

## SUGGESTED MODIFICATIONS TO THE COASTAL LAND USE PLAN

### LCP Amendment 4-STB-16-0067-3 (Gaviota Coast Plan)

The County's proposed amendment language to the certified Coastal Land Use Plan is shown in straight type. Language recommended by Commission staff to be deleted is shown in ~~line out~~. Language recommended by Commission staff to be inserted is shown in underline. Other suggested modifications that do not directly change LCP text (e.g., revisions to maps, figures, instructions) are shown in *italics*.

#### SUGGESTED MODIFICATION NO. 1

*The following shall be added to Chapter 1 - Introduction of the Gaviota Coast Plan as a new Subsection c (Important Differences Between the Coastal and Inland Portions of this Plan) under the section titled "Overview of the Gaviota Coast Plan":*

As a result of the Coastal Commission's review of the Gaviota Coast Plan for certification as an amendment to the Santa Barbara County Local Coastal Program (LCP), a number of the Goals, Policies, Actions, Programs, and Development Standards originally adopted by the County for the entire Plan area were modified as they apply within the Coastal Zone. In these cases there are similar, but different, provisions that apply within the coastal as compared to the inland (non-Coastal Zone) portions of the Plan area. These are clearly marked throughout the document as either "COASTAL" or "INLAND" at the beginning of the text of relevant Goals, Policies, Actions, Programs, and Development Standards. Goals, Policies, Actions, Programs, and Development Standards that are not marked as either "COASTAL" or "INLAND" shall be interpreted to apply to the entire Plan area, unless the policy expressly states otherwise.

#### SUGGESTED MODIFICATION NO. 2

**The following policies within Gaviota Coast Plan Chapter 2: Natural Resources shall be modified as follows:**

**Policy NS-2: Natural Resources Protection.** *(INLAND)* Environmentally Sensitive Habitat (ESH) areas and important or sensitive biological and natural resources shall be protected to the maximum extent feasible. Where special-status plant and animal species are found pursuant to the review of a discretionary project, the habitat in which the sensitive species is located shall be preserved to the maximum extent feasible. ~~Within the Coastal Zone, Environmentally Sensitive Habitat (ESH) areas shall be protected against any significant disruption of habitat values, and only uses dependent on those resources shall be allowed within those areas.~~ Development in areas adjacent to ESH areas and parks and recreation areas shall be sited and designed to prevent impacts which would significantly degrade those areas, and shall be compatible with the continuance of those habitat and recreation areas.

**Policy NS-2: Environmentally Sensitive Habitat (ESH) Protection. (COASTAL)**

Environmentally Sensitive Habitat (ESH) areas shall be protected against any significant disruption of habitat values, and only uses dependent on those resources shall be allowed within those areas. A resource dependent use is a use that is dependent on the ESH resource to function (e.g., nature

study, habitat restoration, and public trails). Non-resource dependent development, including fuel modification and agricultural uses, shall be sited and designed to avoid ESH and ESH buffer areas. If avoidance is infeasible and would preclude reasonable use of a parcel or is a public works project necessary to repair and maintain an existing public road or existing public utility, then the alternative that would result in the fewest or least significant impacts shall be selected and impacts shall be mitigated. Development in areas adjacent to ESH areas and parks and recreation areas shall be sited and designed to prevent impacts which would significantly degrade those areas, and shall be compatible with the continuance of those habitat and recreation areas.

**Policy NS-4: ESH Criteria and Habitat Types.** *(INLAND)* The following criteria are used in determining which habitats in the Gaviota Coast Plan area warrant the Environmentally Sensitive Habitat Area overlay designation:

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**Policy NS-4: ESH Criteria and Habitat Types.** *(COASTAL)* Environmentally sensitive habitat (ESH) means any area in which plant or animal life or their habitats are either (A) rare or (B) especially valuable because of their special nature or role in an ecosystem. The presence and extent of ESH shall be identified on a case-by-case basis based upon site-specific evidence provided by a biological report prepared by a qualified biologist.

- A. Rare Species or Habitats. Areas with plant or animal life or their habitats included in the following lists and categories are considered “rare” for the purposes of this policy:
- Federal and State listed Rare, Threatened, and Endangered Species.
  - Plants, Animals, and Natural Communities ranked as Global or State G1 or S1 (critically imperiled), G2 or S2 (imperiled), or G3 or S3 (vulnerable to extirpation or extinction).
  - California Fully Protected Species, California Species of Special Concern, and their habitats.
  - California Rare Plant Ranking System plant species designated 1B (rare, threatened, or endangered in California and elsewhere) and 2B (rare, threatened, or endangered in California but more common elsewhere).
  - Federal and State Plants, Animals, and Natural Communities that are candidates for listing.
- B. Especially Valuable Species or Habitats. Areas with plant or animal life or their habitats may be especially valuable because of their “special nature,” such as being an unusually pristine example of a habitat type, containing an unusual mix of species, supporting species at the edge of their range, or containing species with extreme variation. Areas may be especially valuable because of their special “role in the ecosystem,” such as providing habitat for endangered species, protecting water quality, providing essential corridors linking one sensitive habitat to another, or providing critical ecological linkages such as the provision of pollinators or crucial trophic connections. Examples of species or habitat types that are especially valuable include, but are not limited to:
- Unique, rare, or fragile communities which should be preserved to ensure their survival in the future, e.g., dune vegetation, native grasslands;
  - Plant community ranges that are of significant scientific interest because of extensions of range, or unusual hybrid, disjunct, and relict species;

- Outstanding representative natural communities that have values ranging from a particularly rich flora and fauna to an unusual diversity of species;
- Areas with outstanding educational values that should be protected for scientific research and educational uses now and in the future, e.g., Gaviota Coast tanoak forests.

Specific biological habitats that may be considered environmentally sensitive because they are rare and/or especially valuable because of their special nature or role in an ecosystem shall be protected and preserved through provisions of the ESH Overlay. These include, but are not limited to, the following:

- 1) Native Forests and Woodlands including, but not limited to: madrone forest, tanoak forest, black cottonwood forest, Bishop pine forest, California sycamore woodlands, coast live oak woodland, Valley oak, red willow thickets, and California bay forest;
- 2) Native Chaparral, Coastal Bluff Scrub, and Coastal Scrub Habitats, including, but not limited to: Burton Mesa shrubland chaparral, central maritime chaparral, wart leaf Ceanothus chaparral, giant Coreopsis scrub, bush monkeyflower scrub, California brittle bush scrub, sawtooth goldenbush scrub, silver dune lupine-mock heather scrub, lemonade berry scrub, and white sage scrub;
- 3) Native Grassland and rare herbaceous vegetation, including, but not limited to: Dune mats, Western rush marshes, meadow barley patches, giant wildrye grassland, creeping ryegrass turfs, foothill needlegrass grasslands, purple needlegrass grasslands;
- 4) Creeks, Streams, and Coastal Wetlands, including, but not limited to: estuarine, riverine, riparian habitats, and vernal pools;
- 5) Marine mammal haulouts;
- 6) Monarch butterfly habitat;
- 7) Raptor nesting and breeding areas and white-tailed kite foraging areas; and
- 8) Special status species habitats

A table giving the full names of the plant communities mentioned in items 1-3 above, along with rarity rankings per the current California Natural Diversity Database List of Natural Plant Communities and the Wildlife Habitats Relationship community name, is included as Appendix B.

