DRAFT
Hollister Ranch
Coastal Access Program

September 24, 2021

CALIFORNIA COASTAL COMMISSION

Coastal Conservancy
STATE of CALIFORNIA

CALIFORNIA STATE LANDS COMMISSION

California Department of Parks and Recreation

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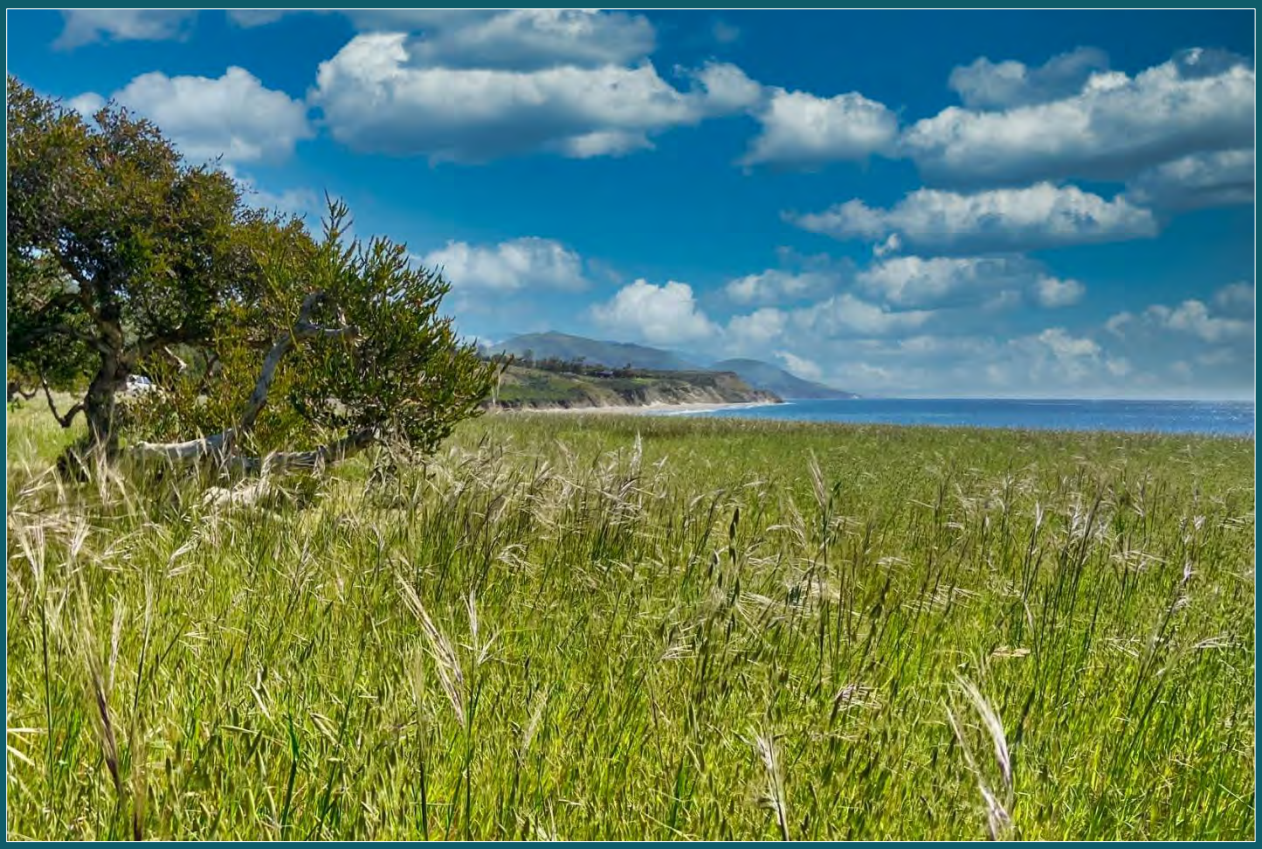
Summary of Main Changes from HRCAP Conceptual Program dated June 10, 2021

This document updates the Hollister Ranch Coastal Access Program (HRCAP) Conceptual Program document released on June 10, 2021. Below is the list of the more significant changes made to the document to help in the public's review of the Draft HRCAP.

1. Acknowledgment page added.
2. Executive Summary added.
3. Public Engagement section updated, and a summary of public input and issues identified added.
4. Existing Conditions section reorganized and new subsections on Related Planning Efforts, Sea Level Rise and Beach Access Points added.
5. Rocky Intertidal Habitats section added to Biological Resources section.
6. Trail based access component in Access Component section revised to include discussion of California Coastal Trail.
7. Implementation Strategy section reorganized and with expanded discussion of Implementation Steps and Phasing, Operations and Management, General Infrastructure, Adaptive Management and the HRCAP Advisory Committee.
8. References section added.
9. Appendices added:
    a. Appendix A – Conceptual Plans
    b. Appendix B – Cost Estimate Details
    c. Appendix C – Working Group member statements
    d. Appendix D – HROA Public Access Program Summary, 2017-2018

EXECUTIVE SUMMARY



Executive Summary

Hollister Ranch is a 14,000-acre gated subdivision in Santa Barbara County, which includes 8.5 miles of shoreline along the Gaviota Coast, including six sandy beaches. The Hollister Ranch shoreline seaward of the mean high tideline belongs to the public. Beach area inland of the tidelands is privately owned. The 60-mile section of the Santa Barbara coast from Hollister Ranch to Point Sal is one of the least accessible shorelines in California, with less than 5 miles available for general public use.

The 136 parcels at Hollister Ranch are individually owned for private residential development. Ranch operations also include a collectively run cattle operation that uses much of the private property for grazing and other activities. The Hollister Ranch Owners Association (HROA) owns and controls the guard gate, the access road (Rancho Real Road) and a portion of the land between the road and the public beach area. The HROA does not allow public access to the public beach areas below the mean high tideline through its property.

Pursuant to the Coastal Act, individual Hollister Ranch property owners were granted coastal development permits starting in the late 1970's to construct homes, stables, and other associated development on the condition that the HROA must participate in a program that would provide managed public access through the Ranch to the public beach areas. The Coastal Commission approved the required Public Access Program in 1982. The Coastal Conservancy and the Coastal Commission attempted to implement the access program over the last several decades but have been unable to overcome landowner opposition and thus have not been able to acquire the necessary property rights. The result today is that about half of the private Ranch parcels have been developed with homes, but the public still does not have land-based access to any of the public beach areas.

To address this long-standing delay, Assembly Bill 1680 (Limón) was signed into law in 2019, requiring the Coastal Commission, the Coastal Conservancy, the State Lands Commission and State Parks to prepare an updated contemporary Public Access Program for the Hollister Ranch beaches that includes provisions for initial public access by April 1, 2022.

As required by AB 1680, this draft Hollister Ranch Coastal Access Program (HRCAP) has been developed pursuant to a robust public engagement and outreach strategy. The strategy was initiated in December 2019 with stakeholder interviews, followed by a public workshop then by several on-line surveys and more on-line stakeholder meetings. Through this process, the State Agency Team has received hundreds of comments, concerns and suggestions for ways to provide access to these beaches. The overwhelming sentiment is to balance public access along the Hollister Ranch coastline with protections against impacting the Ranch's resources or substantially diminishing the rugged, mostly undeveloped characteristics of the area.

The draft HRCAP is based upon objectives that include providing safe, equitable, and inclusive access for all Californians. It is also designed to ensure that the HRCAP minimizes impacts to natural and cultural resources while protecting private property. The draft HRCAP envisions a wide variety of experiences along the Hollister Ranch beaches, such as beach relaxation and walking, ocean play, surfing, coastal hiking or biking, nature viewing, environmental education, cultural education, etc. The various modes of transportation to the Hollister Ranch beaches in this HRCAP include shuttle-based access, drive-in access, trail-based access, and bicycle-based access. The HRCAP considers both guided and independent access for each mode of transportation. Additionally, special access for Chumash tribes is included in the HRCAP.

It is important to note that before any aspect of the HRCAP can be implemented, the necessary property rights for public access across private property including the inland beach areas must be negotiated with and acquired from the HROA and/or Hollister Ranch private property owners, and possibly from the Union Pacific Railroad. Negotiation of property access rights is a complex process which may require a significant amount of funding and could take years to complete. In order to comply with the AB 1680 deadline of opening initial access by April 2022, the State Agency Team is working with the HROA on the possibility of the HROA providing interim public access through the ranch to the beaches, prior to acquisition of public access rights. This interim public access would need to be voluntarily granted by the HROA and is not a guaranteed part of the HRCAP.

