link:

This trail would provide an opportunity for trail users desiring access to Santa Barbara Airport, UCSB, Goleta Beach, and the Atascadero Creek Bikeway to use a much safer alternative than having to navigate the heavily congested Fairview and Hollister Avenue intersection. The trail would extend southwest from the Goleta Community Center (located off of Hollister Avenue) paralleling the old channel and relictual riparian corridor of San Jose Creek to the proposed extension of Kellogg Avenue, joining the San Jose Creek Trail for a short distance to Fairview Avenue. The Fairview Hollister Link would continue west across Fairview Avenue becoming a road-shoulder trail along James Fowler Road and William Moffett Lane, eventually terminating at Goleta Beach.

#### San Pedro Creek Trail:

The San Pedro Creek Trail is composed of a northern (north of US 101) and southern (south of US 101) segment. The northern segment is located between Cathedral Oaks Road and Calle Real along San Pedro Creek. This portion of the trail extends south from Cathedral Oaks Road along an existing informal trail to Stow Canyon Road, continuing south through County open space

# MORE MESA TRAIL CORRIDORS



SCALE:  
1"=600'

	EXISTING TRAIL
	PROPOSED TRAIL CORRIDOR
	ZONING BOUNDARY
	LAND IN AGRICULTURAL PRODUCTION

**NOTE:**  
THIS IS NOT A TRAIL MAP. THE PROPOSED TRAIL CORRIDORS ON THIS MAP ARE PRIMARILY NON-EXISTING AND ARE MERELY ILLUSTRATIVE OF GENERAL LOCATIONS OF FUTURE TRAIL CORRIDORS "NOT YET" ACQUIRED FOR PUBLIC USE.

land following Flood Control access roads (located along the west bank) to Calle Real. However, in reaching Calle Real from the Flood Control channel a crossing from the west bank to the east bank would be necessary, requiring additional improvements such as a bridge or ramp. The southern segment is located between the corridor for Southern Pacific Railroad (where a Class I Bikepath is proposed) and the intersection of Fairview Avenue and James Fowler Road. This section of the trail would extend south from the proposed bikepath along San Pedro Creek, crossing Hollister Avenue (via the intersection), continuing south along the creek (parallel to Fairview Avenue) to James Fowler Road. At this point the trail connects to both the Fairview Hollister Link and San Jose Creek trails, where access to Santa Barbara Airport, UCSB, Goleta Beach and the Atascadero Creek Bikeway would be provided.

#### La Patera Lane Trail:

This trail would be located along La Patera Lane between Cathedral Oaks Road and Calle Real. The trail would parallel a proposed Class I Bikepath aligned along the western boundary of Stow Grove County Park, cross Covington Way to the northeast corner of Lake Los Carneros County Park, then continue along the eastern boundary of the park to Calle Real. A proposed pedestrian/bikepath overcrossing (identified in the GTIP) spanning US Highway 101 and Southern Pacific Railroad would be located near the terminus of this trail, providing access between areas north and south of the freeway.

#### Cathedral Oaks Trail:

This trail would be a road-shoulder trail along Cathedral Oaks Road. The trail would extend from La Patera Lane to Hollister Avenue paralleling a proposed Class I bikepath. The route would be located on the north side of both the existing and proposed extension of Cathedral Oaks Road, connecting to Hollister Avenue via the proposed re-alignment of the Winchester Canyon overpass.

#### Bishop Ranch Trails:

The Bishop Ranch trail system includes trails along the southern and eastern boundaries of the property, as well as a central trail providing a link between Cathedral Oaks Road and the planned extension of Calle Real. This trail system would provide access to neighboring trails (e.g., Glen Annie Trail), Lake Los Carneros County Park, and could serve potential development of Bishop Ranch. A proposed pedestrian/bikepath overcrossing (identified in the GTIP) near Tecolotito Creek would provide access to areas south of US Highway 101.

#### Glen Annie Trail:

This trail would originate at the intersection of Los Carneros and El Colegio Roads and would proceed northward along an existing bikepath located parallel to Los Carneros Road (east side). At the Los Carneros Road and Hollister Avenue intersection, the trail would require crossing both of these roads to access the Flood Control's maintenance roads located along Tecolotito Creek. The trail would then follow these roads to Highway 101 crossing both the railroad and freeway

corridors via a proposed pedestrian/bikepath overcrossing (identified in the GTIP), accessing the Flood Control maintenance roads located on the Bishop Ranch property to Glen Annie Road, where the trail becomes a road-shoulder trail to Glen Annie Road's terminus.

#### Phelps Road Trail:

This trail would originate immediately west of Cannon Green Drive and would head east as a road-shoulder trail paralleling the south side of Phelps Road. At Pacific Oaks Road the trail would cross to the north side of Phelps Road, continuing east to Storke Road. The trail would then cross Storke Road to the planned extension of Phelps Road paralleling this road to its eastern terminus at Los Carneros Road.

#### Mesa Road Trail:

The Mesa Road trail would parallel a proposed Class I bikepath along Mesa Road, extending between Los Carneros Road and the east entrance of UCSB. This trail would provide a primary route around the campus, permitting both non-student and student access to areas east of the campus, while avoiding the highly congested internal routes through the University. This trail would also provide a continuation of the Phelps Road trail which runs along the planned extension of Phelps Road.

#### Campus Point Trail:

The Campus Point Trail is located between Isla Vista and Goleta Beach. The trail follows a winding dirt path around the lagoon "island" and along the bluff tops. The path provides access to Goleta Beach, UCSB Bikeway System, and Isla Vista. This trail serves as a refuge for local residents and students and is a peaceful contrast to the noisy and crowded atmosphere of Isla Vista.

#### Storke Road Trail:

This trail is an existing paved path located along the west side of Storke Road, between Whittier Drive and the intersection of Storke and El Colegio Roads. This route is currently utilized by residents of both Isla Vista and Ellwood to access the UCSB Bikeway system, as well as the Devereux Slough area. Existing development prohibits connecting this trail to the Phelps Road trail, however, utilization of an existing Class II bikepath would provide a link.

#### University Housing Trail:

This trail is an existing paved foot/bikepath which extends north off El Colegio Road toward the University Housing development and the planned extension of Phelps Road. It provides direct access to the UCSB Bikeway system. While this trail is not within the County's jurisdiction, the PRT-3 map would recognize it as an existing trail link within the Goleta Valley.

### Ellwood Station Trail:

This is an off-road trail originating east of Cathedral Oaks Road and just south of Northgate Drive. The trail extends south through County open space lands (located east of Evergreen Drive), becoming a road shoulder trail along San Pisaro Road (for approximately 100 feet) and San Milano Road (for approx. 300 feet) before reaching Ellwood Station Road. The route would continue south over US Highway 101 via a proposed pedestrian/bikepath overcrossing (identified in the GTIP). The trail would provide a safe and convenient link between north (El Encanto Heights) and south (Ellwood) Goleta.

### Evergreen Open Space:

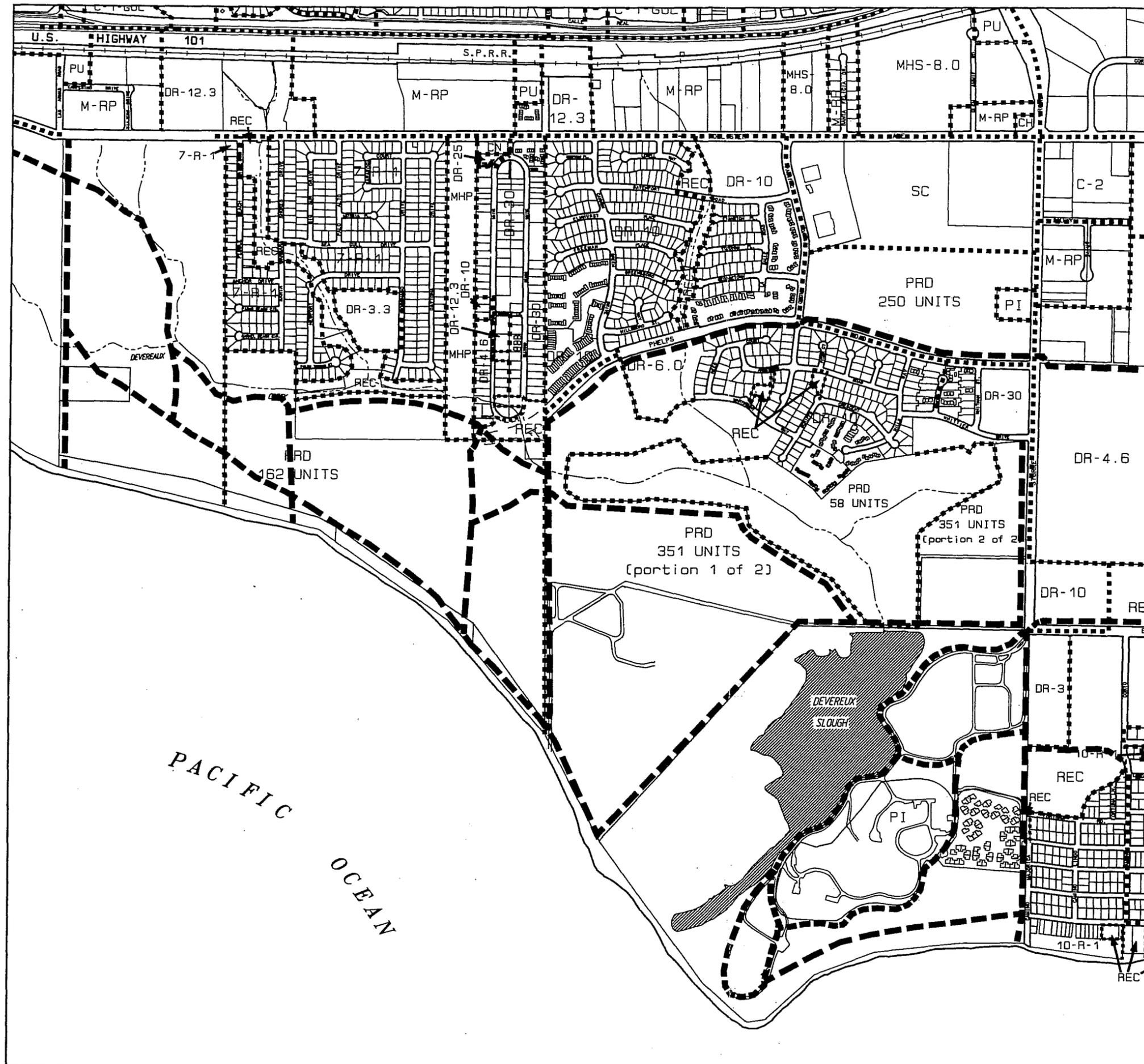
This trail is located in western Goleta within the Evergreen Open Space area along Evergreen Drive. The trail is an existing foot/bikepath currently used by residents in this region.

### Coastal Trail:

The Coastal Trail extends from More Mesa northwest to Gaviota. Several important links in this trail are located along beach bluffs within the GPA. These links include: 1) from the west edge of More Mesa to Goleta Beach, 2) from Goleta Beach through UCSB to Devereux Slough, and 3) from Ellwood/Santa Barbara Shores through the northern portion of Sandpiper Golf Course. This trail would not only provide beach access but is an excellent opportunity for the public to enjoy the beautiful coast line that the County affords.