**Policy NS-7: Riparian Vegetation.** *(INLAND)* Riparian vegetation shall be protected to the maximum extent feasible. Riparian vegetation shall not be removed except where clearing is necessary for the maintenance of existing roads and/or free flowing channel conditions, the removal of invasive exotic species, stream/creek restoration, or the provision of essential public services. Any unavoidable riparian vegetation removal conducted in compliance with the activities identified by this policy shall be conducted in compliance with the Environmentally Sensitive Habitat and

resource protection policies and provisions of the Gaviota Coast Plan, the Comprehensive Plan, and the Local Coastal Program.

**Policy NS-7: Riparian Vegetation. (COASTAL)** New development, including fuel modification, shall be sited and designed to protect riparian ESH, consistent with Policy NS-2 and all other applicable policies and provisions of this Plan and the LCP.

**Policy NS-9: Natural Stream Channels. (INLAND)** With the exception of local, state, or federal resource agency permitted activities, natural stream channels and conditions shall be maintained in an undisturbed state to the maximum extent feasible in order to protect banks from erosion, enhance wildlife passageways, and provide natural greenbelts.

**Policy NS-9: Natural Stream Channels. (COASTAL)** Channelizations or other substantial alterations of streams shall be prohibited except for: 1) necessary water supply projects where no feasible alternative exists; 2) flood control projects for existing development where necessary for public safety and there is no other feasible alternative, or 3) development with the primary purpose of improving fish and wildlife habitat. Any channelization or stream alteration permitted for one of these three purposes shall minimize impacts to coastal resources, including ESH and the depletion of groundwater, and shall include maximum feasible mitigation measures to mitigate unavoidable impacts. Bioengineering alternatives shall be preferred for flood protection over “hard” solutions such as concrete or riprap channels.

**Policy NS-10: Habitat Buffers. (INLAND)** Buffer policies should be flexible and consider the purpose, ecological benefit, and context of the buffer as well as the use of the land next to the buffer.

**Policy NS-11: Restoration. (INLAND)** Biological impacts shall be avoided to the maximum extent feasible. In cases where adverse impacts to biological resources cannot be avoided after impacts have been minimized, restoration shall be required. A minimum replacement ratio shall be required to compensate for the destruction of native habitat areas or biological resources. The area or units to be restored, acquired, or dedicated for a permanent protective easement shall exceed the biological value of that which is destroyed. Where onsite restoration is infeasible or not beneficial with regard to long-term preservation of habitat, an offsite easement and/or alternative mitigation measures that provide adequate quality and quantity of habitat and will ensure long-term preservation shall be required.

**Policy NS-11: Restoration. (COASTAL)** In cases where adverse impacts to biological resources as a result of new development cannot be avoided and impacts have been minimized, restoration shall be required. A minimum replacement ratio of 3:1 shall be required to compensate for adverse impacts to native habitat areas or biological resources, except that mitigation for impacts to wetlands shall be a minimum 4:1 ratio. Where onsite restoration is infeasible, the most proximal and in-kind offsite restoration shall be required. Preservation in perpetuity for conservation and/or open space purposes of areas subject to restoration shall be required as a condition of the CDP and notice of such restriction shall be provided to property owners through a recorded deed restriction or Notice to Property Owner.

**Policy NS-12: Protected Trees. (COASTAL)** Existing trees shall be preserved to the maximum extent feasible, prioritizing “protected trees.” Protected trees are defined for the purpose of this

policy as mature native or roosting/nesting trees that do not pose a threat to health and safety. Protected trees include, but are not limited to:

- Oak (*Quercus agrifolia*)
- Sycamore (*Platanus racemosa*)
- Willow (*Salix* spp.)
- Maple (*Acer macrophyllum*).
- California Bay Laurel (*Umbellularia californica*)
- Cottonwood (*Populus* spp.)
- White Alder (*Alnus rhombifolia*)
- California Walnut (*Juglans californica*)
- Any tree serving as known or discovered raptor nesting and/or raptor roosting sites.
- Any trees serving as Monarch butterfly habitat, including aggregation sites.

All existing “protected trees” shall be protected from damage or removal to the maximum extent feasible, except in cases where preservation of trees would preclude reasonable use of a parcel, or threaten life and/or property. Where the removal of protected trees cannot be avoided through the implementation of project alternatives, or where development encroachments into the protected zone of protected trees result in the loss or worsened health of the trees, mitigation measures shall include, at a minimum, the planting of replacement trees on-site, if suitable area exists on the project site, at a ratio of 10 replacement trees for every one tree removed. Where on-site mitigation is not feasible, the most proximal off-site mitigation shall be required.

**Action NS-7: Vegetation Mapping. (COASTAL)** Within the Gaviota Coast Area, the County shall seek funding to map biological habitats at the alliance or association level per the second (or most current) volume of Manual of California Vegetation.

**Dev Std NS-1: Wildlife Corridors. (INLAND)** Environmental review of development proposals shall evaluate and mitigate for the significant effects on wildlife movement caused by fencing, roads, lighting, and siting.

**Dev Std NS-1: Wildlife Corridors. (COASTAL)** Where avoidance of wildlife corridors is infeasible and would preclude reasonable use of a parcel, development, including fences, gates, roads, and lighting shall be sited and designed to not restrict wildlife movement. Fences and gates shall be wildlife-permeable, unless the fence or gate is associated with an approved agricultural use, is located within an approved development area, or where temporary fencing is required to keep wildlife away from habitat restoration areas.

**Dev Std NS-2: ESH Setbacks and Buffers. (COASTAL)** Buffers shall be provided between ESH and new development to serve as transitional habitat and to provide distance and physical barriers to human intrusion. ~~Mapped~~ Riparian ESH overlay areas shall have a minimum development area setback buffer of 100 feet from the edge of either side of the top-of-bank of creeks or the existing edge of riparian vegetation, whichever is further. Wetland ESH areas shall include a minimum development area setback buffer of 100 feet from the edge of the wetland. All other ESH areas shall have a minimum development area setback buffer of 100 feet from the outer edge of the habitat

area. Monarch butterfly trees shall include a minimum development area setback buffer of 50 feet from the edge of the trees canopy.

Development ~~within other ESH areas~~ shall be required to comply with these ~~include setbacks or undeveloped buffer zones from these areas~~ as part of the proposed development, except where setbacks or buffers would preclude reasonable use of the parcel consistent with applicable law. ~~The minimum buffers shall be determined on a case-by-case basis and be based upon site-specific conditions such as slopes, erosion potential, biological resources, etc. In determining the location, width and extent of setbacks and/or buffer areas, the County's biological resources and/or vegetation maps and other available data shall be used (e.g., maps, studies, or observations).~~ Appropriate public recreational trails may be allowed within setbacks or buffer areas.