The draft HRCAP is based upon a three-phase, managed approach to providing public access: Preparation Phase, Pilot Phase, and Program Implementation Phase. The Preparation Phase will begin immediately after approval of the HRCAP by the Coastal Commission. Key activities during this phase includes initiation of an acquisition program for the necessary property rights; determination of the program management entity(ies); assessment of tribal and cultural resources at the beach access points and along the Ranch coastline; and implementation of initial infrastructure improvements. Chumash tribal members will have a lead role in conducting the assessment of tribal and cultural resources to ensure the protection of these resources in subsequent phases when general public access is provided.

Implementation of the Pilot Phase cannot begin until property rights are acquired from the HROA. While negotiating these access rights could take years, some components of this phase could start up in early 2022 if the HROA grants voluntary access rights. The Pilot Phase provides for a recommended maximum daily capacity of 100 public visitors, along with provisions to protect cultural and biological resources. The two-year Pilot Phase will allow for testing of various access components, including shuttle, vehicular, hike and bike options. Specific public access programs could include shuttle access direct from North County communities, beach-to-beach day hikes, general group activities, etc. Other key activities in the Pilot Phase include adaptive management, planning and permitting for additional infrastructure, and a program evaluation report to assess how well the provided public access is meeting the program goals.

After the Pilot Phase, the HRCAP will be considered fully operational, with access components added or adjusted as necessary, and with ongoing monitoring and adaptive management. Limits on daily capacity will be set by the Managing Entity, in consultation with the HRCAP Advisory Committee, with a maximum potential capacity of 500 people per day. Actual daily capacity numbers will be based on management capacity, management of impacts to sensitive resources, adaptive management recommendations, and available budget. The Managing Entity will work to increase public access to the extent practicable and will continue to use an adaptive management approach to revise and refine the public access opportunities. The Managing Entity also will determine if and when additional infrastructure is needed to fulfill the HRCAP objectives.

INTRODUCTION

1. Introduction

The Hollister Ranch (the Ranch) is a 14,000-acre rural residential subdivision and a working cattle ranch located just west of Gaviota State Park, 30 miles west of Santa Barbara. The Ranch encompasses 8.5 miles of shoreline, with six sandy beaches. The shoreline seaward of the mean high tideline belongs to the public. In 1971 the Ranch was subdivided into 136 parcels of approximately 100 acres each, and many of those parcels are now developed with homes, stables and other associated development. The road into the Ranch is on private property, and there is no land-based public access to the Hollister Ranch public beach areas located within the State's tidelands.

The Hollister Ranch Coastal Access Program (HRCAP) is a legislatively mandated effort to provide public access to the state-owned tideland beach areas at Hollister Ranch. As discussed in more detail below, amendments to the Coastal Act in 1979, 1982 and 2019, require the California Coastal Commission to develop a contemporary Public Access Program for the Hollister Ranch beaches; once approved, the State Coastal Conservancy is to implement the Program. This draft document contains recommendations for the Public Access Program as required by Public Resources Code Section 30610.81. Following a public workshop in October 2021, the document will be revised in response to comments and will be submitted to the California Coastal Commission at a later date for review and final approval. The document is being developed through a planning effort led by four state agencies – the California Coastal Commission, State Coastal Conservancy, California Department of Parks and Recreation, and the State Lands Commission (collectively referred to as the State Agency Team or SAT). The State Agency Team was assisted by KTUA, a firm specializing in recreation planning and site design, and Participation By Design (PBD), which is a neutral facilitator for the public engagement process.

This document begins with an overview of the effort to provide public access to the Hollister Ranch coastline. It then outlines the vision and objectives for the program, followed by a summary of the public engagement undertaken in the development of the program. The Existing Conditions section summarizes existing biological, geological, and cultural and tribal resources, cattle operations, road conditions, beach access points, and other relevant ranch activities and infrastructure. The Access Components and Research and Educational Opportunities sections describe the draft recommendations for public access. Discussion of how to carry out the program is found in the Implementation Strategy and HRCAP Cost Estimates sections, as well as in Appendix A – Conceptual Plans and Appendix B – HRCAP Cost Estimate Details.

1.1. A Brief History of Public Access Effort at Hollister Ranch

Hollister Ranch was purchased and subdivided just prior to the passage of Proposition 20 and the subsequent enactment of the Coastal Act. The Coastal Act is a state law that protects and provides for public access to and along the coast. In the late 1970s, when individual property owners began applying for permits to develop their residential parcels at the Ranch, the Coastal Commission attempted to obtain public access to the Hollister Ranch coast through the then-traditional regulatory process of requiring individual property owners to provide beach access as a condition of their coastal development permits. This effort was met with strong opposition and multiple lawsuits by property owners. To resolve the disputes between property owners and the Coastal Commission, the Legislature amended the Coastal Act in 1979 to allow the Coastal Commission to establish an alternative process for meeting the Coastal Act's public access mandate. In this alternative process, acquisition of public access rights is funded through the imposition of development fees at the time that a coastal development permit is issued (Public Resources Code 30610.3). These fees are paid "in lieu" of directly providing public access. Once an area is designated as eligible under this subsection, the Commission develops a coastal access program that will ensure meaningful public access. The Coastal Act tasks the State Coastal Conservancy with implementing the program, pursuant to its authority, and states that the "in lieu" fees can be applied for that purpose.

The Coastal Commission designated Hollister Ranch as eligible for this alternative process, and in 1982 approved the Hollister Ranch Public Access Program for the Ranch. This program relied on the acquisition of public access property rights from the Ranch owners, which was to be funded through the in-lieu fee program. The Coastal Conservancy and the Coastal Commission attempted to implement the access program over the last several decades but were unable to overcome landowner opposition and thus were never able to acquire the necessary property rights. Discussions continued for years, but public access was never achieved.

1.2. Assembly Bill 1680

In 2019, Governor Newsom signed Assembly Bill 1680 (AB 1680), which had been authored by then Assemblymember (now Senator) Monique Limón. AB 1680 directed the Coastal Commission, in consultation with the State Coastal Conservancy, Department of Parks and Recreation, and the State Lands Commission to develop a contemporary land-based public access program for the Hollister Ranch beaches by April 1, 2021. Prior to that deadline, the Coastal Commission reported to the legislature that the HRCAP would not be completed by April 1, 2021 and informed the legislature that the Program would be delayed six months to October 2021. This delay was caused by the COVID-19 pandemic which did not allow sufficient time for robust public engagement as required by AB 1680.

AB 1680 requires the Program to have the following specified components:

- A public outreach and stakeholder engagement process.
- A list of options for providing public access to the tidelands at the Ranch, and the associated costs.
- A description of the physical environment and existing land uses and cultural and historical resources.
- A description of the current level of public access to state-owned tidelands.
- A discussion of the educational and scientific opportunities afforded by the existing resources.
- Provisions to protect and preserve sensitive resources.
- A summary of permits needed to implement the program.
- An implementation strategy.
- A requirement to implement the first phase of public access by April 1, 2022, subject to funding by appropriation.

VISION & OBJECTIVES

2. Vision & Objectives

Members of the public from a broad range of communities have expressed that the Hollister Ranch coastline offers a unique experience along this portion of the State's coast. The relatively undeveloped landscape and ruggedness of the coastline, the high quality of the natural environment, surf conditions, and the lack of crowds are all aspects that make the Hollister beach experience special. In addition, this part of the Gaviota Coast is very important culturally and spiritually to the Chumash people.

The vision for the Hollister Ranch Coastal Access Program is to provide public access to the beaches along the Hollister Ranch coastline in a way that 1) preserves the qualities that make a visit to beaches at the Ranch a unique and memorable experience and 2) ensures equitable access to the beaches at the Ranch.

Eight overarching objectives have been defined for the Hollister Ranch Coastal Access Program (HRCAP). These objectives constitute the goals of the HRCAP.

- Objective 1: Provide safe, equitable and inclusive access.
- Objective 2: Provide options for experiences that meet the interests of a broad range of Californians.
- Objective 3: Provide increased access within one year of program approval by Coastal Commission.
- Objective 4: Minimize impacts in order to protect coastal resources, including natural habitats, cultural resources, and agricultural operations.
- Objective 5: Respect private property rights.
- Objective 6: Implement the laws and policies of Santa Barbara County, the State of California, and the Federal Government.
- Objective 7: Define a process for assessing long-term effectiveness of HRCAP in achieving program objectives.
- Objective 8: Assess implementation challenges of program components and identify strategies for potential solutions.