### Devereux Slough Area:

Trails reviewed for this area are consistent with UCSB's Long Range Development Plan (LRDP) except for an east/west trail (connects I.V. to Devereux Slough) and a north/south trail (provides direct beach access off of Storke Road) which are new routes identified during the Trails Study (**Figure 6**). The five trails being considered are located throughout the Devereux Slough area and primarily follow existing paved and unpaved dirt paths (see LRDP for description of consistent trails). The east/west trail provides lateral access from Isla Vista to the Devereux Slough property. Originating off Camino Corto, the trail proceeds west across County-owned property (located south of I.V. Elementary School) to the Devereux area. The trail avoids bisecting the existing Devereux horse stables by following parcel boundaries north between I.V. Elementary School and the Devereux Slough property for approximately 300 feet, before exiting onto West Campus Point Road. A re-alignment of the elementary school's western boundary fence (approximately 6 feet east) would accommodate such a trail. The north/south trail would provide a more direct path to the beach from the intersection of Storke and El Colegio Roads, by following West Campus Point Road south for approximately 300 feet before connecting to existing dirt paths located on County owned property and along Camino Majorca, eventually terminating at the beach.



# WEST DEVEREAUX TRAIL CORRIDORS

-  PROPOSED TRAIL CORRIDOR
-  ZONING BOUNDARY

**NOTE:**  
**THIS IS NOT A TRAIL MAP.**  
**THE PROPOSED TRAIL CORRIDORS**  
**ON THIS MAP ARE PRIMARILY**  
**NON-EXISTING AND ARE MERELY**  
**ILLUSTRATIVE OF THE GENERAL**  
**LOCATIONS OF FUTURE TRAIL**  
**CORRIDORS "NOT YET"**  
**ACQUIRED FOR PUBLIC USE.**



SCALE:  
 1"=1,000'

### Santa Barbara Shores/Ellwood Beach Area:

The two north/south and two east/west trails are consistent with the primary trails identified in the current Specific Plan for Santa Barbara Shores/Ellwood Beach area, as well as the primary trail system identified by the California Coastal Commission for the proposed development (**Figure 6**). These trails would provide links to the County Park and Devereux Slough property trails as well as providing access throughout the area for residents of Ellwood.

The trail located centrally within the Santa Barbara Shores area is consistent with the general primary trails identified in the County Parks Draft Masterplan (March 1993) for Santa Barbara Shores and extends primarily in a north/south alignment.

## **B. RURAL TRAIL DISCUSSION**

### **NEW RURAL TRAIL ADDITIONS TO PRT-3 MAP**

#### Farren Trail:

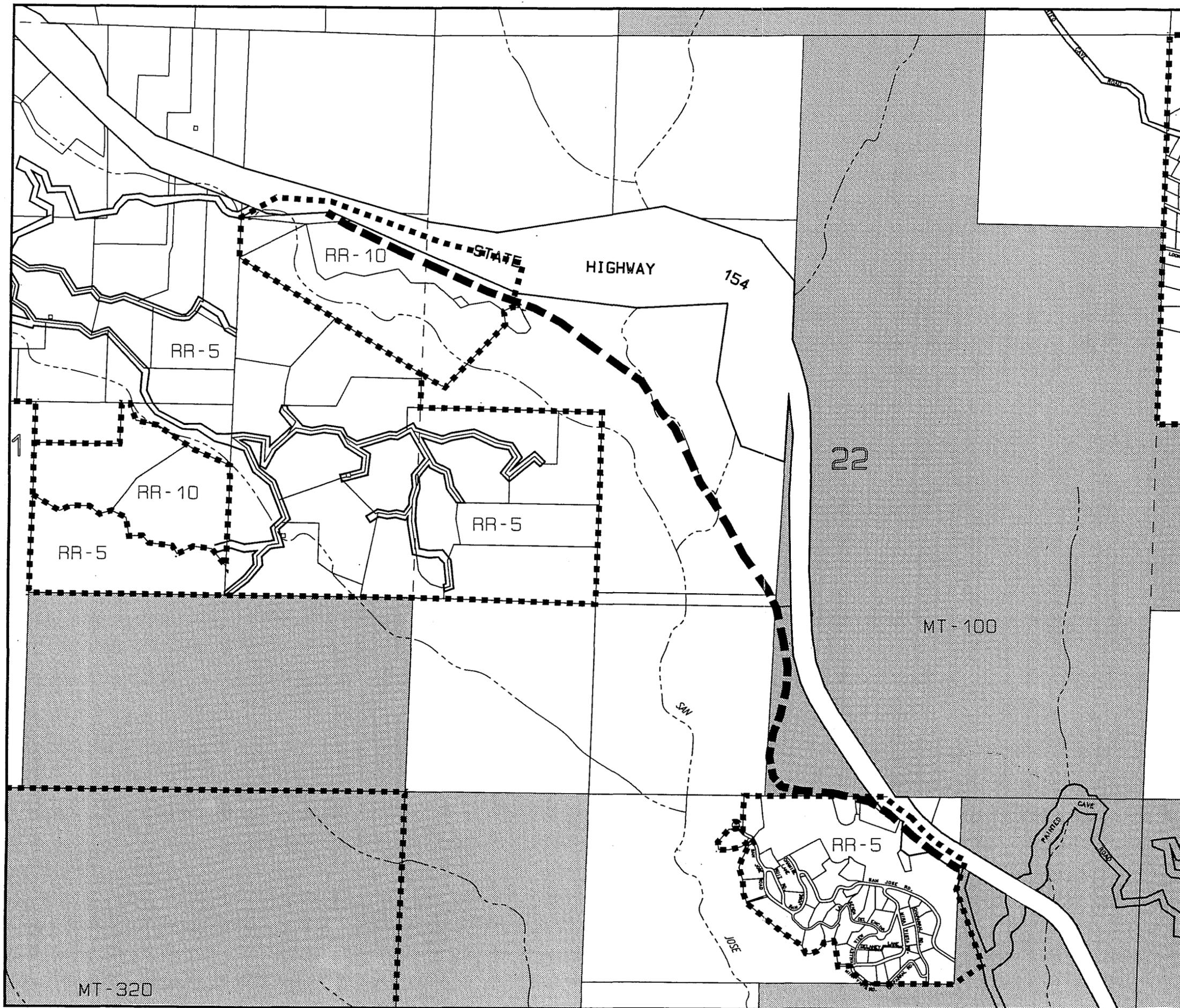
The Farren Trail is sited at the western end of the planning area and would extend approximately 6.53 miles north from western Goleta to West Camino Cielo (**Figure 7**). The trail originates at the Calle Real and Farren Road intersection, proceeding north as a road shoulder trail along (County-owned) Farren Road. The trail would leave Farren Road at a point approximately 300 feet south of a private gate located at the National Forest Boundary, descending west into Eagle Canyon. Once in the canyon the trail would follow Eagle Canyon Creek north along its eastern bank, crossing the creek's east fork before climbing and following a ridge north through National Forest lands toward Condor Point, eventually terminating at West Camino Cielo.

#### San Marcos Pass Trail:

This trail would be located between the northern terminus of Old San Marcos Pass Road and West Camino Cielo, primarily following the right-of-way of the "old" route of Highway 154 (**Figure 8**). The trail is approximately 1.83 miles in length and is comprised of a mix of Caltrans, County, and private property rights-of-way. The trail is intended to provide a safe, alternative hiking/bicycling route to avoid motor vehicle traffic on Highway 154. Trail users would be able to go from Old San Marcos Pass Road to West Camino Cielo, Cold Springs, and recreational opportunities on National Forest land near Paradise Road, without having to travel on Highway 154. Approximately 1.2 miles of the route would be along existing paved roads. The remaining portion of the trail (near Old San Marcos Pass Road and West Camino Cielo) would need to be improved.

Caltrans retains approximately 81% (1.48 miles) of the trail corridor, while approximately 19% (.35 miles) of the trail corridor was abandoned by Caltrans and deeded back to private property owners. However, the private property portions of the right-of-way are along existing paved roads (near White Lotus and Hidden Valley Ranch) and would not be across undeveloped private property.





# SAN MARCOS PASS TRAIL CORRIDOR

-  PROPOSED SAN MARCOS PASS TRAIL CORRIDOR
-  ZONING BOUNDARY
-  NATIONAL FOREST LANDS (OPEN YEARLONG TO PUBLIC ENTRY)

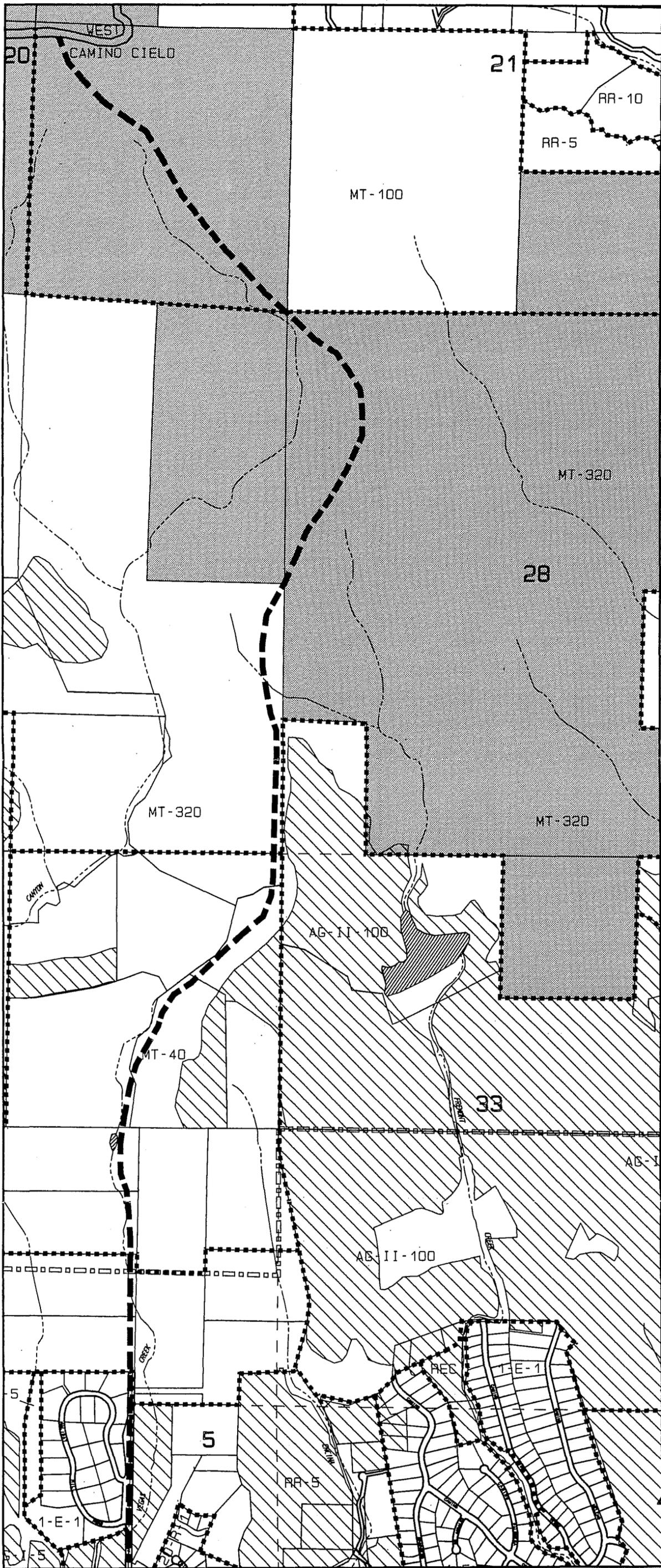
**NOTE:**  
**THIS IS NOT A TRAIL MAP.**  
**THE PROPOSED TRAIL CORRIDOR ON THIS MAP IS NON-EXISTING AND IS MERELY ILLUSTRATIVE OF THE GENERAL LOCATION OF A FUTURE TRAIL CORRIDOR "NOT YET" ACQUIRED FOR PUBLIC USE.**



SCALE:  
1"=700'

Fremont/Slippery Rock Trail:

This trail is approximately 4.14 miles in length and extends north from County open space lands located along La Goleta Road to West Camino Cielo (**Figure 9**). The route begins as a road-shoulder trail along La Goleta Road to Fairview Avenue, continuing as a road-shoulder trail along Fairview Avenue to its terminus. From the end of Fairview Avenue the trail would follow existing private dirt roads, primarily along parcel boundaries toward an eastern ridge, requiring switchbacks to access the ridgeline. A short distance north along the ridgetop is the historic Slippery Rock area. From the Slippery Rock site the trail follows the old stage coach road north into the National Forest, leaving the historical route near the southern perimeter of the Windemere Ranch and heading in a northwest direction toward the old Goddard Picnic Grounds at West Camino Cielo.