Required buffers for ~~riparian ESH~~ may be adjusted upward ~~or downward~~ on a case-by-case basis given site specific evidence provided by a biological report prepared by a qualified biologist. Where adjusted upward where necessary in order to prevent significant disruption of habitat values, the required minimum buffer ~~but~~ shall not preclude reasonable use of a parcel consistent with applicable law. Adjustment of the riparian or stream ESH buffer shall be based on an investigation of the following factors and, ~~when appropriate,~~ after consultation with the Department of Fish and Wildlife and Regional Water Quality Control Board, ~~if required, in order~~ All buffers shall be sufficient to protect the biological productivity and water quality of streams, to avoid significant disruption of habitat values, and to be compatible with the continuance of the habitat area:

- ~~• Demonstration of a net environmental benefit;~~
- Existing vegetation, soil type and stability of stream and riparian corridors;
- How surface water filters into the ground;
- Slope of the land on either side of the stream;
- Location of the 100 year flood plain boundary; and
- Consistency with adopted Gaviota Coast Plan, Coastal Land Use Plan, and Comprehensive Plan policies.

In all cases listed above, buffer areas on sites within the Coastal Zone may be adjusted downward only in order to avoid precluding reasonable use of property.

**Dev Std NS-3: Rare Plants. (*INLAND*)** Where appropriate and feasible, as determined by County staff, if potentially suitable habitat exists for sensitive plant species, prior to approval of Coastal Development or Land Use Permits for any projects in the Gaviota Coast Plan Area, rare plant surveys focused on the area to be disturbed and/or affected by the project shall be conducted during the appropriate time of year to optimize detection of potentially occurring rare plants. Surveys shall be conducted in accordance with the County's Environmental Thresholds and Guidelines Manual and applicable resource agency survey protocols to determine the potential for impacts resulting from the project on these species.

**Dev Std NS-3: Rare Plants. (*COASTAL*)** If potentially suitable habitat exists for sensitive plant species, prior to approval of Coastal Development Permits for any projects in the Gaviota Coast Plan Area, sensitive plant surveys focused on the area to be disturbed and/or affected by the project shall be conducted during the appropriate time of year to optimize detection of potentially occurring sensitive plants. Surveys shall be conducted in accordance with applicable county and resource

agency survey protocols to determine the potential for impacts resulting from the project on these species.

**Dev Std NS-4: Sensitive Wildlife Species. (INLAND)** Where appropriate and feasible, as determined by County staff, if potentially suitable habitat or critical habitat exists for sensitive wildlife species on or adjacent to a project site, prior to approval of Coastal Development or Land Use Permits for any projects in the Gaviota Coast Plan Area, presence/absence surveys focused on the area to be disturbed and/or affected by the project shall be conducted in accordance with the County's Environmental Thresholds and Guidelines Manual to determine the potential for impacts resulting from the project on these species.

**Dev Std NS-4: Sensitive Wildlife Species. (COASTAL)** If potentially suitable habitat or critical habitat exists for sensitive wildlife species on or adjacent to a project site, prior to approval of Coastal Development Permits for any projects in the Gaviota Coast Plan Area, presence/absence surveys focused on the area to be disturbed and/or affected by the project shall be conducted in accordance with applicable county and resource agency protocols to determine the potential for impacts resulting from the project on these species.

**Dev Std NS-5: Wetlands. (INLAND)** If potentially jurisdictional wetlands or waters are found on or adjacent to a project site in the Plan Area and have potential to be impacted by implementation of the project, a formal wetlands delineation of the project site, focused on the area to be disturbed and/or affected by the project, shall be completed following the methods outlined in the United States Army Corps of Engineers (USACE) 1987 Wetlands Delineation Manual and the Regional Supplement to the USACE Delineation Manual for the Arid West Region (USACE 2008). A determination of the presence/absence and boundaries of any Waters of the U.S. and Waters of the State shall also be completed following the appropriate USACE guidance documents for determining Ordinary High Water Mark boundaries. The limits of any riparian habitats on-site under the jurisdiction of California Department of Fish and Wildlife shall also be delineated, as well as any special aquatic sites that may not be within the USACE jurisdiction under the Clean Water Act or meet federal jurisdictional criteria but are regulated by Federal Endangered Species Act, California Endangered Species Act, Regional Water Quality Control Board, and/or California Coastal Commission (CCC). In the Coastal Zone, jurisdictional waters and ESH areas as defined by CCC will also be delineated.

Mitigation for unavoidable impacts to wetlands and waters shall be based on the impacted type of wetland and project design. Mitigation should prevent any net loss of wetland functions and values of the impacted wetland. Plan Policy NS-11 requires a replacement ratio to compensate for the destruction of native habitat and biological resources that exceeds the biological value of that which is destroyed. However, the resource agencies may require higher mitigation ratios depending on the type and quality of resource impacted. Mitigation ratios for impacts to wetlands and riparian habitat are typically around 2:1 or 3:1, but can be as high as 8:1 for especially rare or valuable wetland types such as vernal pools.

**Dev Std NS-5: Wetlands. (COASTAL)** If potentially jurisdictional wetlands or waters are found on or adjacent to a project site in the Plan Area and have potential to be impacted by implementation of the project, a formal wetlands delineation of the project site, focused on the area to be disturbed and/or affected by the project, shall be completed following the methods outlined in the United States Army Corps of Engineers (USACE) 1987 Wetlands Delineation Manual and the Regional

Supplement to the USACE Delineation Manual for the Arid West Region (USACE 2008). A determination of the presence/absence and boundaries of any Waters of the U.S. and Waters of the State shall also be completed following the appropriate USACE guidance documents for determining Ordinary High Water Mark boundaries. The limits of any riparian habitats on-site under the jurisdiction of California Department of Fish and Wildlife shall also be delineated, as well as any special aquatic sites that may not be within the USACE jurisdiction under the Clean Water Act or meet federal jurisdictional criteria but are regulated by Federal Endangered Species Act, California Endangered Species Act, Regional Water Quality Control Board, and/or California Coastal Commission (CCC). In the Coastal Zone, one parameter wetlands, jurisdictional waters and ESH areas as defined by the CCC and/or the LCP will also be delineated.

Mitigation for unavoidable impacts to wetlands as a result of permitted development shall be based on the type of wetland resource impacted. Mitigation for impacts to wetlands should prevent any net loss of wetland area and the functions and values of the impacted wetland. Mitigation for impacts to wetlands shall be a minimum 4:1 ratio. However, the resource agencies may require higher mitigation ratios depending on the type and quality of resource impacted.

**DevStd NS-6: Butterfly Roosts. (COASTAL)** Any construction or grading within 200 feet of known or historic butterfly roosts shall be prohibited during the months between November 1 and April 1. This requirement may be adjusted on a case-by-case basis where P&D, with a qualified biologist, concludes that construction and grading will not impact monarchs on or near the site.