PUBLIC ENGAGEMENT PROCESS

3. Public Engagement Process

The planning effort for the HRCAP utilized a multi-faceted public engagement approach to incorporate the interests and concerns of a broad range of Californians. Although the project started with face-to-face meetings and workshops, during the COVID-19 pandemic, the public engagement process was switched entirely to a virtual environment starting in March 2020.

Below is a summary of the main activities to date:

- **Stakeholder Event #1: Initial Interviews** – In December 2019, the consultants from KTUA and Participation By Design (PBD) conducted approximately 18 interviews with stakeholders from a variety of different perspectives including ranch landowners, public access advocates, environmental organizations, equity and environmental justice advocates, surfers, local government staff, and elected officials. These interviews provided the project facilitator with an overview of many of the perspectives, interests, and concerns related to access to the Hollister Ranch coastline.
- **Survey #1** -- Following the initial interviews, a survey regarding activities or experiences of interest to people for increased public access to the Hollister coastline was sent to the HRCAP email list (approximately 1,700 email addresses). Over 600 responses were received.
- **Public Workshop in Goleta** – On February 20, 2020, the SAT held the first public workshop for the HRCAP planning effort. Over 170 people participated in an interactive workshop addressing 1) potential interests of new public access to the ranch coastline, 2) concerns about new public access, and 3) ideas for public access that might address both the interests and concerns that had been raised in previous rounds of discussion.
- **Survey #2** – Following the workshop, a second survey was sent seeking input on the same topics that had been discussed at the workshop. Over 1,400 responses were received.
- **HRCAP Working Group** – In July 2020, a working group of 18 people with different backgrounds, expertise and perspectives on public access was created to help develop the public access program (see Appendix C – Working Group Member Statements). The Working Group met five times over the past year. The Working Group helped to establish the Program Objectives, the evaluation criteria for assessing potential project components, and provided feedback on the development of the HRCAP conceptual approach, options related to visitor capacities, creation of an Advisory Committee, and building trust among stakeholders who are key to creating access.
- **Survey #3** – In August 2020, a third survey was sent seeking input on the draft Evaluation Criteria that had been developed with the Working Group. A total of 744 responses to the survey were received. Based on the input received, the evaluation criteria were revised, and the Working Group approved them in September. A summary document showing changes to the evaluation criteria as a result of survey comments, as

well as all of the survey comments received, is available on the Coastal Commission website located at: https://www.coastal.ca.gov/hollister-ranch/.

- **Story Map** – KTUA developed an interactive "Story Map" that included videos about the existing conditions and opportunities and constraints and provided an opportunity for people to enter specific information on conditions and opportunities at the Ranch. People provided a total of 300 informational comments with specific locations noted on maps of the Ranch.
- **Focused Listening Sessions** – From late 2020 through mid-2021, the SAT conducted eight focused listening sessions to gain more input on the program design. These sessions were held with:
    - Chumash Tribal representatives
    - Representatives of environmental justice community organizations
    - Hollister Ranch owners
    - Surfers
    - Educators and nonprofit organizations
    - College-aged adults
    - Trail hiking advocates
    - Santa Barbara-based public agencies
- **Virtual Public Workshop** – On June 16, 2021, over 100 people participated in a second public workshop held online due to ongoing COVID-19 health precautions. At this workshop, the SAT presented the draft Conceptual Program. Participants were then divided into smaller groups for interactive exercises to provide input on program capacity and to discuss more detailed questions about a specific topic area they had selected. Break-out room topics included: beach walking, biking, surfing, general beach relaxation and play, education and research opportunities, cultural access, maximizing equity, and program assessment/adaptive management.
- **Survey #4:** The fourth public survey was released on June 28, 2021. The purpose of this survey was to allow people to comment on the topics discussed at the June 16 workshop if they were not able to attend. This survey asked participants to review the draft Conceptual Program and to view the recording of the workshop before completing the survey. The survey was made available for 3 weeks and upon closing, 532 surveys were completed.
- **Tribal Consultation**: As part of the HRCAP planning effort, the SAT discussed the access program with members of the Santa Ynez Band of Chumash Indians (SYBCI), the Coastal Band of the Chumash Nation, Barbareño/Ventureño Band of Mission Indians and the Barbareño Band of Chumash Indians. Formal government-to-government consultation was offered to each of the Chumash bands on the California Native American Heritage Commission's list of California Native American Tribes. These formal and informal

consultations will continue and are essential to better understand tribal cultural resources and cultural values as well as tribal concerns regarding public access to Hollister Ranch beaches. These discussions will also lead to a better understanding of the cultural and tribal resource protection measures necessary for appropriate future public recreational use.

- **Information Materials Developed**

  The following materials are available at the Coastal Commission's Hollister Ranch website: (https://www.coastal.ca.gov/hollister-ranch/).

  - **Informational Videos** – Working with the KTUA team the SAT developed several videos to help explain the project to the public, including videos on the following:
    - An overview to the Hollister Ranch coastline and the HRCAP process
    - Existing Conditions
    - Opportunities and Constraints
  - **Frequently Asked Questions** (FAQ)– To help address common questions, an FAQ document offered in English and Spanish.

3.1. Summary of Public Input and Issues Identified

The HRCAP planning team received detailed, thoughtful, and passionate input and comments during the public participation effort and the planning process. This input came from people with diverse interests and perspectives regarding the development and management of the coastal access program at Hollister Ranch. The issues identified through this input are integral considerations for the creation, testing, implementation, and management of interim and future public access programming.

The following summarizes some of the general areas of agreement found across the varied interest groups:

- The limited access to the coastal resources contained along the Hollister Ranch coastline over the past half century has preserved existing coastal resources in a relatively undeveloped state not found in many areas of the southern California coast.
- The high-quality of Hollister Ranch coastal resources is what makes them worthy of protection and desirable as a unique visitor experience.
- Human impacts from increased public access are a primary concern of most stakeholders, regardless of their desire for, or opposition to increased access. The challenge for the HCRAP is to determine what types and amounts of increased visitation to the Hollister Ranch coastline will be reasonable, feasible, safe, and protective of natural and cultural resources. Most stakeholders accept that some type of managed access, in contrast with minimally regulated access, will likely be necessary to control potential impacts.

- Stakeholders recognize that providing public access to the coastline through private property with little existing public use infrastructure, an active rail line and a cattle operation requires careful planning in order to develop a Hollister Ranch coastal access program that is protective of private property rights and coexists with rail and cattle operations.
- Most stakeholders recognize the unique opportunity that the HRCAP has for providing the Chumash with renewed access to ancestral lands that are culturally significant to their people.
- Existing Hollister Ranch programs have already demonstrated the value and feasibility of educational programs as one such opportunity for the public along the coastline and are supported for continuation and expansion by most stakeholders.
- Most stakeholders are concerned that, like most public lands open for recreation, it will be a challenge to provide sufficient financial resources in support of a managing entity/entities to maintain a managed access program over time.

The recognized common ground opportunities noted above also elicited a range of concerns and ideas for determining acceptable solutions or agreement on what public program components are needed for public access program implementation. The following summarizes the major concerns and challenges the HRCAP will need to balance during implementation:

- Refined definitions of managed access revealed a broader range of opinions when it was broken into controlled access permissions, limitations on number of users allowed to enter the Ranch, mode of access (shuttle versus private vehicle versus hiking or biking), and requirements to educate the public on the need for protecting natural resources, cultural resources, and private property.
- Limitations on how much access should be provided elicited a wide-range of concerns from all interest groups and constituents. Some believe that all parts of the coastline should be fully accessible by individuals and personal vehicles to get to the public beaches while the opposite opinion sees the current intermittent/seasonal access by foot along the beaches and by boat only needing to be supplemented by managed tours, special use permits and fully controlled visitations.
- The perception of how much damage to sensitive and significant resources may result from increased use and what levels of crowding/congestion might occur based on increased access also varied dramatically. However, agreement on the need to prevent damage to existing private properties, ranch operations, coastal experiences and the natural and cultural resources is a generally agreed upon priority.