# FREMONT/SLIPPERY ROCK TRAIL CORRIDOR

- PROPOSED FREMONT/  
SLIPPERY ROCK  
TRAIL CORRIDOR
- .....** ZONING BOUNDARY
- LOS PADRES NATIONAL  
FOREST BOUNDARY
- NATIONAL FOREST LANDS  
(OPEN YEARLONG  
TO PUBLIC ENTRY)
- ▨** LAND IN  
AGRICULTURAL  
PRODUCTION

**NOTE:**  
THIS IS NOT A TRAIL MAP.  
THE PROPOSED TRAIL CORRIDOR  
ON THIS MAP IS NON-EXISTING  
AND IS MERELY ILLUSTRATIVE  
OF THE GENERAL LOCATION OF  
A FUTURE TRAIL CORRIDOR  
"NOT YET" ACQUIRED FOR  
PUBLIC USE.



SCALE:  
1"=1,000'

## **VI. TRAIL NETWORK ELEMENTS**

Designating appropriate locations for future trail corridors is only the first step towards achieving a comprehensive trail network system. Often the most important features are related to trail implementation and the ability to acquire funding for implementing and maintaining desired trails. The following sections discuss these factors as they relate to establishing a long-term trails system for the Goleta Valley.

### **VI-A. Trail Acquisition Methods**

The County of Santa Barbara utilizes various methods in acquiring public trail dedications. Many of the existing front country trails on the south coast were obtained through long term uninterrupted public use, through gifts of easements or corridors from private landowners or are constructed on lands which have been under public ownership over the long term. To a more limited extent, over the last 10-20 years trail easements have been acquired through exactions during the development review process. However while useful, the piecemeal nature of this approach has been more successful in protecting segments of existing informal trails from development, in providing some connector links and/or in obtaining segments of future trails rather than entire corridors.

Because of ongoing development and the requirements of adopted County policies, urban trails identified on the PRT-3 Map will most likely be acquired through dedication as part of the development review process. In the short term, rural trail acquisition will likely be pursued through negotiation and direct purchase of trail easements from private landowners, or if unavoidable, purchase of easements through eminent domain proceedings could be an option. The range of possible acquisition methods include:

#### **Exactions:**

State law and adopted County policies allow for the dedication of trail easements as a condition of discretionary project approval. The majority of dedicated trail easements in the County have been, and will likely continue to be acquired through this method (particularly for urban trails). One of the principal tenets is that there must be a legitimate connection (eg: nexus) between a permit request and the governmental purpose being furthered by the permit condition to dedicate a trail easement. Existing County policy allows the County to require the dedication of a trail easement for any discretionary project on property which contains a trail designated on the PRT maps. However, in order to protect agricultural land, Agricultural Element Policy I.A restricts the circumstances under which the County can require the dedication of a trail easement on agriculturally zoned land outside the coastal zone.

#### **Planned Development Zoning:**

Planned development land use and zoning designations require the clustering of residential development on a portion of a property, typically to avoid environmental constraints or to further some other public policy directive. The County's Planned Residential Development (PRD) zone

district requires that 40% of a site be maintained in open space, up to 50% of which can be retained for public open space, the use of which can include trails. This zone district usually require that development be sited outside of sensitive, hazardous or unbuildable areas such as riparian woodlands, floodplains and canyons, portions of which can be set aside for low intensity public use such as trails.

*In the study area, four major sites containing over 700 acres of undeveloped land, including almost 2 miles of undeveloped ocean front property and portions of the Atascadero Creek watershed are zoned PRD. These include the More Mesa, West Devereux, and Santa Barbara Shores/Ellwood Beach sites. All of these sites have a history of moderate to heavy informal trail use by members of the public and each contains trail segments identified on the proposed PRT maps.*

### **Transfer of Development Credits:**

Transfer of Development Credits (TDC) is the separation of development rights from a piece of property and their transfer to another parcel. TDC is a planning program that provides a means of achieving a community's comprehensive long-range goals while accommodating development interests. In its simplest form, TDC transfers new development out of areas targeted for preservation and relocates it into another area better suited for growth. The preservation area which comprises the threatened resource is typically identified within fixed delineated areas called "sending areas" because development potential is transferred out, or sent away from them. Conversely, the growth areas are typically called "receiving areas" because they receive the development from throughout the community.

*While development of the County's TDC program is still in the formative stages, the program could be formulated to offer incentives to program participants to provide trail dedication.*

### **Agricultural Clustered Development:**

An Agricultural Clustered Development (ACD) program, which is currently being considered for development by the County, would be similar in concept to the County's Planned Development Land Use designation. ACD could allow for development potential to be clustered on a portion of the land, while the remainder remains available for agricultural uses.

*While development of the County's ACD program is still in the formative stages, the program could be formulated to offer incentives to program participants to provide trail dedication.*

### **Purchase of Easements**

An easement is an interest in land owned by another that entitles its holder to a specific limited use or enjoyment. Most trail easements average fifteen (15) feet in width, but the actual trail tread may only be about four (4) to six (6) feet wide. A fifteen-foot trail easement allows for flexibility when placing a four-foot trail tread. An easement's width may exceed fifteen feet if it is necessary to accommodate steep slopes, or avoid trees, boulders, or other natural features.

Trail easements may coincide with flood control access easements or non-exclusive public utility easements. If feasible, it is often preferred to use combined easements, because the purpose of combined access easements on a property may not conflict and combining such easements minimize the cost of acquisition and the use of private property for public purposes.

Because of the County's policies regarding the protection of agricultural resources, the goal of maintaining agricultural production in the Goleta foothills and the large minimum parcel size, it is unlikely that the exactions alone would be successful in acquiring a major foothill trail corridor during the 10-15 year life of the Goleta Community Plan. Therefore, in order to meet the County's adopted policy of providing one or more trails through the foothills to the National Forest in 1-5 years, it will probably be necessary to purchase all or a portion of the easement needed to accommodate such a trail(s).

The purchase of such an easement would first be pursued cooperatively with the affected property owners. An appraisal(s) would be conducted to determine the fair market value of the proposed easement and the County would obtain funds from potential sources discussed in section VI-C. Should the potential sellers be unwilling, the Board of Supervisors would need to determine if the purchase was sufficiently in the public interest to undertake eminent domain proceedings and acquire the property through condemnation.

Because of the length of these foothill trail corridors and the complexity of the issues surrounding trail installation, it is likely that purchase of easement would be combined with a number of other methods to facilitate corridor acquisition.

## **VI-B. Trail Maintenance Issues**

In the development of potential trail corridors, provisions need to be made to properly address the maintenance issues surrounding a trail system. Trail maintenance is an ongoing task, and requires a long-term commitment of money and labor to effectively maintain a trail system. Currently, urban and front country trails are maintained by both the County Parks Department and USFS, with substantial assistance in the rural areas from citizen volunteers from groups such as the Sierra Club, the Montecito Trails Foundation, Cielo Velo Bicycle Club/Santa Barbara Mountain Bike Trail Volunteers and the Los Padres Interpretive Society. Because funds for maintenance are scarce at both the local and federal level, provision of adequate levels of maintenance for new trails is a major concern and necessity. The possible formulation of a local group, such as a Goleta Trails Foundation and/or "Adopt a Trails Program" could provide both the funds and labor necessary in meeting the maintenance demands from a comprehensive trails network.

The following section briefly describes several key maintenance issues. A more comprehensive list of maintenance issues is included in Appendix E.

## **Signs and Fences**

The need for fencing of trail easements is determined on a case-by-case basis. According to County Park Department, the County will install fencing only in situations where the movement of trail users outside of the dedicated trail easement area may: 1) have a potential impact on surrounding agricultural operations or other ongoing uses of the property; 2) create a potential safety risk to trail users or others, and/or; 3) significantly impact the privacy of neighboring residents. Property owners may install their own fencing outside the boundaries of the trail easement. Where the County Park Department does agree to provide fencing, basic wooden post-and-rail fencing is generally used. The County typically will not agree to provide any type of fencing beyond the standard of existing fencing on the property.

Although existing Park Department sign and fence standards have proven adequate in other areas, potential effects on agricultural land and/ or environmental resources in Goleta may warrant increased fencing and use of signs in the Goleta front country. The trail siting guidelines provide clear direction on these standards and should be followed to minimize potential conflicts.

## **Encroachments Into Trail Easements**

On-road trails are road shoulder trails located within the existing public road right-of-way. The Public Works Department will be requested not to issue encroachment permits within these reserved road shoulders for anything which might prevent or inhibit safe use of the trail, including but not limited to paving, walls, fences, structures, or landscaping other than low growing grasses. Encroachments within road rights-of-way are prohibited and addressed in County Code Chapter 28.

Encroachments into off-road trail easements are specifically prohibited in County Code sections 26-45, 26-126 through 26-131, which also provides the Director of Parks prompt remedy for removing any encroachment following proper noticing of the property owner.

## **Trail Design Standards**

In most cases, trails required as a condition of approval for proposed subdivisions must be constructed by the applicant, in a location approved in the field by the Park Department. Required Park Department standards for trail construction cover trail dimensions such as trail tread width (4-6 feet), height clearance (10-12 feet), brushing limits (2-3 feet from centerline), driveway crossings, maximum acceptable grade, tread materials, drainage control measures (e.g. water bars, culverts), fencing, and motor vehicle and access control barriers. These Park Department standard dimensions are averages only, and can change according to site constraints and anticipated types of use.

Proposed trails that would extend to and across National Forest lands would be required to meet USFS trail design standards as outlined in Trails Management Handbook, FSH 2309.18, United States Department of Agriculture, Forest Service, June, 1985.

## **Brushing/Waterbar Repair**

Ideally, the Forest Service recommends a seven year brushing cycle, utilizing volunteers in the removal of vegetation 2-3 feet from the centerline of a trail. In addition, a minimum of 2 - 3 visits a year to clean out the waterbars is conducted before and after the rainy season. These visits would also involve replacing, where necessary, dirt waterbars with wooden waterbars.

Trails outside the National Forest are primarily maintained by the County Parks Department which utilize similar procedures as the USFS.

## **VI-C. Trail Funding Issues**

The construction and maintenance of recreational trails would be based upon the utilization of funds from existing revenue streams which are dedicated to recreation, the utilization of grants for construction of trails, the participation of citizens organizations to assist in the construction and maintenance of trails, and coordination with the County Park Department and USFS for assistance with maintenance, planning and administrative support. The existing fiscal constraints facing both USFS and the County increase the difficulty of obtaining funding for trails in the Goleta Valley. Exploration of other revenue sources which increase the ability of these agencies to support an expanded trail network in the Goleta Valley and foothills would be necessary. Potential funding sources for both off-road and on-road recreational trails are described below.

### **1. Potential Funding Sources For Off-Road Recreational Trails:**

**Local Funds:** A variety of local funds ranging from the general fund to the hotel bed tax could theoretically be used for trail acquisition, construction and maintenance. However in practice, fiscal constraints at the local level narrow the likely range of portions available for use as discussed below.