### **SUGGESTED MODIFICATION NO. 3**

**The following policies within Gaviota Coast Plan Chapter 3: Agriculture shall be modified as follows:**

**Goal AG-1.A.: Santa Barbara County shall protect and enhance the vitality of agricultural operations and resources as part of a major viable production industry. Where conditions allow, taking into account environmental impacts, and where otherwise consistent with the Comprehensive Plan and/or the LCP, expansion and intensification shall be supported.**

**Policy AG-1.B: Long-Term Agricultural Production. (INLAND)** To the extent feasible, the County shall protect agricultural land, continued agricultural uses and the agricultural economy by sustaining agricultural production and discouraging conversions or other uses that are incompatible with long-term agricultural production.

**Policy AG-1.B: Long-Term Agricultural Production. (COASTAL)** The maximum amount of prime agricultural land shall be maintained in agricultural production to assure the protection of the area's agricultural economy, and conflicts shall be minimized between agricultural and other land uses. If a parcel is designated for agricultural use, the parcel shall not be converted to a non-agricultural use unless the conversion is consistent with CLUP Policy 8-2.

**Policy AG-1.D: Recreational Trail or Other Easements. (INLAND)** 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 impact of such an easement upon agricultural production of all lands affected by and adjacent to said trail or other easement.

**Policy AG-1.D: Recreational Trail or Other Easements.** *(COASTAL)* 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 evaluate potential conflicts between the recreational use and agricultural production on lands adjacent to said trail or other easement and shall implement measures to mitigate such conflicts.

**Policy AG-3.A: Fire Hazard Reduction Programs.** *(INLAND)* Major wildfires cause severe erosion, property damage, and safety hazards. Within the Inland Area of the Gaviota Coast Plan Area, the County shall encourage range improvement and fire hazard reduction programs, including prescribed burning of brush and alternative non-burning techniques. Such programs shall be designed and conducted to avoid excessive erosion and other significant adverse effects on the environment for the purpose of increasing water yields, improving wildlife habitat, wildlife protection, and increasing agricultural productivity.

**Dev Std AG-1: Protection of Agricultural Resources.** *(INLAND)* On land zoned for agriculture, non-agricultural development should be directed to those areas least suitable for agriculture. Non-agricultural structural development and associated hardscape shall be minimized on prime soils to the maximum extent feasible. Minimizing the covering of prime soils shall be accomplished through site selection, site and building design, and the use of pervious surfaces wherever feasible.

**Dev Std AG-1: Protection of Agricultural Resources.** *(COASTAL)* On land zoned for agriculture, development of non-agricultural uses that are not considered a component of the agricultural principal permitted use shall only be permitted subject to all of the following findings:

- a) Non-agricultural use shall be compatible with continued agricultural use on the premises and on adjacent lands;
- b) Non-agricultural use shall preserve prime agricultural land and shall be clustered with other development.

**Dev Std AG-1.A: Agricultural Development.** *(COASTAL)* On land zoned for agriculture, agricultural structural development and structures that are considered a component of the agricultural principal permitted use shall be sited and designed to avoid prime soils and non-prime land suitable for agriculture to the maximum extent feasible. If use of such land is necessary for agricultural structural development, including structures that are considered a component of the agricultural principal permitted use, prime agricultural land shall not be utilized if it is possible to utilize non-prime lands. In addition, as little agricultural land as possible shall be used for structural development, and structures shall be clustered with other existing structures to the maximum extent feasible.

**Chapter 4: Parks, Recreation, and Trails section c. PRT Map Definitions and Standards shall be modified as follows:**

Trail Designation

Two types of off-road trails are shown on the PRT maps:

1. **Existing Trail** – The trail is legally dedicated to the County of Santa Barbara or is located on existing public land managed by the U.S. Forest Service, or California Department of Parks and Recreation. The trail is usually in the form of an easement containing an approximately four (4) to six (6) foot wide trail tread. In the Coastal Zone, an existing trail, as shown on the PRT maps, is a trail that is legally dedicated to the County of Santa Barbara or other entity or is located on land managed by the U.S. Forest Service, California Department of Parks and Recreation, or other entity and is open for use by the public. The PRT maps do not depict all existing trails where the public may have the ability to use due to public prescriptive rights and/or historic use.

2. **Proposed Trail** – The trail is not yet legally dedicated for public use and is contingent upon trail easement offer by a property owner, acquisition from landowners, or through conditions on development entitlements. In the Coastal Zone, a proposed trail, as shown on the PRT maps, is a trail that is either (1) not yet legally dedicated for public use and is contingent upon a trail easement offer by a property owner, acquisition from landowners, or through conditions on development entitlements, or (2) trail easements that have been legally dedicated but are not yet open. The Gaviota Coast Plan PRT maps include additional sub-categories for proposed trail designations as follows:

- a. *Primary Route* – Proposed trail route indicating preferred trail location with respect to general alignment, connectivity and user experience.
- b. *Secondary Route* – Optional trail route if primary route is deemed infeasible, or may be planned as complimentary to primary route to enhance connectivity and/or user experience.
- c. *Alternate Alignment* – Indicates a continuation of the coastal trail with or without a preferred or specific alignment (See PRT Trail Narratives for details); or, alternatives to a primary route to be evaluated in conjunction with proposed or pending development.
- d. *Coastal Trail Alignment* – The PRT Trail Narratives provide guiding principles, objectives and preferences, where appropriate, to assist future efforts to plan, site, and implement the coastal trail alignment. The information will help coordinate future trail feasibility studies and create opportunities to work cooperatively with agencies and landowners to balance public access with resource protection.

*Coastal Trail Alignment General Principles:* Planning for the coastal trail shall take into consideration the following general principles. In addition to these general principles, refer to PRT Map narratives for each trail segment for additional area-specific principles, objectives, and preferences.

- 1. Identify opportunities to locate vertical access routes from Highway 101 to the beach.
- 2. Prioritize the location of bluff trails first, and then vertical trails.
- 3. Locate multi-use trails and bicycle routes separated from the roadway adjacent to either side of Highway 101 with priority for routes to be adjacent to the south side of Highway 101.

4. Prepare feasibility studies for the location and/or repair of blufftop trails and alternative alignments.
5. Future trail/bicycle lane improvements by Caltrans along Highway 101 should not eliminate or preclude development of any formal, planned or existing informal vertical access sites along the coast.
6. Beach access, trails, and bicycle routes shall be considered where feasible and existing public access protected and enhanced during Caltrans', Union Pacific's, and State Parks' planning to reconfigure or relocate their facilities in the Plan Area.
7. Shall be located as close to the shoreline as possible.
8. Provide maximum access for a variety of non-motorized uses by utilizing parallel trail segments when feasible.
9. Ensure that the trail system has connections to trailheads, parking areas, vertical shoreline access points, inland trail segments, and transit stops at reasonable intervals.
10. Ensure that the trail siting and design maximizes ocean views and scenic coastal vistas.