The breadth of input received covered wide-ranging perspectives on numerous topics, subjects and proposals aimed at identifying the potential benefits and opportunities, concerns and challenges and ideas to help the HRCAP find balance and practical solutions for implementation. Below are some of the topics and subjects received during public outreach efforts:

Interests and Opportunities

Recreation

- Beach/Ocean Play
- Bicycling
- Boating
- Dog Walking
- Equestrian
- Fishing
- Kayaking/Watercraft
- Hiking/Walking
- Nature Viewing
- Picnicking
- Scuba/Snorkeling
- Surfing
- Swimming/Wading
- Windsurfing/Kite Sailing

Visitor Experience

- Protect undeveloped character
- Preserve experience of solitude for visitors

Justice, Equity, Diversity, and Inclusion (JEDI) Considerations

- Access to Native American tribes and communities and underserved and underrepresented communities (i.e. environmental justice communities, potential visitors with low income)

Education/Scientific Research Opportunities

- Chumash-led cultural education tribal and public programming
- Cultural and natural resource scientific and scholarly research
- Environmental education programming
- Hollister Ranch sustainable ranching educational programming

Concerns

Visitor Experience

- Crowds/uncontrolled access will alter the experience of solitude

Resource Management

- Sensitive biological resources need to be protected from use impacts
- Significant historical, cultural, and tribal resources need to be identified and stewarded

Infrastructure and Facilities

- Adequacy of road to support private vehicles, shuttles, bicycles, pedestrians, and vehicle safety; need for road improvements, directional signage and road safety signage
- Lack of sufficient potable water and public sanitation facilities, including sewage treatment/storage and public restrooms
- Appropriate collection and disposal of refuse and recycling
- Adequate public communication system coverage

Public Safety/Emergency Response

- Aquatic *s*afety
- Visitor-use rule compliance
- Law enforcement (criminal activity including theft, trespass)
- Vehicular management and enforcement
- Fire protection and evacuation planning
- Emergency response infrastructure (including communication systems)

Private Property & Existing Operations:

- Need to protect and honor owner property rights and privacy
- Coordination and safety of *c*attle operations staff and stock, as well as safety of visitors including pedestrian, bicycle and vehicle-based
- Safety, including safe vehicular and pedestrian crossings at the at-grade railroad crossing locations

Managing Entity(ies):

- Process and options for identifying, responsible long-term managing entity or entities to oversee and implement program
- Recognition of one-time and long-term funding for acquiring access rights to roads and private property, staffing, infrastructure needs
- Ensuring that qualified staffing for management, maintenance, resource management, and public safety are available to support volunteer or Non-Government Organization (NGO) partners.

Program Suggestions

Comments received with program suggestions to balance interests and concerns included the following input:

- Shuttle service may provide balance for providing significant access while addressing many management concerns.
- Consider rotating or limiting access to specific areas to help spread out use, reduce potential resource impacts and management costs.
- Reservation and special use permit systems may also be used to help control numbers and ensure access opportunities for underserved groups and communities.
- Consider focusing on docent-led programming and guided tours.
- Managed access led by partners, NGOs, concessionaires, or agencies may address concerns and access demands.
- Although not a direct charge of this program, HRCAP should support future California Coastal Trail (CCT) development through Hollister Ranch as complementary to current goals.

EXISTING CONDITIONS

4. Existing Conditions

This Existing Conditions section covers related public plans, landownership and management, biological resources, geologic conditions, cultural and tribal resources, access route conditions, cattle operation, existing infrastructure and emergency response, sea level rise, beach access points, and existing access to the public shoreline.

4.1. Related Planning Efforts

Hollister Ranch is part of the Gaviota Coast, a region of Central California that was the subject of two significant land use and resource management planning documents in the past: the 2003 Gaviota Coast Draft Feasibility Study and Environmental Assessment, and the 2016 Gaviota Coast Plan. In addition, there is a current effort underway to develop a Gaviota Coast Community Wildfire Protection Plan.

The **Gaviota Coast Draft Feasibility Study and Environmental Assessment** (Feasibility Study) was initiated by the National Park Service (NPS) in 1999 to determine whether all or part of the Gaviota Coast study area from Coal Oil Point to Point Sal was suitable and feasible for designation as a National Seashore managed by the NPS. The Feasibility Study found that the Gaviota Coast is a relatively unspoiled example of the region's natural and cultural resources and that this section of the coast offers superlative opportunities for public use and enjoyment, and scientific study of rich biotic and cultural resources. Ultimately, the NPS decided not to pursue establishment of a Gaviota Coast National Park or Seashore due to landowner opposition and the high costs of land acquisition.

The **Gaviota Coast Plan** (Plan) is a community plan developed by the Santa Barbara County Planning and Development Department for the stretch of coastline from approximately the western boundary of the City of Goleta north to Jalama Beach County Park, and inland to the ridgeline of the Santa Ynez Mountains. The Plan was adopted in 2016 by the County of Santa Barbara Board of Supervisors. The Plan served as an amendment to the Santa Barbara County Local Coastal Plan for the portion of the Plan goals, policies, actions, programs, and development standards that apply to the Coastal Zone and as such was certified in 2018 by the Coastal Commission.

The Plan addresses the topics below; each is addressed by a set of Policies, implemented by Actions, and supported by Development Standards.

1. Natural and Cultural Stewardship
2. Agriculture
3. Parks, Recreation, and Trails
4. Land Use
5. Visual Resources
6. Transportation, Energy, and Infrastructure

The Plan identifies primary, secondary, and alternative routes for the California Coastal Trail. The coastline of Hollister Ranch is a proposed primary route for this trail. The Plan also contains trail siting guidelines that specify design characteristics and considerations for trails such as width, slope, and surfaces.

The **Gaviota Coast Community Wildfire Protection Plan** (CWPP) is being prepared by the Santa Barbara County Fire Safe Council with a Fire Prevention grant from CALFIRE. The plan will identify wildfire risks and potential opportunities for fire hazard reduction, and help residents increase their fire preparedness. The plan will also address community evacuation plans which is a particular concern for Hollister Ranch because there is only one access road in and out of the Ranch.

4.2. Land Ownership, Management, and Access

As stated above, Hollister Ranch consists of 136 parcels of approximately 100 acres each. Each parcel is owned by up to 12 people, or by the Hollister Ranch Owners Association (HROA), the property owner association to which all individual owners belong (Figure 1). Union Pacific Railroad owns the railroad right-of-way that varies from approximately 50 feet to 200 feet wide atop the coastal bluffs and runs the length of the Ranch.

Overland access to the Ranch is only possible via Rancho Real Road (also known as Hollister Ranch Road), which diverges from Gaviota Beach Road shortly before the Gaviota State Park entry kiosk. Within the Ranch, Rancho Real Road is developed over individually held private property via an easement held by the HROA. Ranch owners and registered guests enter the Ranch through a private, staffed entry gate. Overland coastal access is available for Ranch owners and guests on spur roads from Rancho Real Road to six beach access points along the Ranch's approximately 8.5 miles of coastline.

The shoreline, tidelands, and submerged lands seaward of the mean high tide line (MHTL) are state-owned public land managed by the State Lands Commission in the best interests of the state and pursuant to the Public Trust Doctrine. These lands are also provisioned for public access by the California Coastal Act (Article 2, Section 30210) and the California Constitution (Section 4, Article X). Land inland of the mean high tide line is private property. On Hollister Ranch, private property south (seaward) of the railroad property is owned by HROA. Property north of the railroad property is held by individual owners. The HROA holds easements from individual landowners for parking at Agua Caliente and Alegria (Figure 2, example at Alegria). Beach facilities including parking, portable or permanent bathrooms, picnic tables, and cabañas are on HROA property at Sacate, Drakes, Bulito, and San Augustine beaches (Figure 3, example at San Augustine). The short access roads from Rancho Real Road to these shoreline access points are also managed pursuant to easements held by the HROA.