**Coastal Resource Enhancement Fund (CREF):** The source of this categorical fund is annual payments derived from several oil companies which were required to mitigate adverse impacts to coastal biological, scenic and recreational resources. The funds are administered through the County Planning and Development Department's Energy Division. Applications for use of the funds are made by local organizations and agencies. The County Board of Supervisors makes the final decision regarding allocation of these funds. The County estimates that an average of more than \$800,000 a year will be available from this program through 1997. The interest revenue gained is used to offset the administrative costs of the program. Because the CREF program is renegotiated every 5 years, the level of long term funding is uncertain. However, it is likely that this program will continue to provide a substantial source of funding over the mid term, dependent upon negotiations and possible pending developments.

*Many of the urban and rural trails which provide connection to coastal resources may be eligible for CREF Funds. Examples may include the Coastal Trail, Fairview/Hollister Trail and proposed trails on the More Mesa and Santa Barbara Shores/Ellwood Beach properties.*

**County Service Area (CSA-3):** Assessment districts provide a funding mechanism through which residents within the boundary of such a district can level an assessment (e.g tax) at a set rate on property to provide services. The County has a number of such districts providing a range of services. County Service Area 3 (CSA-3) in Goleta currently levels an Open Space Benefit Assessment expressly for the repayment of debt service on the Santa Barbara Shores acquisition. Although, the existing revenues of CSA-3 appear to be fully subscribed, over the long-term, CSA-3 could be utilized for purchase or maintenance of trails through either partial diversion of existing revenue streams, or an increase in benefit assessment by the Board of Supervisors. The current open space/recreational greenbelts are financed by the basic property tax assessed to parcels within CSA-3.

*This type of funding could be used for many of the urban and rural trails identified in the Trail Study.*

**Quimby Funds:** This program is funded through developer fees to offset increases in recreation demand from subdivision developments (parcel maps and tract maps). These funds are collected when the final subdivision map is legally recorded. Use of the principal and interest is limited to park acquisition and development within the local area. The fund is administered by the Santa Barbara County Park Department. Recommendations for funding projects are made by the Park Commission to the Board of Supervisors who make the final decisions regarding allocations.

**Park Development Fund:** This program is funded through developer fees to offset increases in recreation demand from developments such as apartments and condominiums (Conditional Use Permits and Special Use Permits). This fund is also administered by the County Park Department. Most of the same restrictions apply to these funds (and interest accrued) as the Quimby Funds with the exception that they can be used for maintenance. In most cases however, capital improvement projects are the preferred allocation.

*These funds could be used for park development upon County open space lands where trailheads could be located (e.g. Fremont/Slippery Rock Trail).*

**Transient Occupancy Tax:** The Hotel Tax is derived from transient overnight accommodations in the unincorporated area of the county. The funds are collected by hotel/motel owners and paid to the County. Although these funds can be used for any purpose the County Board of Supervisors feels is appropriate, all of these funds are currently used to fund the Sheriff's patrol.

*The justification for the use of this fund is that recreational trails add to the appeal of a community, drawing visitors (and tourist dollars) to an area for recreational purposes. However, current Sheriff's Department funding shortages could prohibit the diversion of such funds.*

#### **Federal/State Programs:**

**National Recreational Trails Fund Act:** The trails program is administered at the federal level by the Federal Highway Administration (FHWA) and at the state level by the California Department of Parks and Recreation (DPR). Up to \$30,000,000 may be allocated annually,

nationwide. The allocation is subject to appropriation each year. Funds are allocated to states by (1) 50 percent equally among all eligible states and (2) 50 percent proportionately on non-highway recreational fuel use. For non-motorized trails, seventy-five percent of the funds received by California will be available on a competitive basis. At least one-half of the funds for non-motorized trails will be available to cities, counties, districts and nonprofit organizations with management responsibilities over public lands.

Under NRTFA, funds may be used for a variety trail needs. The following is a list of permissible uses:

1. Development of urban trail linkages near homes and work places including schools, parks, and existing trails;
2. Restoration of areas damaged by usage of recreational trails and backcountry terrain;
3. Development of trail-side and trail-head facilities that meet goals identified by the National Recreational Trails Advisory Committee; (The terms "trail-side and trail-head facilities" mean trail components or associated facilities which may include: drainage, crossings, stabilization, parking, signage, controls, shelters, and water, sanitary, and access facilities.);
4. Acquisition of easements for trails, or for trail corridors identified in the State trail plan;
5. Acquisition of fee simple title to property from a willing seller, when the acquisition cannot be accompanied by acquisition of an easement or other means;
6. Construction of new trails on state, county, municipal, or private lands, where a recreational need for such construction is shown;
7. Construction of new trails crossing Federal lands, when required by the State Comprehensive Outdoor Recreational Plan (construction must be approved by State and the Federal agencies managing those lands);
8. Maintenance of existing recreational trails, including grooming and maintenance of trails across snow (motorized only); and
9. Operation of environmental protection and safety education programs relating to the use of recreational trails (motorized only).
10. Provisions of features which facilitate the access and use of trails by persons with disabilities.

Bridges may be constructed, repaired, or replaced to provide an integral link along a trail, to provide connections between trails, and/or to improve trail crossings over railroads, roads, rivers or other watercourse, ravines wetlands, or to prevent erosion on slopes.

Non-permissible uses of these funds are primarily with motorized use of trails and condemnation of any kind of property.

*These funds could be used for a number of proposed trail corridors, facilitating acquisition of either urban and/or rural recreational trails. In addition, this money could be utilized for maintenance of trail corridors once constructed.*

***Rivers, Trails and Conservation Assistance Program:*** The National Park Service operating under the Department of Interior is the administering agency. This program is of technical assistance only for state and local governments and citizen groups. It would provide staff assistance for river, trail and conservation projects. Selected projects have included conceptual plans for trail corridors, river corridor plans, and statewide river assessments. Projects are selected if they protect significant resources, achieve tangible results, incorporate public involvement during the planning process, and serve a large number of people.

*This assistance program could be utilized during the implementation process of any of the proposed trail corridors.*

## **2. Potential Funding Sources for On-Road Trails:**

***Intermodal Surface Transportation Efficiency Act (ISTEA) of 1991:*** The ISTEA offers significant opportunities to enhance state and local bicycle and pedestrian programs. Federal-aid funding is available from a number of ISTEA programs for these efforts. Funding sources for trails under ISTEA include the following:

***Public Lands Highway Program*** - This may be used to construct roads/bikeways leading to and serving National Forests. Caltrans is the administering agency for dispersing funds to eligible applicants for federally funded programs.

*These funds could be used for the construction of the proposed trails along the old Highway 154 (SMP-1), Fairview Avenue (S-1), Cathedral Oaks Trail, and Farren (F-4) Road.*

***National Recreational Trails Fund*** - These monies may be used for a variety of recreational trails programs to benefit bicyclists, pedestrians, and other non-motorized and motorized users. Projects must be consistent with a Statewide Comprehensive Outdoor Recreation Plan required by the Land and Water Conservation Fund Act. Each State Governor designates the agency responsible for administering these funds within the State. Half of the annual appropriation is distributed equally among the States. The other half is based on the amount of non-highway recreational fuel used in each State. Within each State, 30 percent of the funds are allocated for non-motorized uses, another 30 percent for motorized uses, and the remaining 40 percent among trail uses at the discretion of the State.

*These funds could be utilized for recreational trails along Cathedral Oaks, Storke and Phelps Roads and/or the old Highway 154 route.*

***Transportation Enhancement Activities Program:*** This program is administered by California Department of Transportation (CalTrans) and provides funds for transportation enhancement including, provision of facilities for pedestrians and bicycles, acquisition of scenic easements and scenic or historic sites, scenic or historic highway programs, landscaping and other scenic

beautification, historic preservation, rehabilitation and operation of historic transportation buildings, structures or facilities (including historic railroad facilities and canals), preservation of abandoned railroad corridors (including the conversion and use thereof for pedestrian or bicycle trails), control and removal of outdoor advertising, archaeological planning and research, and mitigation of water pollution due to highway runoff.

*These funds could possibly be used for the pedestrian/bike overcross at Ellwood Station Road, where the old train depot site was located.*

**State Land and Water Conservation Fund Program:** This program has funds available for the acquisition or development of neighborhood, community or regional parks or facilities supporting outdoor recreation activities.

Eligible applicants include counties, cities, recreation and park districts, special districts with public park and recreation areas, the California Departments of Parks and Recreation, Boating and Waterways, and Water Resources, and the Wildlife Conservation Board.

This is a 50/50 matching program. The applicant is expected to finance the entire project and will be reimbursed 50% of the costs, up to the amount of the grant. The amount of funds available vary from year to year.

*Funds from this program could be used to assist in the establishment of parks upon County open space lands(e.g. open space lands along La Goleta Road).*

**Community Development Block Grants - Entitlement Program:** This program is administered by the Department of Housing and Urban Development focusing on Community Planning and Development. The types of projects available for these grants include, neighborhood revitalization, economic development, and provision of improved community facilities and services. All eligible activities must either benefit low and moderate-income persons, aid in the prevention or elimination of slums and blight, or meet other community development needs having a particular urgency. Several rail-trail projects which have been awarded funding under this program include the Burke-Gilman Trail in Seattle, and the Baltimore-Annapolis Trail in Maryland. Cities in Metropolitan Areas with populations in excess of 50,000, urban counties of at least 200,000, and cities under 50,000 which are central cities are eligible. The grants available have no matching requirements.

**Small Reclamation Projects:** The Bureau of Reclamation agency under the Department of Interior has project grants and direct loans available for projects of single and multiple purpose, including flood control, fish and wildlife, and recreation development, etc. Cities, counties, irrigation or water districts, or other entities organized under state law and eligible to contract with the federal government are eligible applicants. *Note:* Construction grants can be made for a portion of the costs allocated to flood control, fish and wildlife enhancement, and recreation development, if such development is of general public benefit.

**Highway Planning and Construction (Federal-Aid Highway Program):** This program is administered by the Federal Highway Administration and includes both formula grants and specific project grants. The types of projects eligible for this program are bicycle transportation, pedestrian walkways, rest areas, and fringe and corridor parking facilities as part of highway beautification projects. There is also potential for assistance for river and trail projects. These projects must be either part of a highway project or if independent of a highway project, but must serve the highway corridor.

*These funds could possibly be used for any of the proposed trail corridors within road right-of-ways (e.g. Cathedral Oaks Rd, etc) and/or proposed pedestrian overcrossings.*

## **VI-D. Trail Siting Guidelines**

The following trail siting guidelines are intended to aid in the siting, design, construction, and implementation of potential trail corridors. The guidelines would supplement existing County policies of the Goleta Community Plan and mitigation measures contained in the Goleta Community Plan EIR (91-EIR-13).

**NOTE:** If and when the County/USFS pursue implementation of proposed future trail corridors, additional CEQA and NEPA review may be required and additional mitigation measures identified to address specific trail siting, design, construction and maintenance issues encountered during the implementation process.

### **I. General**

The following are general trail guidelines applicable to both urban and rural trails.

- A.** To the maximum extent feasible, trails should be sited and designed to keep hikers, bicyclists and equestrians on the cleared pathways, to minimize impacts to sensitive habitat areas and environmental resources, and to avoid or minimize erosion impacts and conflicts with surrounding land uses.
- B.** For proposed County trails which extend upon USFS owned lands, a Memorandum of Understanding (MOU) should be established between the County and USFS to coordinate planning and funding of future trail implementation, environmental review (CEQA/NEPA), construction, and long-term maintenance.
- C.** As part of the trail implementation process, County Parks Department should evaluate a future trails ability to accommodate multiple-use on proposed County trails. Potential modifications to the County's multiple-use trail policy should be considered on a case-by-case basis.
- D.** Maps depicting future trails should include a statement expressing "Trail routes shown as proposed trails are not open for public use until County acquires public access rights".