<b>SUGGESTED MODIFICATION NO. 5</b>
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**Chapter 4: Parks, Recreation, and Trails section d. PRT Maps and Trail Alignment Narratives shall be modified as follows:**

**Segment 1: Eagle Canyon to Dos Pueblos Ranch** (See Figure 4-5)

Planning for trails within PRT map Segment 1 shall take into consideration the following principles:

1. Provide coastal trail continuity south of the railroad with the Goleta Community Plan PRT-3 map proposed trail alignment.
2. Paradiso del Mare: The proposed coastal trail extends east to west and south of the railroad. A loop trail, lookout points, and a 20-space public parking lot with pedestrian access to the coastal trail will also be constructed. Explore opportunities to construct a vertical beach accessway from the trail to the beach between Eagle Canyon and Tomate Canyon.
3. Makar (Naples township parcels): The alignment for the proposed coastal trail primary route (across the Makar property) should be on the bluff tops south of the Union Pacific Railroad as close to the ocean as possible.
4. Construct a trailhead parking lot with restrooms south of the highway on Santa Barbara Ranch.
5. Construct a trailhead parking lot north of the highway on Santa Barbara Ranch in close proximity to the Dos Pueblos Ranch northbound highway exit.
6. ~~Explore opportunity for~~ Construct one additional vertical beach access between Tomate Canyon and Dos Pueblos Creek. Tomate Canyon West or the existing canyon on the Santa Barbara Ranch are preferred locations for a vertical beach ~~coastal~~ access trail. Vertical beach access shall avoid potential impacts to the Naples seal haul out area and Naples Reef.

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**Segment 2: Las Varas Ranch to El Capitan** (See Figure 4-6)

Planning for trails within PRT map Segment 2 shall take into consideration the following principles:

1. Construct a trailhead parking lot south of the highway on Las Varas Ranch.
2. Work with the landowner and Caltrans to facilitate potential future public trail access and/or improvements to the existing tunnel under Highway 101 near Gato Canyon, and potential future public trail access and parking at the Southbound Highway 101/El Capitan Ranch Road interchange. Public trail access shall not conflict with agricultural operations.
3. Las Varas Ranch: The alignment for the proposed coastal trail primary route (across Las Varas Ranch) should be on the bluff tops as close to the ocean as possible.
4. Las Varas Ranch (south of Highway 101): For properties south of Highway 101, collectively known as Las Varas Ranch, encourage the development of tools and incentives (e.g. clustering development, internal transfer of development rights, development agreements, specific plans, etc.) to balance potential development rights with important coastal land use issues. Potential public objectives include:
  - Maintain, preserve, and enhance agricultural production
  - Provide opportunities for coastal trail and beach access south of the railroad where feasible
  - Provide public and/or private low intensity recreational opportunities
  - Protect important coastal visual, biological, archaeological, and historic resources
  - Protect bluff top open space
5. Construct vertical beach access at Edwards Point.
6. Protect existing informal roadside parking within the County right-of-way on El Capitan Ranch Road.

**Segment 3: El Capitan State Beach to Tajiguas** (See Figure 4-7)

Planning for trails within PRT map Segment 3 shall take into consideration the following principles:

- Segment 3a:
1. The County shall work with El Capitan Canyon Campground, Caltrans, and State Parks to address safety concerns regarding cyclist and pedestrian use of the El Capitan State Beach undercrossing.
  2. The County shall work with State Parks to prioritize development of a feasible, long- term solution to repair and then maintain the damaged Refugio State Beach to El Capitan State Beach bike path.
  3. The County shall work with El Capitan Canyon Campground and State Parks to improve/formalize a trailhead with parking lot for the Bill Wallace Trail and the potential realignment and expansion of the Bill Wallace Trail System.
  4. The County shall work with Caltrans and State Parks to establish viable parking options, including potential trailhead parking area, for recreational uses in the vicinity of the Refugio State Beach interchange. Options should address safety concerns and consider installing directional signage for trailhead.

5. The County shall work with Caltrans, Union Pacific Railroad, and State Parks to consider the long-term potential for realignment of the railroad to allow for more public access while ensuring viability of the railroad bed in the future.
6. The County shall work with Caltrans to protect existing informal roadside parking at Cañada del Corral and Cañada del Venadito.

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#### **Segment 4: Tajiguas to San Onofre** (See Figure 4-8)

Planning for trails within PRT map Segment 4 shall take into consideration the following principles:

- Segment 4a:
1. Apply the *Coastal Trail Alignment* general principles.
  2. The *coastal trail alignment* from Tajiguas to Arroyo Hondo indicates a continuation of the coastal trail between the railroad and Highway 101, recognizing the need for coordination between regional agencies as required.
  3. Construct trailhead parking near the frontage road west of Tajiguas Creek. Protect existing informal parking along roadside gravel pull-out off of U.S. 101 and vertical beach access at Tajiguas Beach.
  4. Explore alternate alignment north of Highway 101 from Refugio Road West to Mariposa Reina interchange.
  5. The County recognizes the importance of that portion of Arroyo Quemada Lane located within public right-of-way (a frontage road) for public parking and a potential off highway location for the *coastal trail alignment*. Protect existing informal parking along roadside gravel pull-out off of U.S. 101 at Arroyo Quemada Lane.
  6. The County recognizes the importance of the Caltrans vista point at Arroyo Hondo for potential coastal access and parking, with improvements to formalize any existing informal access below the Union Pacific Railroad trestle.

...

#### **Segment 5: San Onofre to Gaviota State Park** (See Figure 4-9)

Planning for trails within PRT map Segment 5 shall take into consideration the trail narrative above and the following principles:

1. Apply the *Coastal Trail Alignment* general principles.
2. Re-use plans for the Gaviota Marine Terminal property, the PXP property, and adjoining State Parks lands should be planned cohesively with respect to recreation, trails, and coastal access.
3. Explore vertical access opportunities to the beach where feasible.

4. Use of the Mariposa Reina overpass is an important component of the proposed trail network. The County shall coordinate with Caltrans and State Parks to address cyclist and pedestrian use of the Mariposa Reina overcrossing to access potential trails north and south of the interchange. Trailhead parking should be provided in close proximity to the Mariposa Reina interchange.
5. Explore alternate alignment north of Highway 101 from Refugio Road West to Mariposa Reina interchange.
6. The alignment for the proposed coastal trail primary route from San Onofre Canyon to the Gaviota State Park campground should be on the bluff tops as close to the ocean as possible.
7. Protect existing informal parking along roadside gravel pull-out off of U.S. 101 and vertical beach access at San Onofre.
8. Protect existing informal roadside parking and vertical beach access at Cañada del Leon.