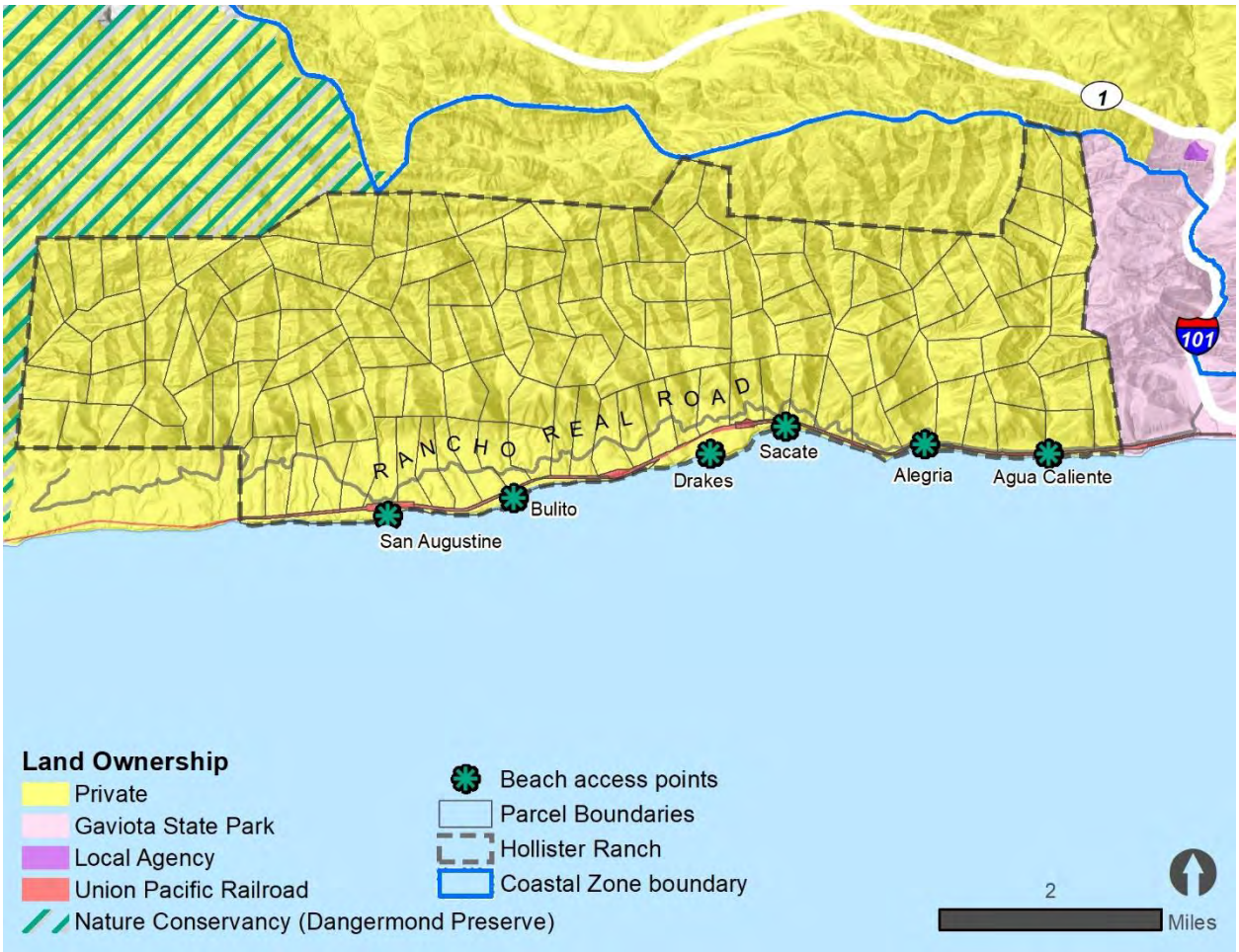


Figure 1. Land Ownership, Management, and Beach Access Points

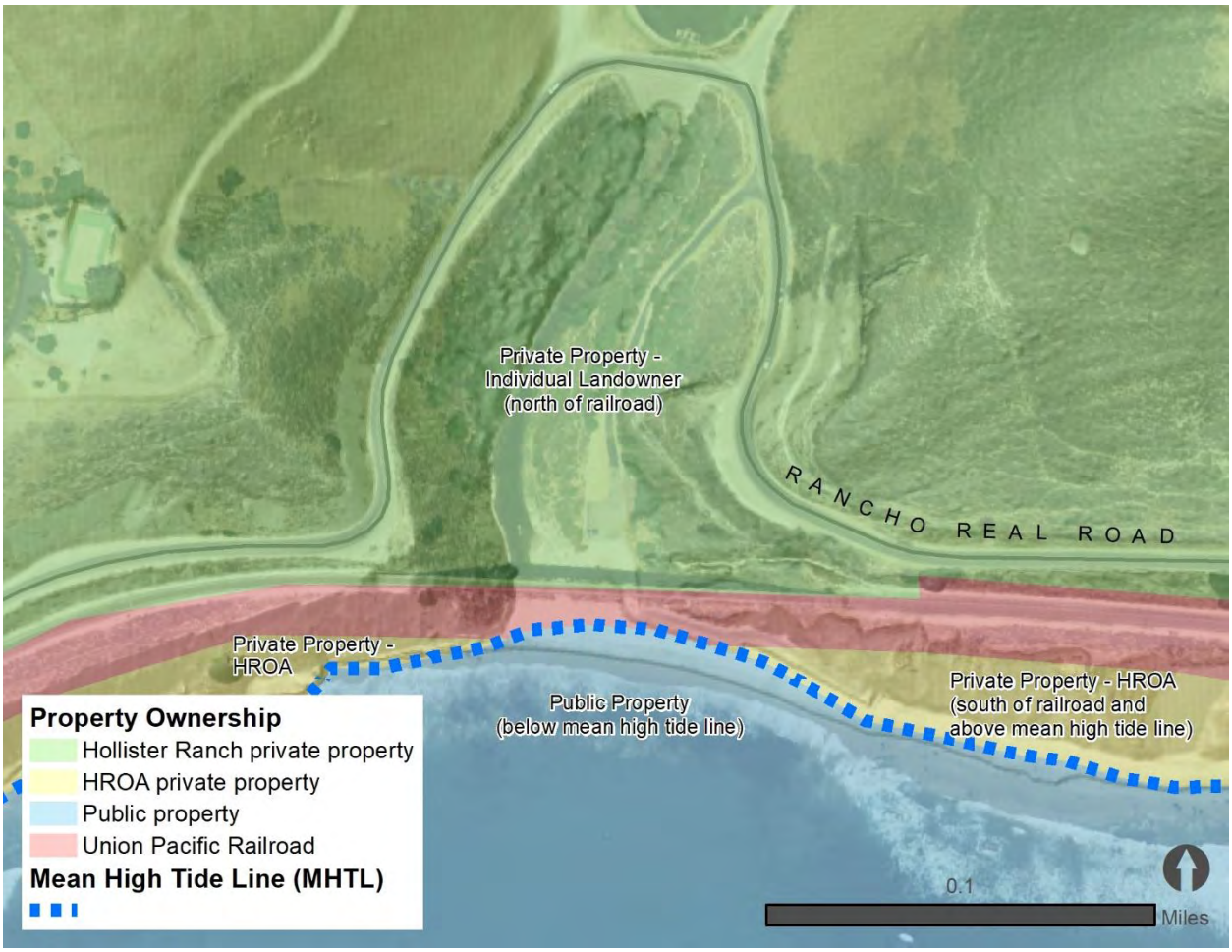


Figure 2. Public and Private Property at Alegria

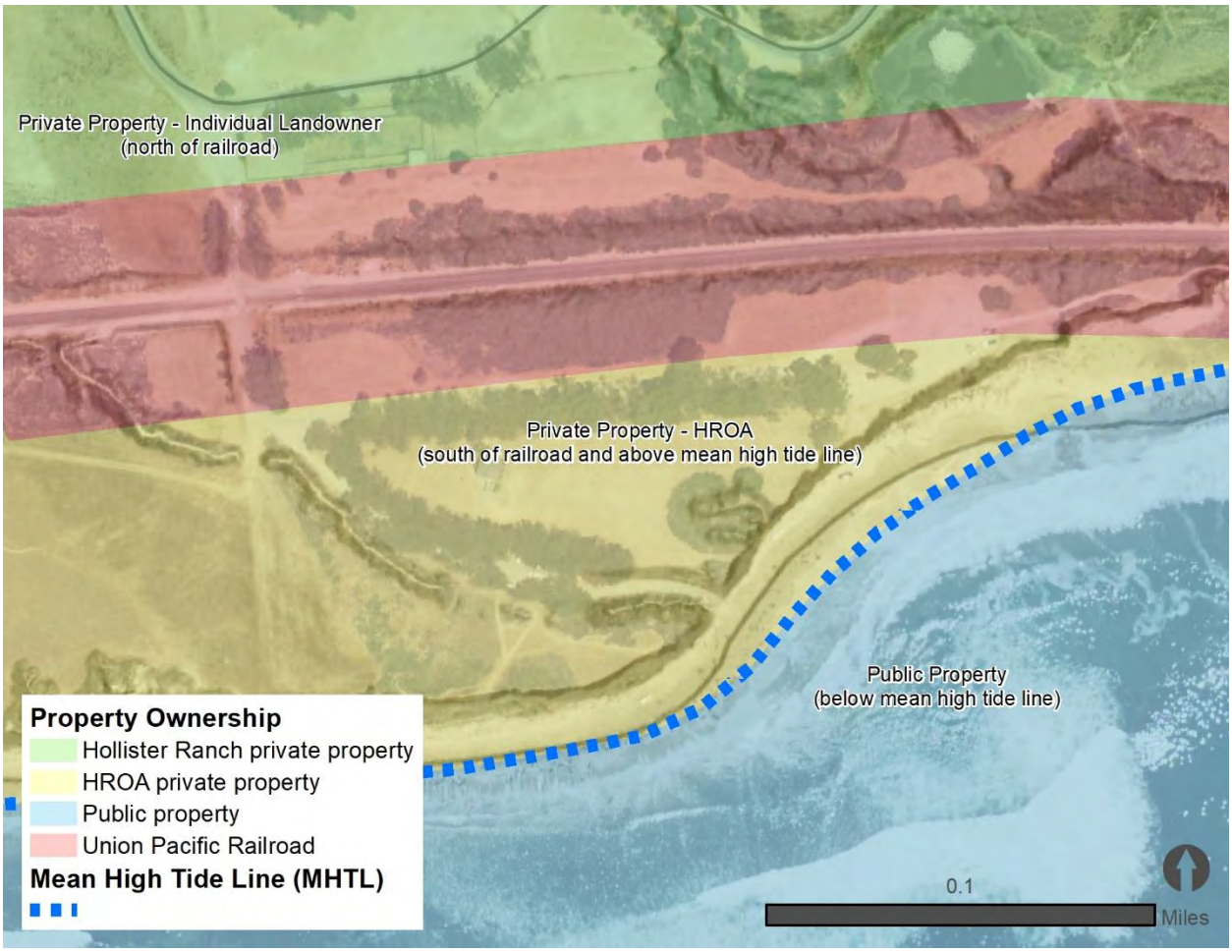


Figure 3. Public and Private Property at San Augustine

Before overland public access can occur along and to the public shoreline at any access point on Hollister Ranch, property rights or agreements to use the road and any other privately owned property or easements including beach areas inland of the mean high tide line must be obtained by the State or a management agency. Figure 4 depicts the general location of the access rights that must be obtained. Additionally, agreements to cross the railroad at each of the access roads from Rancho Real Road to the shoreline may need to be negotiated with Union Pacific Railroad and funded accordingly. The current at-grade railroad crossings are considered private crossings and may not meet the safety requirements of a public at-grade crossing.

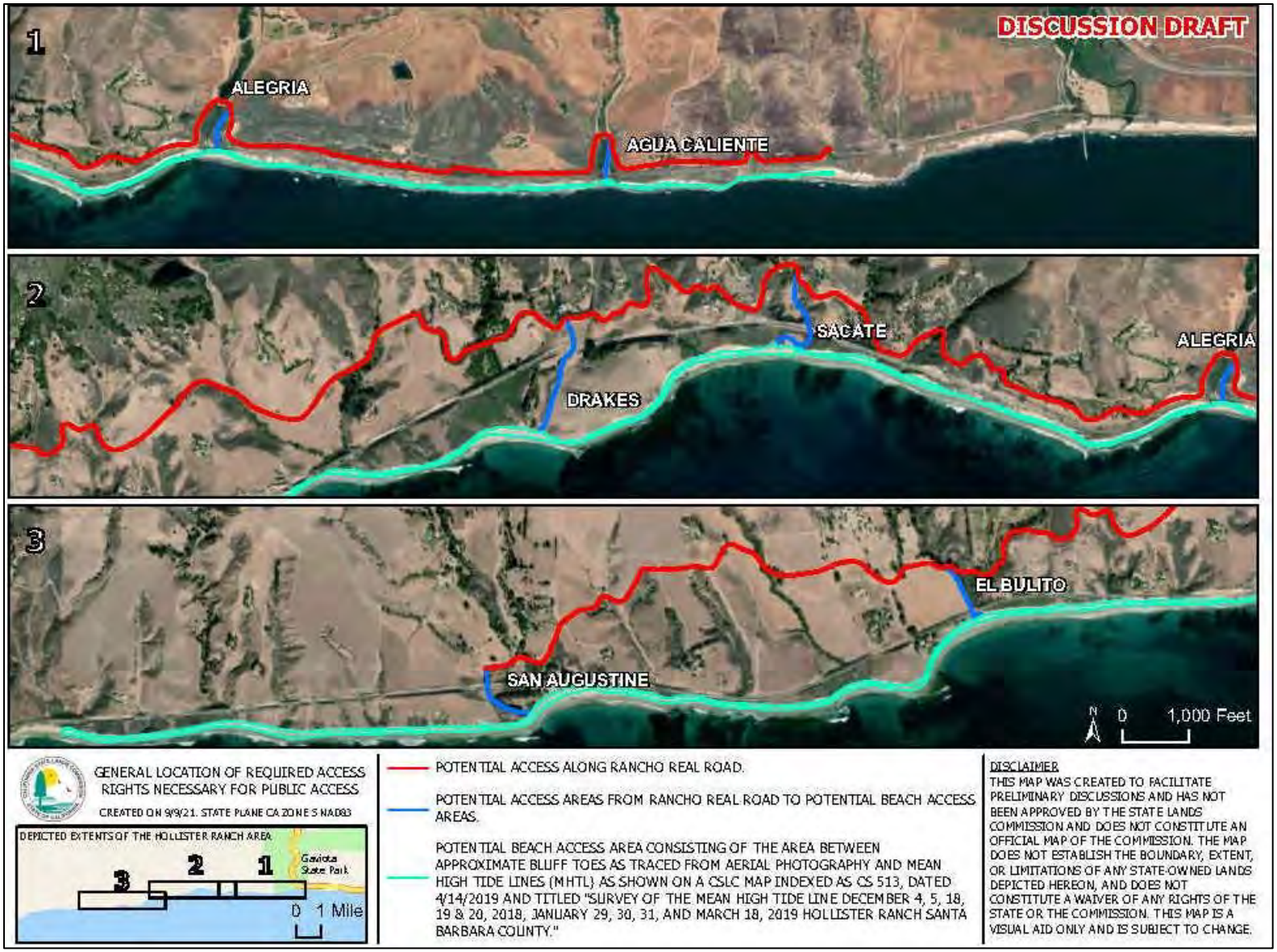


Figure 4. General Location of Required Access Rights Necessary for Public Access

Private Property and Liability

The potential liability stemming from non-owner access to Hollister Ranch is a key concern for Ranch owners. Currently all Ranch visitors must sign a release of liability, assumption of risk, and indemnification agreement. It is anticipated the Ranch owners will require similar protection from liability related to public access to the shoreline. Certain protections to private property owners are already contained in California Civil Code 846.[1]

4.3. Biological Resources

Vegetation