- E. County Parks and USFS should monitor trails for potential impacts such as vandalism, impacts to archaeological/historical sites, intensity of use, erosion, etc., and when/where necessary, recommend temporary trail closures to alleviate or remedy the problem.
- F. Trails should be sited so as to utilize existing roads and trails as much as possible, except where the trail may conflict with surrounding land uses and environmentally sensitive areas.
- G. Trail width shall be consistent with USFS and County Park Department standards. Typical trail width ranges between 4-6 feet, except where intended trail uses and physical/environmental constraints of the trail corridor deem it infeasible and/or inappropriate. Then a trail width less than 4-6 feet would be acceptable.

## **II. Biological Concerns**

- A. Trails should be sited to minimize damage to riparian areas while allowing some public access to these resources. Measures should include locating the majority of trail corridors outside riparian areas, while occasionally bringing trails into contact with streams for public enjoyment. All trail construction should minimize removal of riparian vegetation and utilize natural features and/or lateral fencing to discourage public access to sections of streams not directly accessed by trails.
- B. To the greatest extent feasible, the number of creek crossings should be limited in order to protect stream/riparian resources.
- C. Fences constructed along trail corridors should allow for wildlife movement, to the greatest extent feasible.
- D. Both trail siting and maintenance should be conducted to minimize introduction and proliferation of exotic weedy plants.
- E. Fencing/cattle guards should be implemented where appropriate to keep cattle from accessing County/USFS lands and riparian areas.

## **III. Agricultural Concerns**

- A. Where appropriate (e.g. adjacent to existing agricultural operations, buildings, residences, etc.), the County should construct fencing between the trail and private land uses. County Parks shall determine on a case by case basis appropriate fencing design and type. The County should consider landowner input on fence design. To the greatest extent feasible, fencing should not hinder the natural movement and migration of animals and should be aesthetically pleasing.

- B. Where trails bisect private land, locked gates should be installed at appropriate intervals to allow the landowner to cross the trail easement from one side of the property to the other.
- C. Trails should be located away from cultivated agriculture and should be sited to avoid bisecting existing agricultural operations, to the greatest extent feasible.

**IV. Land Use Compatibility Concerns**

- A. Trails should be sited and designed to avoid significant environmental resources and to minimize user conflicts with surrounding land uses, to the maximum extent feasible. This may involve re-alignment of the trail corridor, signage, fencing, and/or installation of access control barriers in certain sensitive areas.
- B. Where feasible, trails should be sited a minimum of 100 yards from structures, and utilize topography and vegetative barriers to buffer surrounding residences from potential privacy impacts.
- C. Where feasible, trails should be sited along parcel boundaries in an effort to minimize land use conflicts.

**V. Access Control**

These trail guidelines are intended to protect surrounding land uses and environmentally sensitive areas, while providing a safe, enjoyable experience for the trail user. Many of the following access control guidelines are particularly relevant in siting proposed trails to avoid potential agricultural impacts.

- A. Where appropriate, trailhead parking areas should be pursued by the County at logical points to provide parking areas for vehicles and turning areas for horse trailers without blocking emergency vehicle or residents' access to and from private lands. Such trailhead parking should be sited and designed to minimize disruption to existing neighborhoods.
- B. Where appropriate, vehicle barriers (e.g. steel access gates) should be constructed at trailheads to prevent unauthorized motor vehicle access, while allowing hikers, bicyclists, equestrians, and authorized motor vehicles to access the trail. Internal access control barriers (i.e., any combination of steel gates, chain link or barbed wire fence may be necessary) should also be installed along trails at appropriate "choke points" (e.g. placement of barriers utilizing natural topography and/or trail user decision points) in order to keep trail users on the established trail route and prevent trespass and/or further entry into private property and/or environmentally sensitive areas.
- C. Before the County permits public use of any acquired trail right-of-way, adequate fencing and other precautions should be installed to prevent vandalism to neighboring properties

and appropriate trailheads should be acquired and constructed to provide for the public safety.

- D. Appropriate trail signage (consistent with USFS direction on trail signage) should be placed at all access points, and along the trail corridor. Signs should state when entering/leaving public or private property, no trespassing, and to remain on the established trail route (especially where the trail easement crosses private land). Trailheads should be marked with low-key identification signs that also post regulations, prohibited uses, and trail user guidelines. Educational and trail etiquette signs should also be displayed at strategic locations along a trail corridor.

## **VI. Archaeological/Historic Concerns**

Archaeological and historic sites are non-renewable resources which are vulnerable to trail construction and use. The following guidelines are intended to aid in the siting of potential trail corridors in order to avoid disturbances to important resources. The guidelines would supplement existing County policies of the Goleta Community Plan and mitigation measures contained in the Goleta Community Plan EIR (91-EIR-13).

- A. Trails should be sited and designed to avoid impacts to significant cultural, archaeological, and historical resources to the maximum extent feasible. This may involve re-alignment of the trail corridor, signage, fencing, and/or installation of access control barriers in certain sensitive areas.
- B. A Phase I archaeological survey may be required prior to implementing proposed trail corridors.

## **VII. Guidelines for Trail Maintenance/Construction**

- A. Wherever possible, trails should be sited to avoid highly erosive soils and be constructed parallel to the slope contours with drainage directed off the trail to minimize soil erosion. Where the trail must go directly down the slope, a course of water bars (stone, wooden or jute meshing) should be imbedded perpendicular to the trail. This treatment should be implemented where necessary to minimize the effects of erosion.
- B. The County should utilize the USFS standards for rural trail maintenance, as identified in the USFS Trail Handbook on a case-by-case basis.
- C. County Public Works shall consult with County Park Department prior to issuing any encroachment permits along road shoulders with current or proposed trails.
- D. County Park Department shall actively pursue removal of any unauthorized structures, fences, or other obstructions in dedicated easements, as set forth in Chapter 26 of the County Code.

## **VIII. Guidelines for Individual Proposed Rural Trails**

The following guidelines would be applicable if and when the County pursues acquisition, development, and use of proposed rural trail corridors.

### **A. Farren Road Trail**

1. That portion of the proposed Farren Trail which crosses private property between Farren Road and Eagle Canyon to the west, should be fenced, and sited as close to the National Forest Boundary line as possible, taking into consideration existing vegetation and terrain, in order to minimize conflicts with existing agricultural operations on private property. Locked gates should be installed at appropriate intervals along the trail fencing to allow the landowner to cross the trail easement from one side of their property to the other.
2. The County should seek to develop a trailhead parking area within County right-of-way located along Calle Real, just west of Farren Road. The trailhead parking area would be utilized as supplemental parking and should be installed prior to the opening of the proposed Farren Trail for public use. The County should continue to pursue acquisition of trail head parking areas near the terminus of Farren Road.
3. The preferred route for the upper portion of the proposed Farren Trail (within Eagle Canyon, north of the USFS boundary line) should be sited between the west and east forks along the western slope of Eagle Canyon Creek. The eastern slope of Eagle Canyon Creek may be feasible as an alternative route, as long as the trail can be sited to keep trail users from accessing agricultural operations to the west, north of Farren Road.
4. In order to prevent trail users from accessing existing informal trails leading from Condor Point to existing agricultural operations north of Farren Road, appropriate signs and/or access control barriers should be installed.

### **B. Fremont\Slippery Rock Trail**

1. To avoid significant sensitive environmental resources and to minimize user conflicts with surrounding land uses, appropriate access control barriers and no trespass signs should be constructed and installed, where feasible, to prevent trail users from accessing the east/west catway.
2. The County should seek to acquire and develop a supplemental trailhead parking area upon County owned open space lands along La Goleta Drive and/or Paseo Palmillia. The trailhead parking areas should be installed prior to the opening of the proposed Fremont\Slippery Rock Trail for public use. The County should also continue to pursue acquisition of trailhead parking areas near the terminus of Fairview Road.

3. The County shall appropriately post signs along the historic portion of the Fremont\Slippery Rock Trail for protection of archaeological and historical resources. Signs should identify the site's historical significance and educate trail users on the need to protect and preserve this important historical site.

4. As part of trail siting for the proposed Fremont\Slippery Rock Trail, County Parks Department should consider re-routing the primary trail around the historical site to avoid sensitive archaeological and historical resources. A spur trail leading to the Fremont\Slippery Rock area from the primary trail (accessible by foot only) may be appropriate. County Parks should monitor the Fremont\Slippery Rock trail for potential impacts such as vandalism, impacts to archaeological/historical sites, intensity of use, erosion, etc., and when/where necessary, recommend temporary trail closures to alleviate or remedy the problem.

### **C. San Marcos Pass Trail**

1. To avoid sensitive environmental resources and to minimize user conflicts with surrounding land uses, appropriate access control barriers and no trespass signs should be constructed and installed, where feasible, to prevent trail users from accessing private property beyond the trail easement, and to avoid potential impacts within the San Jose Creek watershed.

2. The County shall work closely with Caltrans in the planning and implementation of the San Marcos Pass Trail, and shall pursue possible mitigation funding sources available through Caltrans for trail implementation.

3. The County shall work closely with Caltrans and County Public Works Department (Roads Division) to: 1) utilize the northern portion of Old San Marcos Road (proposed to be abandoned by Caltrans) as a Class I bike path linking Highway 154 to Old San Marcos Road, and 2) discourage parking along Old San Marcos Road (segment to be abandoned) and the trailhead at West Camino Cielo/Kinevan Road. This may be accomplished through a combination of signage and earthen berms or other suitable barrier.

## **IX. Guidelines for Individual Proposed Urban Trails**

The following guidelines would be applicable if and when the County pursues acquisition, development, and use of proposed urban trail corridors.

### **A. More Mesa**

1. A proposed formal trail system upon More Mesa should be sited to avoid significant environmental constraints (i.e., vernal pools, areas used for nesting and roosting by the Black Shouldered Kite (a.k.a White Tailed Kite), etc.) and to minimize user conflicts with surrounding land uses, to the maximum extent feasible. This may involve re-alignment

of the trail corridor, signage, fencing, and/or installation of access control barriers in certain sensitive areas.

**B. Coastal Trail**

1. That portion of the proposed Coastal Trail passing through Sandpiper Golf Course should be sited between anticipated future housing along Hollister Avenue to the north and the golf course to the south in order to provide coastal views for users of the Coastal Trail.

**C. Ellwood Beach Property**

1. A proposed formal trail system upon the Ellwood Beach Property should include two (2) east/west and two (2) north/south trails consistent with California Coastal Commission recommendation (9/94). Trails should be sited to protect biological resources associated with Devereux Creek.

2. That portion of the proposed Coastal Trail passing through Ellwood Beach Property should be sited as a bluff top trail, per California Coastal Commission recommendations.

## **APPENDICES**

**Appendix A**  
**Applicable County Trail and Agricultural Policies**

**A. GOLETA COMMUNITY PLAN: POLICIES AND IMPLEMENTING STRATEGIES**

***PARKS, RECREATION AND TRAILS***

**Policy PRT-GV-1:** Diverse outdoor and indoor recreational opportunities shall be encouraged to enhance Goleta's recreational resources and to ensure that current and future recreational needs of residents are met.

**Action PRT-GV-1.1:** The County Parks Department shall consider the feasibility of developing a recreational component, and implementing recreational programs for the Goleta planning area and shall report to the Board of Supervisors regarding the feasibility of such a program.

**Trails**

**Policy PRT-GV-2:** In compliance with applicable requirements, all opportunities for public recreational trails within those general corridors adopted by the Board of Supervisors as part of the Parks, Recreation and Trails (PRT) maps of the County Comprehensive Plan (and this Community Plan) shall be protected, preserved and provided for during and upon the approval of any development, subdivision and/or permit requiring any discretionary review or approval, except as referenced in Agricultural Element Policy IA.