<b>SUGGESTED MODIFICATION NO. 6</b>
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**The following policies, actions, and development standards within Gaviota Coast Plan Chapter 4: Parks, Recreation, and Trails shall be modified as follows:**

**Policy REC-6: Coastal Trail Siting and Design Considerations.** Siting, design and maintenance of the coastal trail and associated public access facilities should emphasize low impact designs and foster sustainability. In addition to the standards set forth in Policy REC-3, the following shall be followed with respect to the specific siting and design of the trails within the Coastal Zone:

1. The coastal trail shall be as close to or on the beach as feasible consistent with all other planning and resource constraints and the siting and design of the trail shall maximize ocean views and scenic coastal vistas. Vertical connector trails shall provide reasonably spaced and periodic connections between the bike trail and the beach/bluff trail.
2. Trails shall be located to minimize the impacts on fragile coastal resources, agricultural operations, and historic and cultural resources, and should account for any sea level rise and/or associated bluff retreat.
3. The carrying capacity of the land traversed by the coast trail should be considered in order to protect existing resources as required by the Coastal Act.
4. Vertical beach access should utilize natural topography as much as possible to avoid engineered structures. However, where necessary and appropriate, engineered solutions should be sensitive to the viewshed and existing resources, and should minimize the need for maintenance.
5. Establishment and enhancement of coastal access and trails shall recognize the multiple uses served, use intensity, and level of infrastructure along the coastline. Consider locating high intensity trail activities, such as cycling, in close proximity to the highway. Lateral and vertical hiking trails are low intensity uses that can generally be accommodated near the coastal bluff or on the beach, where appropriate. Utilize parallel trail segments when feasible in order to provide maximum access as close to the shoreline as possible for a variety of non-motorized uses.

6. Trailhead parking facilities should be located as close as possible to Highway 101, and sanitation and trash facilities should be considered at major trailheads.
7. Public access facilities should be provided with the necessary management resources such as policing, liability management, trail maintenance, appropriate and necessary infrastructure, waste management, signage, and upkeep of parking areas.
8. In areas where local landowners or agencies control the scale, location, and design of public facilities, such facilities should be built to serve the needs of residents and visitors.
9. Commercial visitor serving structures should be limited to essential services and should be designed and sited to minimize visual and resource impacts. Necessary public visitor serving structures related to public access (such as trail signs, kiosks, interpretive exhibits, parking, and restrooms), should be encouraged and should be designed and sited to minimize visual and resource impacts.
10. If Highway 101 and/or the railroad are relocated farther inland, relocation to a more seaward location should be considered for existing or proposed portions of the coastal trail that are sited inland of either transportation facility.

**Policy REC-7: California Coastal Trail.** The California Coastal Trail should be a continuous trail system as close to the ocean as possible with connections to the shoreline at appropriate intervals and, wherever feasible, the Coastal Trail should be within the sight, sound, or at least the scent of the sea.

**Policy REC-8: Protection of Existing Coastal Access.** ~~Ensure to the extent feasible that~~ development does not interfere with the Public's right of access to the sea where acquired through use or legislative authorization, including, but not limited to, the use of dry sand and rocky coastal beaches to the first line of terrestrial vegetation. When there is substantial evidence that implied dedication or prescriptive rights may exist, the public access area shall be protected through public acquisition measures or through permit conditions for new development which incorporate measures to provide, maintain, or protect public access.

**Policy REC-13a: Public Parking. (COASTAL)** Provide adequate parking to serve recreation uses. Existing parking areas serving recreational uses shall not be displaced unless a comparable replacement area is provided. New parking areas and associated facilities shall be distributed throughout the Plan area to minimize the impacts, social and otherwise, of overcrowding or overuse by the public of any single area.

**Action REC-7: Trail and Access Completion.** The County shall work with the County Riding and Hiking Trails Advisory Committee to strive to complete public access improvements including, but not limited to, the following:

1. Acquire near shore bluff top easements for the California Coastal Trail from the Bacara Hotel to El Capitan State Beach, and develop and open the California Coastal Trail throughout this reach.

2. Work with California State Parks and the California Coastal Commission to reopen the closed segment of the existing Class I bikeway that links El Capitan and Refugio State Beaches.
3. Acquire and develop at least two coastal access points along the east end of the Plan Area at Dos Pueblos Ranch, Edwards Point, Santa Barbara Ranch, Makar/Tomate Canyon West, or Paradiso del Mare.
4. Work with California State Parks to develop and open a three-mile-long bluff top segment of the California Coastal Trail, south of U.S. Highway 101, from Gaviota State Park east to the Gaviota Marine Terminal.
5. Develop at least one major coastal access point and associated public improvements along the west end of the coast at Arroyo Hondo or Gaviota Marine Terminal.
6. Acquire easements for and develop at least two foothill trails that link coastal areas to public lands in the Los Padres National Forest on the east and west ends of the Plan Area.
7. Work with Caltrans, the Union Pacific Railroad and interested organizations to complete a Transportation Corridor Plan to address public access issues and ensures that all future improvements to these facilities accommodate and foster public coastal access.
8. Acquire easements for the California Coastal Trail from the eastern end of Hollister Ranch to Jalama Beach County Park.

**Dev Std REC-2: Public Parking. (COASTAL)** The implementation of restrictions on public parking, which would adversely impact public access to beaches, trails or parklands, including, but not limited to, the posting of “no parking” signs, red curbing, physical barriers, imposition of maximum parking time periods, and preferential parking programs, shall be prohibited except where such restrictions are needed to protect public safety or ESH and where no other feasible alternative exists to provide public safety or protect ESH. Where feasible, an equivalent number of public parking spaces shall be provided nearby to compensate for the loss of parking for coastal access and recreation.

**Policy REC-16a: Campground Development.** Campgrounds and ancillary facilities sited south of U.S. 101 shall be set back as far as feasible from the beach in order to reserve near-shore areas for day use, except for trails and public accessways that facilitate coastal public access to the beach. ~~Where feasible, n~~New recreational facility development, particularly campgrounds and associated parking lots (except trailhead parking lots), shall be located north of U.S. 101 sited in appropriate locations to facilitate coastal public access and recreation, in consideration of site constraints.

**Policy REC-17: Development on State-Owned Lands.** Except for trails and public accessways that facilitate coastal public access to the beach, a~~All~~ new development on State-owned lands shall be in conformance with a recreational master plan approved by the County and the Coastal Commission, as applicable. The master plan shall include maps showing locations of proposed facilities and a text describing the entire scope of the State’s long-range plans within the Gaviota Coast Plan Area (i.e., numbers of campsites, restrooms, parking lots, kinds of recreational activities to be accommodated, etc.). In addition, the master plan shall conform to the following criteria:



- a. Facilities for overnight use by out-of-County visitors shall be balanced with those for day use by local residents.
- b. Intensities and kinds of recreational uses shall be controlled so as not to exceed the environmental carrying capacity of the area.
- c. Alternative transportation systems to provide access to State parks (i.e., shuttle buses, bicycles) shall be used where feasible.

**Policy REC-19: Access and Recreation Opportunities.** Expanded opportunities for access and recreation shall be provided in the Gaviota Coast planning area.

Implementing Actions:

- a. In order to maximize access to the shoreline, vertical easements connecting the coastal trail to the shoreline shall be acquired as opportunities arise by a public agency at the following locations:
  - 1. Naples/Paradiso del Mare
  - 2. Dos Pueblos Canyon
  - 3. Las Varas East
  - 4. Edwards (near Gato Canyon)
  - 5. Tajiguas Creek
  - 6. Arroyo Quemado
  - ~~67.~~ CalTrans Vista Point
  - ~~78.~~ Cañada de Guillermo
  - ~~89.~~ Cañada del Molino
  - ~~910.~~ Cañada de San Onofre
  - ~~110.~~ GTC – Gaviota Marine Terminal
- b. Where access is acquired by a public agency, the following facilities and or uses shall be considered where appropriate.
  - 1. Camping, parking, restrooms, picnic tables, and bike racks.
    - a. Dos Pueblos
    - b. Edwards Point
    - c. Tajiguas Creek
    - d. GTC – Gaviota Marine Terminal
  - 2. Day use only, parking, picnic tables, bike racks.
    - a. San Onofre

**Dev Std REC-3: Hollister Ranch Public Access.** In order to mitigate for the potential impacts to public access from the development of Hollister Ranch, a fee shall be assessed with the development of each parcel in Hollister Ranch, as required by Section 30610.8 of the California Public Resources Code. As a condition of development permit approval, the fee shall be paid to the California Coastal Conservancy for use in implementing the public access program at Hollister Ranch.