This section covers vegetation communities that were mapped by Pax Environmental through interpretation of recent (2018) aerial photography. The mapping covers eastern Hollister Ranch from the boundary with Gaviota State Park to the Sacate beach access point, for the area from 200 feet inland of Rancho Real Road south to the bluff edge; it does not include the bluff face or the railroad property (Figure 5). Similar data is not available for the western half of the property.

Figure 5. Native and Non-native Vegetation Communities on Eastern Hollister Ranch

[1] California Civil Code Section 846 ("An owner of any estate or any other interest in real property, whether possessory or nonpossessory, owes no duty of care to keep the premises safe for entry or use by others for any recreational purpose or to give any warning of hazardous conditions, uses of, structures, or activities on those premises to persons entering for a recreational purpose, except as provided in this section. . ."). See section for details.

Coastal Sage Scrub: Hollister Ranch supports a wide diversity of species which fall under the category of coastal sage scrub plants. California sagebrush (Artemisia californica) is generally considered the most dominant member of this plant community, but other species can also be dominant, such as purple sage (*Salvia leucophylla*), bush sunflower (*Encelia californica*), giant wild rye (*Elymus condensatus*), and California buckwheat (*Eriogonum californica*).

Two somewhat distinct subtypes of coastal sage scrub occur in this region – quailbush scrub and coyote brush scrub. Quailbush scrub is dominated by quailbush (*Atriplex lentiformes*) but also supports some uncommon species such as wooly seablite (*Sueda taxifolia*) and cliff aster (*Malacothrix saxatilis var. saxatilis*) and occurs in small patches on highly erosive cliffs. Coyote brush scrub can sometimes be exclusively comprised of coyote brush (*Baccharis pilularis*) and is often associated with moist areas along drainages and estuaries.