**Program PRT-GV-2.1:** The County shall establish a working group comprised of CRAHTAC, Parks Dept., RMD, foothill property-owners, USFS, and other interested parties to develop a comprehensive trails component to the Goleta Community Plan. This component should include, but not be limited to, the following:

- \* identify an expanded urban trail network to facilitate pedestrian access to jobs, shopping and recreation in the urban area;
- \* identify the location of one or more trails in the rural portions of the planning area which will emphasize public access primarily to and across lands owned by the US Forest Service, which minimize impacts to agricultural operations consistent with the goals and objectives of the Agricultural Element and which may be achieved in the short term (eg: 1-5 years)
- \* identify a long term trail network which may be implemented consistent with the goals of the Agricultural Element to provide increased levels of public access to the foothills over the long term;
- \* a final PRT map showing appropriate locations of achievable future trail corridors;

- \* priorities for acquisition;
- \* funding sources for acquisition;
- \* a discussion of liability issues; and
- \* requirements for maintenance of trails.

This working group shall also make periodic progress reports to the Planning Commission.

**Policy PRT-GV-3: Any trail easements acquired along trail corridors that are subsequently abandoned by the County upon completion of a final PRT map (as set forth in Program PRT-GV-2.1) shall be returned to the landowner upon adoption of the final PRT map.**

**Policy PRT-GV-4: Trail corridors formally designated on the PRT maps shall be kept clear from encroachment by new uses or development, to the extent reasonably feasible.**

**Policy PRT-GV-5: The County shall actively pursue acquisition of interconnecting useable public trails within designated trail corridors through negotiation with property owners for purchase; through exchange for surplus County property as available; or through acceptance of gifts and other voluntary dedications of easements.**

**Program PRT-GV-5.1:** When funding becomes available, the County shall design a program which provides for phasing and the setting of priorities for the acquisition and/or development of each trail identified on the PRT maps. The County shall pursue protection of such recreational trails network and expansion to meet goals of this plan to achieve desirable additional recreational and open space through:

- a. Expansion of the County Capital Improvement Plan for acquisition of additional recreational and trail properties;
- b. Pursuit and protection of title to properties that are in the public domain through past use or development; and
- c. Acquisition of desirable property and/or property necessary to expand such trails networks; to provide key interconnections; and to meet the most pressing public demands, through negotiated acquisition and/or acquisition through eminent domain proceedings, as approved, from time to time, by the County Board of Supervisors.

**Policy PRT-GV-6: In the siting of trail corridors, primary consideration shall be given to publicly-owned lands.**

**Program PRT-GV-6.1:** The County shall study the potential for combining flood control easements with potential trail easements and the preservation of wildlife corridors and greenbelt buffer zones.

**Policy PRT-GV-7:** In developing and maintaining the trail system, provision shall be made for the following:

- a. appropriate trail signage at all major trail heads and signs or markers on public recreational trails;
- b. the maintenance of the trail system in Goleta;
- c. adequate trailhead parking;
- d. consideration should be given to the use of Old San Marcos Pass Road for trail heads; and
- e. minimization of erosion on trails, particularly those located near creeks and riparian corridors.

**Policy PRT-GV-8:** New trails shall be limited to non-motorized vehicle use. Trails shall be designed to keep hikers, bikes and equestrians on the cleared pathways, and shall be designed to minimize impacts to the maximum extent feasible to any sensitive habitat area. Trails shall be sited to avoid significant environmental constraints and to minimize user conflicts and conflicts with surrounding land uses, to the maximum extent feasible.

**Policy PRT-GV-9:** The County Parks Department shall be responsible for reviewing trail easement requirements, location, and design on a case-by-case basis. In addition, they shall be responsible for obtaining appropriate permits and environmental review prior to trail construction on publicly owned land.

**Policy PRT-GV-10:** All trails developed by and/or dedicated to the County shall be multi-use.

**Program PRT-GV-10.1:** The County shall work with the National Forest Service and the cycling community to develop bicycle safety regulations for trails, and mechanisms for effective enforcement.

## Parks

**Policy PRT-GV-11:** Acquisition and development of lands for neighborhood and community parks should utilize vacant lands near or adjacent to school sites for this purpose wherever possible.

**Policy PRT-GV-12:** Acquisition of neighborhood parks in Goleta shall be based upon the following geographic priorities:

1. Southeast Goleta (Patterson-Hope Ranch annex north of Atascadero Creek)

2. **Downtown Goleta area**

3. **El Encanto Heights area**

**Policy PRT-GV-13:** Properties with the potential for maximum community use shall be considered a high priority in park acquisition decisions. This includes parcels which are highly visible (e.g., open space lot on heavily used traffic corridor) or are accessible to many people (e.g., park along bike path or at trailhead), or serve people in ways beyond accessibility (e.g., parcel which supports a produce stand).

**Action PRT-GV-13.1:** The County shall explore the feasibility of entering into Joint Use Agreements with schools for public use of school recreation facilities when school is not in session.

**Action PRT-GV-13.2:** The County shall initiate a master plan process for the Santa Barbara Shores Park parcel.

#### Open Space

**Policy PRT-GV-14:** Acquisition of open space and passive recreational opportunities shall be based upon the following factors (not listed in order of importance):

1. **parcels with good passive recreational opportunities;**
2. **parcels with good visual qualities;**
3. **parcels with significant natural resources;**
4. **parcels with significant physical constraints; and**
5. **parcels which provide opportunities for public beach access.**

**Program PRT-GV-14.1:** The County shall develop a Comprehensive Open Space Implementation Program, which will coordinate the acquisition and development of open space, trails and park facilities, both involving passive and active forms of recreation, in addition to the resource preservation measures.

**Action PRT-GV-14.2:** The County shall pursue the purchase of vacant properties for potential use as parks or open space, where the purchase would serve as buffer zones for residential or commercial development, provide usable recreation space, or preserve wildlife habitats and migration corridors or sensitive biological resources.

**Action PRT-GV-14.3:** The County shall seek funding sources for the acquisition of More Mesa in order to preserve the natural resources and passive recreational opportunities which exist on that site.

**Action PRT-GV-14.4:** The County shall review existing Offers to Dedicate Coastal Access for feasibility of accepting any or all such offers and shall identify additional vertical access points and coastal parcels which should be acquired to preserve and provide for adequate public access to coastal resources.

**Policy PRT-GV-15:** There shall be no motorized off-road recreational vehicle sites within the Goleta Planning Area.

## **B. LAND USE ELEMENT**

The Parks & Recreation section of the Land Use Element includes the following policy in regards to trails:

### **Policy #4:**

Opportunities for hiking and equestrian trails should be preserved, improved, and expanded wherever compatible with surrounding land uses.

## **C. AGRICULTURAL ELEMENT**

The issue of trail easements on agricultural lands has been a highly controversial topic throughout the County for many years. As part of the Agricultural Element, a series of workshops were held on this matter which resulted in a compromise over trail dedication policies, as represented by Policy I.A of the County's Agricultural Element. The information defines the County's current policy regarding the dedication of trail easements on agriculturally zoned land.

**Policy I.A:** The integrity of agricultural operations shall not be violated by recreational or other non-compatible uses.

Imposition of any condition requiring an offer of dedication of a recreational trail or other recreational easement shall be discretionary (determined on a case-by-case basis), and in exercising its discretion, the County shall consider the impacts of such an easement upon agricultural production of all lands affected by and adjacent to said trail or other easement.

1. On lands which are in agricultural production and have zoning or Comprehensive Plan designation for agriculture, provisions for recreational trails or other recreational easements defined in the Comprehensive Plan may be imposed by the County as a condition for a discretionary permit or land division only in the following circumstances:

- a. The area in which the trail is proposed to be located is land which is not under cultivation or being grazed or is not part of a rotation program, or is not an integral part of the agricultural operations on the parcel; or,
  - b. The land use permit requested is not for a use which is compatible with agricultural production on the property, as defined in the County Agricultural Preserve Uniform Rules. In this instance, the recreational trail or other recreational use shall be required to be located only on the portion of the property taken out of agricultural production for the permit; or,
  - c. The land division requested requires a rezoning of the property to a more intensive zone district than that applied to the property prior to the application.
2. A recreational trail or other recreational use shall not be required as a condition for a discretionary permit (except a land division or a rezone which permits a smaller minimum parcel size than that permitted on the property at the time of the application) on lands which are in agricultural production and have a zoning or Comprehensive Plan designation for agriculture, in the following circumstances:
    - a. The permit requested is for a lot line adjustment or Minor Conditional Use Permit only; or,
    - b. The discretionary permit requested is compatible with the agricultural use of the land, as defined in the County Agricultural Preserve Uniform Rules.
  3. The following trails shall not be subject to paragraphs 1 and 2 above due to their historic and recreational significance:
    - Franklin Trail
    - Arroyo Burro Trail
    - Fremont Trail
    - San Antonio Trail
  4. Where trails are required, they shall be sited to minimize the impacts to prime soils, agricultural operations, public safety, and environmentally sensitive areas.

**Appendix B  
Trail Feasibility Criteria**

<b>Feasibility Criteria</b>	<b>Description</b>
Location	One of the overall goals of the trail implementation study is to provide access to the Los Padres National Forest and the Pacific Ocean via a trails network. Trail location is critical in providing the link between urban areas, the National Forest, and Pacific Ocean, particularly in maximizing the populous served. Location shall also take into consideration differences in terrain, compatibility with surrounding land uses, and potential impacts to environmental resources. Locating trail routes to highlight the County's recreational and educational experiences, including natural, scenic, cultural and historic features should also be considered.
Minimize Agricultural Conflict	When designating a potential trail corridor, consideration of potential impact to agricultural operations must be examined. Trail corridors should be sited to minimize conflicts with surrounding land uses.
Environmentally Sensitive Habitat (ESH)	Proposed trail corridors within Environmentally Sensitive Habitats (ESH), such as creek riparian areas or Monarch Butterfly sites, may be compatible in certain circumstances. Potential environmental impacts to these areas would necessitate closer examination of either relocating a trail or taking measures during trail implementation to mitigate potential impacts.
Topography/Soils	Topography and soils of a potential trail corridor are factors to be considered when assessing the feasibility of trail installation, accessibility and level of difficulty. Slope stability, erosion and accessibility are highly dependent upon the type of terrain encountered along a trail corridor.
Accessibility/Multiple Use	Where feasible, trailheads need to be easily accessible by foot, bicycle, and horseback in order to provide multiple use access. Both the USFS Land and Resource Management Plan and Goleta Community Plan include mandates for multiple use trails. Urban trails should provide easy access to employment and commercial centers as well as schools, beaches, and recreational areas of interest.
Parking Availability	Parking or staging areas are important in providing access to a trailhead. Utilization of surplus public lands should be considered as potential staging areas whenever possible.
Width/Length	The dimensions of a trail will help determine the appropriate location where construction may occur along a trail corridor. The intended trail uses and physical constraints of the trail corridor will determine the actual dimensions necessary. This could minimize impacts to the surrounding lands.
Intensity of Use	A low, moderate, or high level of use will be dependent upon the terrain encountered and the degree of difficulty of a trail. The amount of anticipated trail use should be taken into account during design and construction of a trail. This can help mitigate potential trail use and erosion problems.
Exposure	A trails exposure to both wind and sun can influence the quality of trail users experience. Identifying trails with high, moderate or low exposure will assist in determining a trails ability to meet the increasing demand of recreational users.

<b>Feasibility Criteria</b>	<b>Description</b>
Timing	The location of easements, public property, compatibility with surrounding land uses, landowners willing to dedicate a trail easement, and the availability of funding for acquisition, construction, and maintenance are all factors that may influence whether a trail could feasibly be implemented in the short or long term.
Neighbor Privacy	Trail corridors must consider the privacy of surrounding neighbors when locating a trail through an area. Proper placement can help to preserve the privacy of surrounding landowners.
Trail Installation	The costs and impacts incurred in constructing a trail corridor is a primary consideration in the implementation process. Installation of a trail through steep terrain may require several switchbacks resulting in higher expense and disturbance of local vegetation. Utilizing existing formal and informal trails could lower costs and potential loss of habitat. The potential benefits versus costs of each trail should be analyzed.
Fire Hazard	With the establishment of a formal trail system in the foothills, the potential for fire hazard may increase as the level of use by the general public increases.
Trail Network Loops/Linkages	Creating loop trails or completing trail linkages are highly desirable characteristics when prioritizing trails.
Aesthetic Quality	The aesthetic qualities of a proposed trail corridor consisting of scenic viewpoints, creeks and waterfalls would greatly enhance the trail users experience.