<b>SUGGESTED MODIFICATION NO. 7</b>
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**Chapter 5: Land Use section b. Coastal Zone Boundary shall be modified as follows:**

In 1982, the Santa Barbara County Board of Supervisors adopted the Coastal Land Use Plan (CLUP). The CLUP ~~established~~ depicted a coastal zone boundary, which in some locations within

the Gaviota Coast Plan Area is inconsistent with the coastal zone boundary established by the Coastal Act and certified by the California Coastal Commission.

<b>SUGGESTED MODIFICATION NO. 8</b>
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**The following policies within Gaviota Coast Plan Chapter 5: Land Use shall be modified as follows:**

**Policy LU-2: Policy Implementation. (*INLAND*)** The Policies and Development Standards of the Gaviota Coast Plan shall be implemented in a manner that does not take private property for the public use without just compensation as required by applicable law.

**Policy LU-2: Policy Implementation. (*COASTAL*)** The Policies and Development Standards of the Gaviota Coast Plan shall be implemented in a manner that does not take private property for public use without just compensation as required by applicable law. Within the coastal zone, if an applicant asserts that the application of the policies of the LCP or this Plan does not provide a reasonable use of property, then the applicant must obtain an economic viability use determination pursuant to the Coastal Zoning Ordinance before any exception from Plan standards may be granted. For any policies or development standards within this Plan which specifically provide an exception for “reasonable use of property,” similarly the applicant must obtain an economic viability determination pursuant to the Coastal Zoning Ordinance before any exception may be granted.

**Policy LU-4: Development Siting of Non-Agricultural Development. (*INLAND*)** Non-agricultural development shall be scaled, sited, and designed to reduce impacts to resources such as environmentally sensitive habitat, agriculture and visual resources, and to respect site constraints such as steep slopes. Measures to reduce impacts to resources shall at a minimum include consideration of the following: color; reflectivity and height of structures; length of roads and driveways; number and size of accessory structures; configuration and size of development envelopes including concentrating development in existing developed areas close to existing roads; amount and location of grading; vegetation removal; and night lighting.

**Policy LU-8: Existing Legal Lots. (*INLAND*)** Any existing lot that was legally established, except for fraction lots, zoned for agriculture shall be allowed all of the uses and structures allowed by the applicable zone regardless of size, subject to the provisions of the County Code.

**Policy LU-8: Existing Legal Lots. (*COASTAL*)** Any existing lot that was legally established, pursuant to all applicable laws in effect at the time of creation, except for fraction lots, may be allowed all of the uses and structures allowed by the applicable zone regardless of size, subject to the provisions of the County Code.

**Policy LU-10: Development Siting. (*INLAND*)** Development shall be sited to the maximum extent possible to: 1) avoid environmentally sensitive habitat, 2) avoid visually prominent areas, 3) minimize infrastructure requirements and/or redundancy, and 4) minimize fragmentation of the landscape.

**Policy LU-10: Development Siting. (COASTAL)** Development shall be scaled, sited and designed to 1) avoid environmentally sensitive habitat consistent with Policy NS-2, 2) avoid visually prominent areas to the maximum extent feasible, 3) minimize infrastructure requirements and/or redundancy, 4) minimize fragmentation of the landscape, and 5) protect agricultural land and agricultural viability. Measures to avoid and minimize impacts to coastal resources shall at a minimum include consideration of the following: color; reflectivity and height of structures; length of roads and driveways; number and size of accessory structures; configuration and size of development envelopes, including concentrating and clustering development in existing development areas close to existing roads; amount and location of grading; vegetation removal; and night lighting.

**Policy LU-13: Bluff-top Development. (COASTAL)** Development on coastal bluff-top property shall be sited to include sufficient setbacks to avoid the threat of bluff erosion or slope instability considering 100 years of bluff erosion that factors in the long-term effects of climate change and sea-level rise based on best available science. Bluff-top development shall be designed to not contribute to increases in bluff erosion and avoid reliance on coastal armoring and/or shoreline protection devices that would substantially alter natural landforms or otherwise adversely impact coastal resources (e.g., public access, scenic resources). No development shall be permitted on a bluff face, except for engineered staircases or accessways to provide public beach access, and pipelines for scientific research or coastal dependent industry; such uses are permitted only where no other less environmentally damaging alternative is feasible and the development is sited and designed to not contribute to erosion and to minimize impacts to the bluff face, toe, and beach. Drainage devices extending over the bluff face shall not be permitted if property can feasibly be drained away from the bluff face.

*Modify Action LU-5 and Action LU-6 to add the term “INLAND” to each Action for application only within the Inland Area of the Gaviota Coast Plan area.*

#### **SUGGESTED MODIFICATION NO. 9**

*Revise all proposed maps that depict the Coastal Zone Boundary to add a note within the map legend that states the following:*

Given the small scale of this map, the Coastal Zone Boundary depicted on this map is not intended for the purpose of defining the Coastal Zone Boundary on a parcel level.

#### **SUGGESTED MODIFICATION NO. 10**

**Gaviota Coast Plan Chapter 6: Visual Resources, Site Design Hierarchy subsection shall be modified as follows:**

##### **Site Design Hierarchy**

##### **I. Site Selection**

...

- Resource Sensitivity (*INLAND*)
  - To the extent feasible, development should avoid environmentally sensitive habitat (ESH) areas including riparian and wildlife corridors but where unavoidable, impacts shall be minimized consistent with existing County policy.
- Consideration of Agriculture (*INLAND*)
  - The development shall avoid or minimize significant impacts to agriculture to the maximum extent feasible by siting structures so as to minimize impacts to productive agricultural land, prime soils, and adjacent agricultural operations.
- Coastal Hazards
  - Site development to minimize or avoid coastal hazards, consistent with LCP policies, including but not limited to, flooding, inundation, and erosion, including future hazards exacerbated by sea level rise.

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<b>SUGGESTED MODIFICATION NO. 11</b>
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**The following policies in Gaviota Coast Plan Chapter 6: Visual Resources Policies shall be added or modified, as follows:**

**Policy VIS-1a: Visual Resource Protection.** (*COASTAL*) Development shall be sited and designed to avoid and minimize impacts to the rural, natural, and agricultural environment as seen from public viewing places. If there is no feasible building site location on the project site where development would not be visible, then the development shall be sited and designed to minimize impacts to visual resources through measures that may include, but not be limited to, siting development in the least visible portion of the site, breaking up the mass of new structures, designing structures to blend into the natural setting, restricting the building maximum size, reducing maximum height, clustering development, minimizing grading, incorporating screening elements such as landscaping or artificial berms. Landscape screening and artificial berms shall not substitute for siting and design alternatives that avoid impacts to public views of the ocean and other scenic areas and minimize alteration of natural land forms.