Coastal Sage Scrub/Grasslands: Transition zones between relatively pure stands of coastal sage scrub and grasslands occupy significant areas here along the coast. These areas are characterized by having scattered shrubs, often including California Sagebrush (*Artemisia californica*) or species of goldenbush (*Isocoma menziesii* and *Hazardia squarosa*), along with high concentrations of introduced Mediterranean grasses such as soft chess (*Bromus hordeaceus*), ripgut brome (*Bromus diandrus*), and foxtail barley (*Hordeum murinum*).

Annual and Perennial Grasslands: Typically found on south-facing slopes with clay soils, the various genres of grasslands at Hollister Ranch harbor a wide variety of grasses and forbs, including the endangered Gaviota tarplant (*Deinandra increscens* ssp. *villosa*). Several populations of Gaviota tarplant have been documented along this stretch of coast and much of the coastal terrace habitat is designated critical habitat for this rare species. Heavily grazed grassland areas tend to support a lower diversity of plant species and are dominated by introduced annual species including wild oats (*Avena* spp.), soft chess (*Bromus hordeaceus*), ripgut brome (*Bromes diandrus*), and foxtail barley (*Hordeum murinum*).

Perennial grasslands tend to support a higher diversity of plant life than annual grasslands and are dominated by native species. Typified by the presence of needle grasses (*Stipa pulchra* or *Stipa lepida*) and California barley (*Hordeum brachyantherum* ssp. *californicum*), perennial grasslands can support many species including big grindelia (*Grindelia camporum*), blue eyed grass (*Sisyrinchium bellum*), and soaproot (*Chlorogalum pomeridianum*).

Oak Woodlands: Protected canyon floors and hillsides with deep loamy soils, along with north facing slopes, are where coast live oak (*Quercus agrifolia*) woodlands are most often found on the Ranch. Other common species in this community, aside from the coast live oak, include poison oak (*Toxicodendron diversilobum*), blackberry (*Rubus ursinus*), hummingbird sage (*Salvia spathacea*), and coffeeberry (*Rhamnus californica*).

Riparian Scrub: The lower reaches of the streams feeding into the Pacific Ocean here are most often dominated by thickets of arroyo willow (*Salix lasiolepis*), interrupted by other riparian species including the western sycamore (*Platanus racemosa*), black cottonwood (*Populus trichocarpa*), and red willow (*Salix laevigata*).

Rocky Intertidal Habitats

Rocky intertidal habitat is found at various locations along the Hollister Ranch coastline. The most extensive intertidal habitat is found at Agua Caliente and Alegria beaches. Golden rockweed (*Selvitia compresa*) is present in the mid-intertidal zone of both beaches. Despite being a long-lived species, Rockweed is slow-growing, experiences irregular recruitment and has low survival rates. Rockweed is an important biogenic species in the mid-intertidal zone as it is highly productive, provides a source of food for many intertidal grazers, and forms habitat for a diverse assemblage, supporting over 111 seaweed and invertebrate taxa in southern California. Because of its ecological importance and slow growth and recruitment, rockweed is of particular concern as it could be significantly impacted by trampling when people are exploring the intertidal zone.

Black abalone (*Haliotis cracherodii*) is a federally endangered species that has a potential to occur primarily at Alegria beach at the low intertidal. Black abalone is typically found in coastal and offshore rocky intertidal habitats in open bedrock, crevices, narrow ledges, and overhangs.

Green abalone (*Haliotis fulgens*) is a National Marine Fisheries Service species of concern which has a potential to occur in the low intertidal to the subtidal primarily at Alegria beach. Natural populations of this species tend to be extremely low, especially at mainland sites.

Owl Limpet (*Lottia gigantea*) is not a species of special concern as of now but has seen declines in population and individual size. It has the potential to occur at Alegria beach in the mid to high intertidal zone. Its habitats include coastal and offshore rocky intertidal in open bedrock, crevices, narrow ledges, and overhangs.

Marine Species

Comprehensive data for marine species observed along the Hollister Ranch coastline is not available. However, the 1982 Hollister Ranch Coastal Access Program notes harbor seal haul-out locations at Drakes and Bulito. Data provided by the HROA indicates that sea lion releases and rescues are conducted at Hollister Ranch by the Channel Islands Marine and Wildlife Institution.

Coastal Lagoons

There are coastal lagoons at each of the Hollister Ranch beach access sites, plus coastal lagoons between Sacate and Drakes beaches (Coyote Lagoon), Drakes and Bulito beaches (Panochas Lagoon), and Bulito and San Augustine beaches (Agujas Lagoon). In these coastal lagoons, fresh water from streams mixes with ocean water to create brackish conditions to which some species have adapted. Vegetation communities surrounding coastal lagoons on Hollister Ranch are wetland, coastal scrub, and elevated beach.

In a 2020 biological study commissioned by HROA, 119 plant species were observed in coastal lagoons on Hollister Ranch beaches, 46% of which are native species. The lagoons can also harbor tidewater goby, red-legged frog, and southwestern pond turtles, and can be used by the Southern California steelhead. No steelhead were observed in 2020.

Streams on Hollister Ranch all have upstream impediments, such as culverts and small check dams, that may affect the volume of freshwater flow to coastal lagoons. At Agua Caliente and Alegria, streams flow through a culvert under Rancho Real Road then adjacent to access roads for a short distance before mixing with ocean water near the train trestle. At Sacate, Bulito, and San Augustine, a culvert passes under the railroad tracks and releases water near the toe of the bluff. Drakes lagoon is unique in that the stream flows for a longer distance south of the railroad culvert through wetland and coastal scrub habitat before meeting the sand. This wetland area is the largest of all coastal lagoons at Hollister Ranch beaches, and tidewater goby and California red-legged frog were observed here in 2020.

Critical Habitat and Special-Status Species

Designated critical habitat is defined by the United States Fish and Wildlife Service as:

- Specific areas within the geographical area occupied by the species at the time of listing that contain physical or biological features essential to conservation of the species and that may require special management considerations or protection; and
- Specific areas outside the geographical area occupied by the species if the agency determines that the area itself is essential for conservation.

Figure 6 shows the designated critical habitat found on Hollister Ranch.