# GOLETA TRAIL IMPLEMENTATION STUDY

--- LOS PADRES NATIONAL FOREST BOUNDARY

▭ NATIONAL FOREST LAND (open yearlong to public entry)

TRAILS:

▣▣▣▣ EXISTING (PRT-3, 1991)

●●●● EXISTING INFORMAL

□□□□ PROPOSED CORRIDORS (PRT-3, 1991)

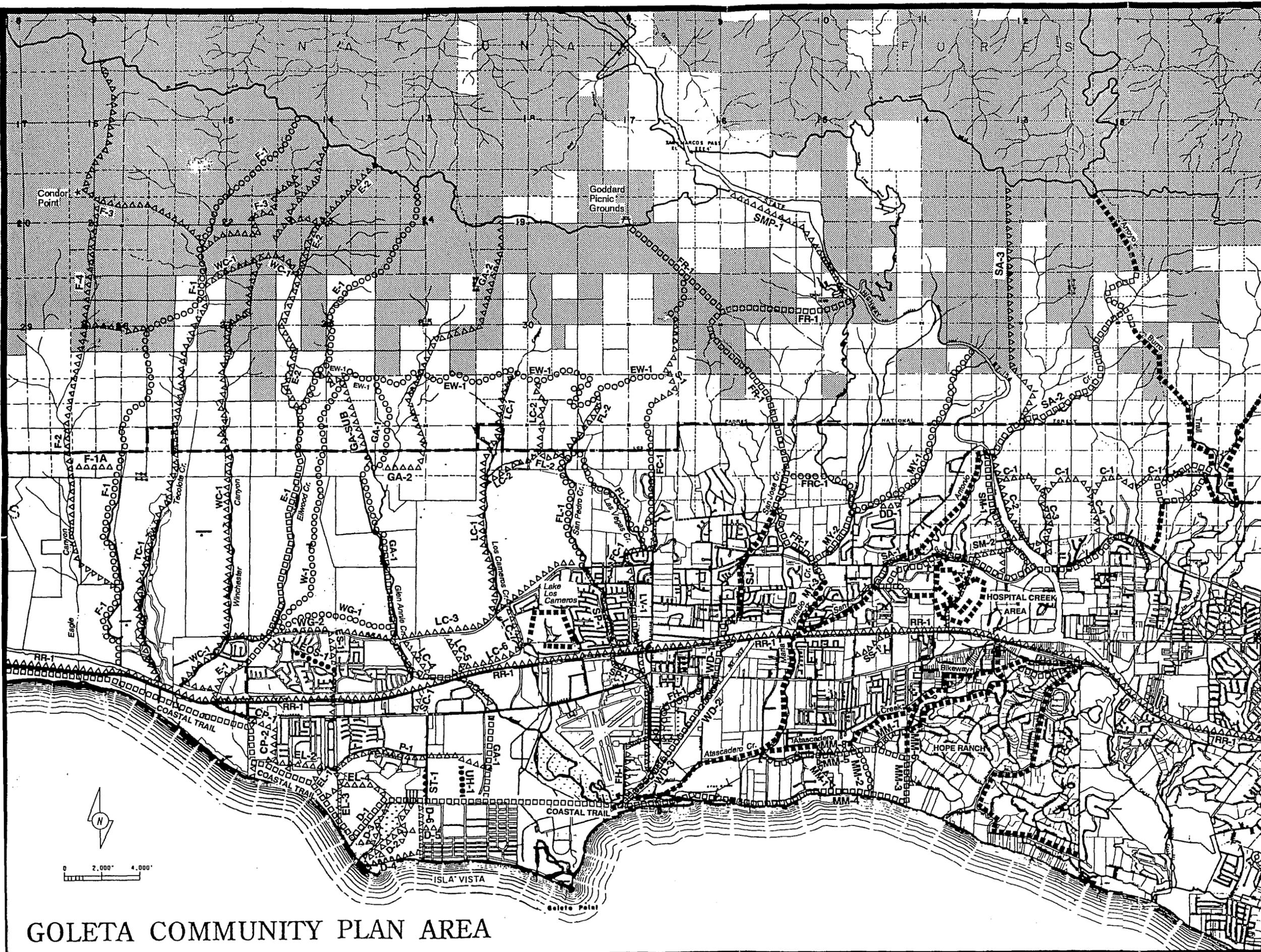
○○○○○ RECOMMENDED CORRIDORS (GOLETA COMM. PLAN, 8/93)

△△△△ POTENTIAL CORRIDORS (CURRENT STUDY, 1994)

# DRAFT

### NOTE:

THE TRAILS ON THIS MAP ARE PRIMARILY NON-EXISTING AND SHOW OPTIONS UNDER CONSIDERATION FOR POTENTIAL TRAIL DESIGNATION.



## GOLETA COMMUNITY PLAN AREA

## Appendix D

### TRAILS REVIEWED BUT NOT RECOMMENDED FOR ADDITION TO PRT-3 MAP

The following trail corridor options were reviewed but not recommended for addition to the PRT-3 map.

#### Railroad Corridor Trail: (RR-1)

The railroad corridor trail would be sited along the southern side of the Southern Pacific Railroad corridor between the western and eastern planning area boundaries, and would provide an important east/west link through the Goleta Valley connecting to several north/south trails. Where the trail requires leaving the railroad corridor or moving from the southern to the northern side, appropriate measures would be taken to examine the most feasible area in having the trail cross the railroad corridor, taking into consideration safety and land use compatibility issues.

Because railroad corridors have very mild grades and generally good access in urban areas, they have the potential to serve as important links in a trail system. However, railroads have historically been opposed to locating public trails within active railroad right-of-way. The Southern Pacific Railroad line through Goleta is used regularly with no known plans for future abandonment. Still, the County should pursue talks with railroad officials on the possibility of locating trail segments along a portion of the railroad right-of-way, where feasible.

#### Cieneguitas Trails: (C-1, C-2, C-3, C-4)

The Cieneguitas Ranch is an undeveloped site located east of Hwy 154, north of Cathedral Oaks, south of Zapata Investments property and west of a residential development. An interconnecting set of trails, consistent with the proposed residential development plans for this property, includes one east/west route (C-1) linking San Antonio trail to the Arroyo Burro trail, two north/south routes (C-3, C-4) along local drainages, and a third north/south trail (C-2) paralleling Hwy 154. These trails provide connections between existing trail systems, as well as internal access throughout the property.

#### Maria Ygnacia Debris Basin Trail: (DD-1)

The debris basin trail would be a loop trail around the County Flood Control property. The East Branch Debris Basin is located at the terminus of Via Regina on the south side of Maria Ygnacia Creek on a 16.54 acre site.

#### San Simeon Road Trail: (SS-1)

This road-shoulder trail would extend along the existing and proposed extension of San Simeon Road between Turnpike and San Marcos roads, providing an alternative route for pedestrians and

bicyclists in avoiding potential safety hazards at the heavily travelled intersection of Turnpike Road and Hollister Avenue.

Ward Memorial Trail: (WD-3)

Identified on the existing PRT-3 map as a proposed trail corridor, this trail would extend beyond the concrete portion of the Flood Control channel located adjacent to Ward Memorial Blvd. (Highway 217) to William Moffet Lane, providing a more direct access to Goleta Beach.

Las Vegas Creek Trail: (LV-1)

This trail (shown as proposed trail on existing PRT-3 map) extends south from Stowe Canyon Road utilizing existing Flood Control easements and open space areas along Las Vegas Creek to Calle Real, providing access from the surrounding residential areas to neighborhood shopping centers. In addition, a proposed pedestrian/bikepath overcrossing spanning the US 101 freeway corridor (identified in the GTIP) from Calle Real to Fairview Avenue would provide a safe and convenient route for people interested in accessing Old Town Goleta and/or Goleta Beach.

Bishop Ranch Trails: (LC-4)

This trail would be located along the western boundary of the Bishop Ranch property, providing connections and access to internal as well as neighboring trails, such as LC-3 and GA-1.

Storke Connector Trail: (SC-1)

This trail is located immediately southwest of the US 101 Storke Road overpass. The route would descend from Storke Road just south of the overpass, continuing south to Hollister Avenue downslope and separated from the roadway. Public use of this trail is utilized primarily as a bypass from the Storke Road and Hollister Avenue intersection, providing a more pleasant walking experience in accessing the nearby shopping and commercial centers.

Devereux Slough Area: (D-3)

Located within the Devereux Slough Preserve area, this trail extends along the northern edge of the slough, originating off D-1 (adjacent to Ocean Meadows Golf Course), following the existing dirt path adjacent to the slough toward the beach, eventually connecting back to D-1.

San Antonio Trail Addition: (SA-2)

This trail originates at the terminus of the existing San Antonio Trail (SA-1) at Highway 154, directly below the bridge over San Antonio Creek. The San Antonio Trail Addition (SA-2) is on the existing PRT-3 map as a proposed future trail. SA-2 immediately heads northeast from the bridge, generally paralleling an existing private dirt road, which winds through San Antonio Creek canyon, crossing the creek at least two times (one known existing bridge), and eventually ascending out of the canyon to a ridge which eventually links up with the existing Arroyo Burro

Trail and East Camino Cielo. This route stretches from East Camino Cielo to Goleta Beach. The San Antonio Trail Addition is designated as an "historic" trail, per Park Department definitions, and is therefore, exempt from the restrictions on trail easement dedication, as identified in Agricultural Element Policy IA.

Windy Gap Trail: (SA-3)

Located north of the San Antonio trail, this trail would follow a north/south trending ridge, utilized in the past as a USFS fuel break. The trail corridor avoids a large portion of San Antonio Creek, while only having to cross the creek once, utilizing an existing bridge. Direct access to East Camino Cielo would be provided via the ridge.

Maria Ygnacia Trail: (MY-1 and MY-2)

These two segments of the Maria Ygnacia trail are sited toward the eastern end of the planning area, originating north of Cathedral Oaks Road at Maria Ygnacia Creek. The Maria Ygnacia (MY-2) trail would parallel the creek for approximately 2,000 feet, with residential developments to the east and existing agricultural operations to the west of this trail segment. At Old San Marcos Pass Road the MY-2 trail connects to the MY-1 trail. From this junction the MY-1 trail proceeds east along the East Fork of Maria Ygnacia Creek toward Maria Ygnacia Lane, where the trail becomes a road shoulder trail through the canyon following private ranch roads, eventually climbing out of the canyon and terminating at Highway 154.

Fremont Connector Trail: (FRC-1)

This trail is sited between the proposed Fremont trail and Old San Marcos Pass Road and would follow parcel boundaries between Old San Marcos Pass Road and San Jose Creek. The trail has its eastern origin just north of the Via Parva and Old San Marcos Pass Road intersection, near the confluence of Maria Ygnacia Creek. The western origin is situated approximately 1.00 mile north of the southern origin of the proposed Fremont trail, located off Patterson Avenue near San Jose Creek. The Fremont Connector trail was considered as an opportunity to provide access to the historical Fremont Trail for residents in the vicinity.

Fremont Trail: (FR-1)

The Fremont trail was reviewed as a potential trail corridor for its historical background and is one of four trails not subject to Policy I.A paragraphs 1 and 2 of the Agricultural Element. Currently, it is the only proposed trail on the existing PRT-map which provides access to West Camino Cielo in the Goleta area.