**Policy VIS-16: Building Height.** Building height south of Highway 101 shall not exceed one story or 15 feet above existing grade, unless an increase in height would facilitate clustering of development and result in greater view protection, or a height in excess of 15 feet would not impact public views to the ocean. In no case shall building heights south of Highway 101 exceed the maximum building height listed in the Coastal Zoning Ordinance for each zone district and 25 feet in the Agriculture II (AG-II) district.

**Dev Std VIS-2: Roadway Alignment and Siting.** (*INLAND*) When reviewing the alignment and siting of proposed new roads and driveways serving residential development, Planning & Development shall evaluate methods to minimize excessive road/driveway construction and reduce or redesign fuel management zone buffers to minimize the removal of natural vegetation and related visual impacts, while ensuring projects meet the Santa Barbara County Fire Department's Private Road and Driveway Standards.

**Dev Std VIS-2: Roadway Alignment and Siting. (COASTAL)** The alignment and siting of proposed new roads and driveways serving development shall minimize excessive road/driveway construction and minimize grading and landform alteration and the removal of natural vegetation and related visual impacts, while ensuring projects meet the Santa Barbara County Fire Department's Private Road and Driveway Standards.

<b>SUGGESTED MODIFICATION NO. 12</b>
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**The following policies in Gaviota Coast Plan Chapter 7: Transportation, Energy, and Infrastructure Policies shall be modified as follows:**

**Policy TEI-1: U.S. Highway 101 Improvements. (INLAND)** Ensure that improvements to U.S. Highway 101 shall not, either individually or cumulatively, significantly detract from the rural scenic characteristics of the highway and shall be limited to improvements necessary for the continued use of the highways: slope stabilization, grading, drainage control, and minor safety improvements such as guardrail placement, signing, etc.; expansion of shoulder paving to accommodate bicycle or pedestrian traffic; and creation of slow traffic, vista turn-outs, and coastal access points, as a safety and convenience improvement. Incursion and other adverse impacts within ESHAs and their buffers shall be avoided to the extent feasible. These improvements shall limit site alterations to the minimum amount necessary to carry out the project and minimize environmental impacts.

**Policy TEI-1: U.S. Highway 101 Improvements. (COASTAL)** Ensure that improvements to U.S. Highway 101 shall not, either individually or cumulatively, significantly detract from the rural scenic characteristics of the highway and shall be limited to improvements necessary for the continued use of the highways: slope stabilization, grading, drainage control, and minor safety improvements such as guardrail placement, signing, etc.; expansion of shoulder paving to accommodate bicycle or pedestrian traffic; and creation of slow traffic, vista turn-outs, and coastal access points, as a safety and convenience improvement. These improvements shall limit site alterations to the minimum amount necessary to carry out the project and minimize environmental impacts.

**Policy TEI-8: Jalama Road.** Jalama Road shall be maintained as a two-lane road with only minor realignment from the summit to the park. ~~All improvements~~ Widening of Jalama Road shall be sited, designed, and constructed to avoid Environmentally Sensitive Habitat (ESH) areas ~~minimize adverse impacts on Jalama Creek. Improvements shall result in a minimum removal of any riparian vegetation along the creek.~~ Maintenance and repair of the existing roadway shall avoid ESH to the maximum extent feasible.

**Action TEI-3: Adaptation Strategy.** The County shall work with state and federal agencies and local communities as well as work to engage Union Pacific Railroad to develop an adaptation strategy to deal with the encroachment of the ocean into the existing railroad bed or roadway network due to climate change.

**Action TEI-5: Minimize Private Road and Driveway Impacts: (INLAND)** Planning & Development shall consider the following methods to reduce impacts associated with new roads and driveways serving residential development while ensuring development adheres to the development

standards as set forth in the Santa Barbara County Fire Department's Private Road and Driveway Standards.:

1. Appropriate planting of exposed slopes and submittal of detailed drainage and erosion control plans shall be conditions for issuance of a permit for such roads.
2. A qualified biologist shall analyze private road and driveway routes, if any environmentally sensitive habitat would potentially be impacted, including alternatives that avoid impacts, the qualified biologists shall provide recommendations to mitigate such impacts to the maximum extent feasible.
3. A qualified engineer shall certify that potential erosion impacts from road construction shall be adequately mitigated (i.e., the proposed road construction will not induce landsliding or significant soil creep, nor increase existing erosion rates). Mitigation measures shall, to the maximum extent possible, minimize massive grading or excavation or the construction of protective devices that would substantially alter natural landforms.
4. New roads shall not be placed on slopes of 30 percent or greater unless:
  - a) No feasible alternative exists.
  - b) The proposed design of the road better achieves the overall resource protection objectives of this Plan.

**Policy TEI-10: Renewable Energy Production Facility Impacts. (*INLAND*)** Ensure through siting, design, scale, and other measures that all renewable energy production facilities are constructed to avoid where possible, and minimize where avoidance is not possible, impacts on public health, safety and welfare, public views, community character, natural resources, agricultural resources, and wildlife, including threatened or endangered species, bat populations, and migratory birds.

**Policy TEI-10: Renewable Energy Production Facility Impacts. (*COASTAL*)** Ensure through siting, design, scale, and other measures that all renewable energy production facilities are constructed to avoid significant impacts on public health, safety and welfare, public views, community character, natural resources, agricultural resources, and wildlife, including threatened or endangered species, bat populations, and migratory birds. Where an applicable, more specific resource protection policy of the Gaviota Coast Plan requires more stringent protection of resources, renewable energy production facilities must comply with those policies as opposed to this more general policy.

**Policy TEI-16: Tajiguas Landfill. (*INLAND*)** Any changes to operations at the Tajiguas Landfill necessary for the management of our community's solid waste should strive to reduce environmental impacts to the Gaviota Coast Plan Area. To reduce impacts, waste delivered to the Tajiguas Landfill should be consolidated and the landfill should only accept waste generated from communities within Santa Barbara County. The County should pursue additional resource recovery projects/programs prior to, or concurrent with, any plan to expand municipal solid waste disposal capacity through landfilling.

**Policy TEI-18: Water Wells. (*COASTAL*)** New groundwater wells and replacement wells that are not intended to serve agricultural purposes shall not be permitted where the project site is already serviced by a public water district or an existing mutual water company.

**Dev Std TEI-7: Onsite Wastewater Treatment System Locations.** (INLAND) Onsite wastewater treatment systems and other potential sources of water pollution shall be a minimum of 100 feet from the edge of either side of top-of-bank or existing edge of riparian vegetation, whichever is further. Modification to existing and new sources of potential water pollution shall meet this buffer to the maximum extent feasible. This standard applies unless supplanted by Environmental Health Services Standards.