From its origin at the terminus of La Posa Road, the trail proceeds north for approximately 1,500 feet along San Jose Creek, immediately crossing the southwest portion of a private agricultural operation. The proposed trail would then leave the creek corridor, continuing west for approximately 500 feet, crossing another existing agricultural operation. The route continues for approximately 4,000 feet (north) along parcel boundaries between existing agricultural operations.

The trail would then head west for approximately 1,200 feet along the same parcel boundary, eventually crossing onto National Forest land. The trail continues north for approximately another 1.20 miles before branching off in two directions. One fork heading northwest toward West Camino Cielo and the Goddard Picnic Grounds and the other east toward Old San Marcos Pass Road.

Fairview Loop Trail: (FL-1 and FL-2)

The Fairview Loop (FL-1) trail is sited toward the central portion of the planning area, with its western leg located north of Cathedral Oaks Road just east of Windsor Avenue, and its eastern leg located off La Goleta Road approximately 300 feet west of Fairview Avenue. Both legs join to the north at the National Forest boundary. This trail corridor was considered as an opportunity to provide access in the form of a loop by extending an already existing open space corridor through an area of light agricultural operations.

The Fairview Loop (FL-2) trail was a proposed extension to the FL-1 trail to provide access to the SCE catway, as well as connect to the Los Carneros Creek trail to the west.

Los Carneros Creek Trail: (LC-1, LC-2)

This trail (LC-1) corridor would be located north of Cathedral Oaks Road and would parallel the riparian corridor along the west side of Los Carneros Creek. The topography of the area is characterized by flat valley bottoms and gently sloping hills. The trail would follow the creek north terminating at the proposed East/West Catway Trail. This long-term trail would provide connections to the Catway and other potential trails under review, as well as, southern connections to the Bishop Ranch, Cathedral Oaks, and Lake Los Carneros County Park trails. Planning and Development proposed this long-term trail corridor for addition to the PRT-3 map. The second option (LC-2) would be to utilize an informal ridge trail located east of the creek, thereby taking the trail out of the riparian area. This alternative route would head northeast off LC-1, by following a private ranch road for approximately 1,500 feet before connecting to the ridge trail. The trail would continue north for additional 1,500 feet before reaching the Catway, where the trail terminates.

East/West Catway Trail: (EW-1)

This potential trail is sited within the foothills of the Santa Ynez Front Range, and is located a mile north of the National Forest boundary. The potential route originates approximately one-half mile northwest of the SCE transfer station off Glen Annie Road, extending east across the range, ending approximately a mile north of Fairview Avenue's terminus. This road is primarily utilized by SCE vehicles for maintenance and monitoring of their power lines. SCE only has easement rights to the property granted by private landowners.

The primary basis behind the proposed long-term trail or East/West Catway would be to provide a series of loops within the Goleta Planning Area. The need was identified for an east-west trail

to connect the north-south routes before West Camino Cielo. Planning and Development proposed this long-term trail for addition to the PRT-3 map.

Glen Annie Trail: (GA-1, GA-2 and GA-SUB)

This proposed trail begins at the intersection of Los Carneros/El Colegio Roads, heading north as a road shoulder trail along Los Carneros Rd, following Tecolotito Creek northwest to US 101 Hwy, where a proposed pedestrian/bikepath overcrossing near the creek would facilitate access to Glen Annie Road. The trail would continue as a road shoulder trail to the terminus of Glen Annie Road, where three unpaved access roads utilized by SCE (GA-SUB), Bureau of Reclamation (GA-1), and the Goleta Water District (GA-2) would provide access to the SCE Catway, with GA-2 extending north through McCoy Canyon (for approximately 0.50 mile) to an existing informal path, currently utilized by hikers accessing an area known as "Lizard's Mouth", where access to West Camino Cielo would be provided.

Winchester/Glen Annie Connector: (WG-1)

This trail would provide a connection between the two "primary" (Winchester and Glen Annie) trails on either side and follow the ridge above the pending Dos Pueblos Golf Course. Located approximately 4.00 miles south of the National Forest boundary, it is apparent that direct access to the National Forest is unattainable, however indirectly, the trail could be used in conjunction with either of the two "primary" trails to access the LPNF. The primary purpose of this trail is to provide a southern link between the Glen Annie, Ellwood Canyon, and Winchester trails.

Winchester Trail: (W-1)

The Winchester Trail was proposed as a "ridge trail" that would take the Ellwood Canyon trail out of the canyon bottom and creek bed as well as away from the agricultural operations located throughout Ellwood Canyon. The trail corridor is sited between the Ellwood Canyon and Glen Annie trails, originating at the intersection of Cathedral Oaks Road and Calle Real, and proceeds north to the SCE catway where the trail terminates.

Ellwood Canyon Trail: (E-1 and E-2)

The Ellwood Canyon (E-1) trail originates approximately 4.00 miles south of the National Forest boundary at Cathedral Oaks Road and Calle Real intersection. This trail proceeds north following public and private roads into the canyon, continuing north along the canyon's east fork, eventually connecting to West Camino Cielo. This trail would provide an opportunity to extend the already proposed Ellwood Canyon trail to West Camino Cielo through National Forest lands.

An alternative route (E-2) follows the west fork of Ellwood Canyon. A trail through this area appears more topographically feasible. However, this trail would remain on private land for an additional mile before entering National Forest lands. The advantage of utilizing this route would be to climb the canyon's west ridge, accessing "Vista Point", where an existing informal trail extends southward from West Camino Cielo.

Winchester Canyon Trail: (WC-1)

This trail corridor is sited within Winchester Canyon. The trail originates approximately 3,500 feet west of US Hwy 101 Winchester Canyon offramp along Calle Real. The trailhead begins adjacent to Winchester Canyon Creek, proceeding north through the canyon toward National Forest lands, eventually connecting to the Ellwood Canyon (E-2) trail and the Farren (F-1) trail via a potential route along an east/west ridge within the National Forest.

Tecolote Creek Trail: (TC-1)

This trail originates at Calle Real and Vereda Del Ciervo intersection and extends north along Tecolote Creek. The trail is located between Farren Road (to the west) and Winchester Canyon Road (to the east) and would provide an opportunity to extend a partially existing informal trail along the creek with potential connections to the Farren and Winchester Canyon trails within the National Forest boundary.

Farren Trail: (F-1, F-2, F-3)

These trail corridors are sited at the western end of the planning area and were reviewed as potential trails that would reach West Camino Cielo from the Goleta Valley. These trails originate at the intersection of Calle Real and Farren Road.

The Farren (F-1) trail parallels Farren (County-owned) Road, ending at a private gate, where the road becomes a private ranch road. This trail would continue northward for approximately 1.50 miles along the ranch road, crossing through private property with existing agricultural operations located throughout the area. North of the private properties the trail climbs a ridge following it for a short distance before descending into Tecolote Canyon. The trail continues along the canyon to West Camino Cielo.

The Farren (F-2) trail would follow Farren Road for 1.25 miles, before descending into Eagle Canyon, following the creek to avoid bisecting the private properties located at the end of Farren road. The trail would re-connect to the F-1 trail north of the private ranches.

The Farren (F-3) trail would be an east west route providing access from the Farren (F-1) trail to Condor Point (west) and "Vista Point" (east).

## Appendix E

### Trail Maintenance Issues

Topic of Concern	Description
Minimize Soil Erosion	Although trails require ongoing maintenance, appropriate design, construction and siting of a trail corridor would minimize both soil erosion and maintenance requirements. Waterbars are placed across slopes to help dissipate water energy and prevent soil erosion. Periodic maintenance and replacement of these would be required. The Forest Service recommends 2-3 visits per year to clean out the waterbars, usually conducted before and after the rainy season. These visits would also entail replacing, where necessary, dirt waterbars with wooden waterbars.
Staging Areas	Staging areas require ongoing maintenance, particularly with litter cleanup.
Appropriate Trail Signage	Ensure signs are visible, low-key, aesthetically appropriate and convey clear and concise information. They can be utilized for educational purposes, proper trail etiquette, and rights-of-way. Trail signs should notify trail users when entering/leaving private or public land. Trespassing signs should be utilized to keep trail users on an established trail, particularly when going through private property.
Volunteer Groups	Active participation by volunteers of various trail user groups is vital to maintaining a successful trail network. Volunteers can help reduce construction and maintenance costs, while also helping to educate and self-regulate their own members. Supervision of volunteer groups is necessary. The Forest Service and County Parks Dept. actively utilize volunteers in their effort to maintain the trails throughout the County. "Adopt a Trail Program" would be one such method in developing a strong and effective volunteer program.
Brushing	Removing vegetation from trails, such as over-growth or encroachments from surrounding vegetation. The amount of clearing is dependent upon the intensity of use as well as the primary users of the trail. The Forest Service recommends a seven year brushing cycle, utilizing volunteers in the removal of vegetation 2-3 feet from the centerline of a trail.
"Sluff Removal"	This involves the removal of rocks, debris, etc. from a trail resulting from slides of the surrounding banks and hillsides.
"Logging Out"	A Forest Service term referring to the removal of a fallen tree which directly impacts a trail.
Funding	Funding from government grants, programs, or local organizations may provide the necessary funds for acquisition, maintenance, monitoring, and construction of trails.

Topic of Concern	Description
Fencing	Where fencing is required at trailheads and/or along a trail corridor, periodic repair and replacement would be an added maintenance cost. Several different types and designs of fencing are available, including chainlink, barb wire, post and board, and barrier-type (prevent access to certain user groups, i.e., motorcycles) fencing. Appropriate fencing would be determined on a case-by-case basis.
Exotic Species Removal	In order to maintain the genetic integrity of native habitats, the removal of non-native, invasive plant species located along disturbed areas of trails is an added maintenance cost that would need to be addressed.
Maintenance Cost	A County Parks study conducted in 1993, estimated that trail maintenance cost is between \$250 - \$500 per mile per year.

**Appendix F**  
**REVISED GOLETA COMMUNITY PLAN POLICIES**

**Policy Additions**

**Policy PRT-GV-2A:** The County Parks Department and other agencies or groups pursuing implementation of the trail system shall use the Goleta Trails Implementation Study and its trail siting and design guidelines to guide future trail development and implementation.

**Policy PRT-GV-2B:** The County shall support efforts of private organizations to establish a Goleta Trails Foundation. County support may include, but not be limited to: coordinating volunteer efforts, acting as liaison between volunteer groups and County Park Department, provide information of grant opportunities, and facilitate communication between their organization and other trail organizations.

**Action PRT-GV-2B.1:** The County Park Department shall establish and publish procedures to administer the closure of recreational trails during periods when pesticide use on adjacent agricultural lands necessitates such closure. Such procedures shall include, but not be limited to, a notification of the Park Department by the affected landowner(s) and the posting of signs at the trailhead in advance of the trail closure, notifying trail users of the specific area closed and the reason for the closure. The Park Department procedures for trail closure shall not conflict with or supersede County Environmental Health Department regulations or with Federal, State or local laws controlling agricultural pesticide use. The Park Director shall have authority to determine whether closure is appropriate, and, if so, the duration and location of such closure.

**Long-Term Trail Policies**

**Policy PRT-GV-2C:** For projects seeking general plan amendments and/or rezones, the county shall review the Goleta Trails Implementation Study to determine if a new trail corridor should be considered for the area/watershed in which the project is located, consistent with applicable Agricultural Element and resource protection policies.

**Policy PRT-GV-2D:** Priority for future trail acquisition and implementation shall include, but not be limited to, the following trail categories expressed in descending order of priority:

- |             |  |
|-------------|--|
| Category 1: | Fremont\Slippery Rock Trail  |
| Category 2: | Urban Trails not likely to be acquired through the discretionary permit process. |
| Category 3: | San Marcos Pass Trail  |
| Category 4: | Farren Trail   |