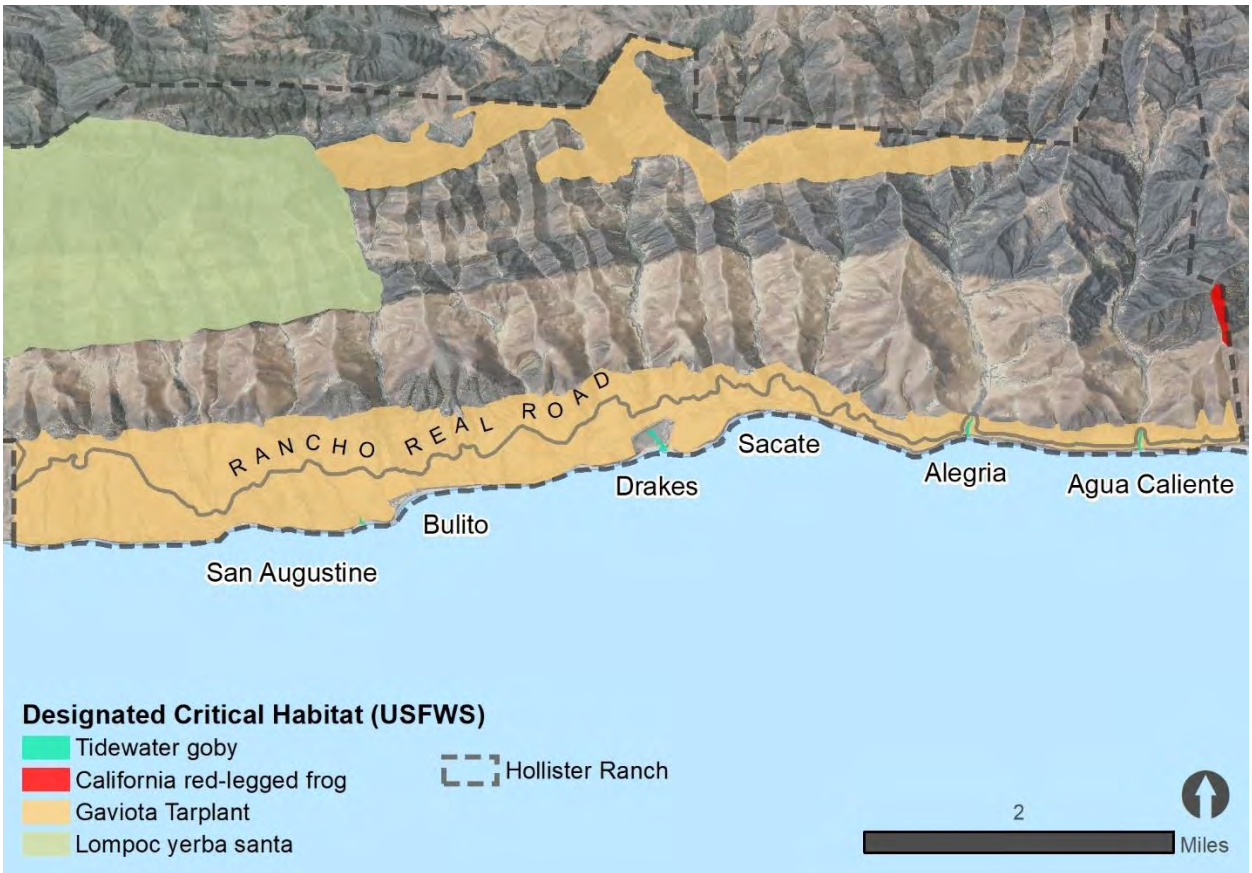


Figure 6. Designated Critical Habitat on Hollister Ranch

Table 1 lists the special-status species observed within three miles of Hollister Ranch. Note that this list is not inclusive of all special-status species within the Hollister Ranch; since the Ranch is on private land, there has been minimal research on species on the Ranch. It is likely the Ranch has more designated critical habitat than that mapped by the California Department of Fish and Wildlife (CDFW) and the U.S. Fish and Wildlife Service (USFWS).

Special-Status Plants: Designated critical habitat for the state and federally endangered Gaviota tarplant (*Deinandra increscens* ssp. *villosa*) is present throughout the coastal plain, generally extending from the ocean to anywhere from 750-1,500 feet inland, into the foothills. Populations of Gaviota tarplant have been documented throughout Hollister Ranch, with most incidences occurring on the coastal terraces and plains.

Special-Status Wildlife: Numerous special-status vertebrate species have a potential to exist within certain locations of the Ranch. Those that were observed during surveys in 2020 and 2021 are noted. All aquatic and riparian species including coast range newt (*Taricha torosa*), California red-legged frog (*Rana draytonii;* observed), tidewater goby (*Eucyclogobius newberryi;* observed), western pond turtle (*Emys marmorata;* observed), and two-striped garter snake (*Thamnophis hammondii;* observed) are likely to occur within the coastal lagoons at Alegria Beach and Agua Caliente Beach. Some of the species listed above cannot survive in brackish environments and would be found further upstream where the water is less saline. Note that it is expert opinion that foothill yellow-legged frog (*Rana boylii*) was extirpated from this area in the late 1970s due to disease and extreme flooding and scouring events (CNDDB 2020).

The overwintering monarch (*Danaus plexippus*) is expected to use all the eucalyptus groves on the Ranch (Figure 5) during its seasonal migration. This butterfly is commonly found in this habitat throughout coastal Santa Barbara County.

Special-status bird species are expected to be on the Ranch during migration as well as during nesting season, using the riparian habitat, chaparral habitat, or beach habitat. California least tern (*Sterna antillarum browni*; Federal and State Endangered) and western snowy plover (*Charadrius alexandrinus nivosus*; Federally threatened, observed) are both beach nesting birds that use coastal bluff locations for foraging or nesting.

Table 1. Special-status Species On or Within Three Miles of Hollister Ranch

Taxon Group	Scientific Name	Common Name	Federal Status	State Status	Rare Plant Rank	CDFW Status	Other Status
Amphibians	Taricha torosa	Coast Range newt				SSC	
Amphibians	Rana draytonii	California red-legged frog	Threatened			SSC	
Amphibians	Rana boylii	foothill yellow-legged frog		Candidate Threatened		SSC	USFS_S
Birds	Falco mexicanus	prairie falcon				WL	USFWS_BCC
Birds	Charadrius nivosus nivosus	Western snowy plover	Threatened				
Dicots	Deinandra increscens ssp. villosa	Gaviota tarplant	Endangered	Endangered	1B.1		
Dicots	Arctostaphylos purissima	La Purisima manzanita			1B.1		
Dicots	Arctostaphylos refugioensis	Refugio manzanita			1B.2		USFS_S
Dicots	Horkelia cuneata var. puberula	mesa horkelia			1B.1		USFS_S
Dicots	Scrophularia atrata	black-flowered figwort			1B.2		
Dicots	Astragalus didymocarpus var. milesianus	Miles' milk-vetch			1B.2		
Dicots	Atriplex serenana var. davidsonii	Davidson's saltscale			1B.2		
Fish	Eucyclogobius newberryi	tidewater goby	Endangered			SSC	
Fish	Oncorhynchus mykiss	Southern California Steelhead	Endangered				
Insects	Danaus plexippus pop. 1	monarch - California overwintering population				SA	USFS_S
Mammals	Taxidea taxus	American badger				SSC	
Mammals	Antrozous pallidus	pallid bat				SSC	USFS_S; WBWG_H
Monocots	Calochortus fimbriatus	late-flowered mariposa-lily			1B.3		USFS_S
Reptiles	Emys marmorata	western pond turtle				SSC	USFS_S
Reptiles	Thamnophis hammondii	two-striped gartersnake				SSC	USFS_S

Ranking Definitions

USFWS_ BCC= United States Fish and Wildlife Service Birds of Conservation Concern
USFS_S= United States Forest Service Sensitive
CDFW SSC= California Department of Fish and Wildlife Species of Special Concern
CDFW WL= California Department of Fish and Wildlife Watch List
CDFW SA= California Department of Fish and Wildlife Special Animal
WBWG_H= Western Bat Working Group High Priority

Sensitive Biological Resources at Beach Access Points

Reconnaissance-level surveys were performed for the six beach access points at Hollister Ranch by the HRCAP consultant biologist – Pax Environmental – on April 9, 2021. Reconnaissance surveys identified potential environmentally sensitive habitat areas, recorded incidental observations, and evaluated a broad array of site characteristics. In 2020 and 2021, a biological study commissioned by HROA (conducted by Channel Islands Restoration) surveyed biological resources along the coast of Hollister Ranch.

Table 2 summarizes the observations of sensitive species and suitable habitat by both survey efforts.

Based on the reconnaissance-level biological survey discussed above, a review of previous survey work, and observations of facilities at each beach access point, Pax Environmental found that Agua Caliente and Alegria Beaches have the lowest potential visitor capacity, Sacate and Drakes Beaches have a medium potential capacity, and the highest potential capacity would be at Bulito and San Augustine Beaches. These relative capacities are based on perceived threats to sensitive natural resources and availability of space to safely recreate away from these resources. Note that the potential visitor capacities generally increase with distance from Highway 101, with the two beaches having highest visitor potential being 8.5 and 10 miles from Highway 101.

Table 2. Observations of Sensitive Species and Suitable Habitat by Biological Survey in 2020 and 2021

Species	Agua Caliente	Alegria	Sacate	Drake's	Bulito	San Augustine
California red-legged frog[1]	Present	Habitat	Present	Present	Present	Present
Northern tidewater goby[2]	Present	Present	Habitat	Habitat	Habitat	Habitat
Western snowy plover[1]	None	None	None	Present	Present	Present
California least tern[1]	None	None	None	None	None	None
Two-striped garter snake[3]	Habitat	Habitat	Habitat	Present	Habitat	Habitat
Western pond turtle[3]	Present	Present	Habitat	Habitat	Habitat	Habitat
Gaviota tarplant[1]	Habitat	Habitat	Habitat	Habitat	Habitat	Habitat
Wooly seablite[4]	None	None	None	None	Present	Present
Purple Needlegrass[5]	None	None	None	None	Present	None
Red sand Verbena[6]	Present	Present	Present	Present	Present	None

[1]Federally endangered
[2]Federally threatened
[3]California Species of Special Concern
[4]California Rare Plant Rank 4.2
[5]NatureServe State Rarity Ranking S3
[6]Watch-listed

4.4. Geological Conditions

Slope

The Hollister Ranch coastline is characterized by pronounced steep coastal bluffs approximately 10 to 100 feet tall (Figure 7). High and steep coastal bluffs are most prominent in eastern Hollister Ranch (Figure 8), though all beaches have bluffs of some height.

Figure 7. Steep Coastal Bluffs at Alegria

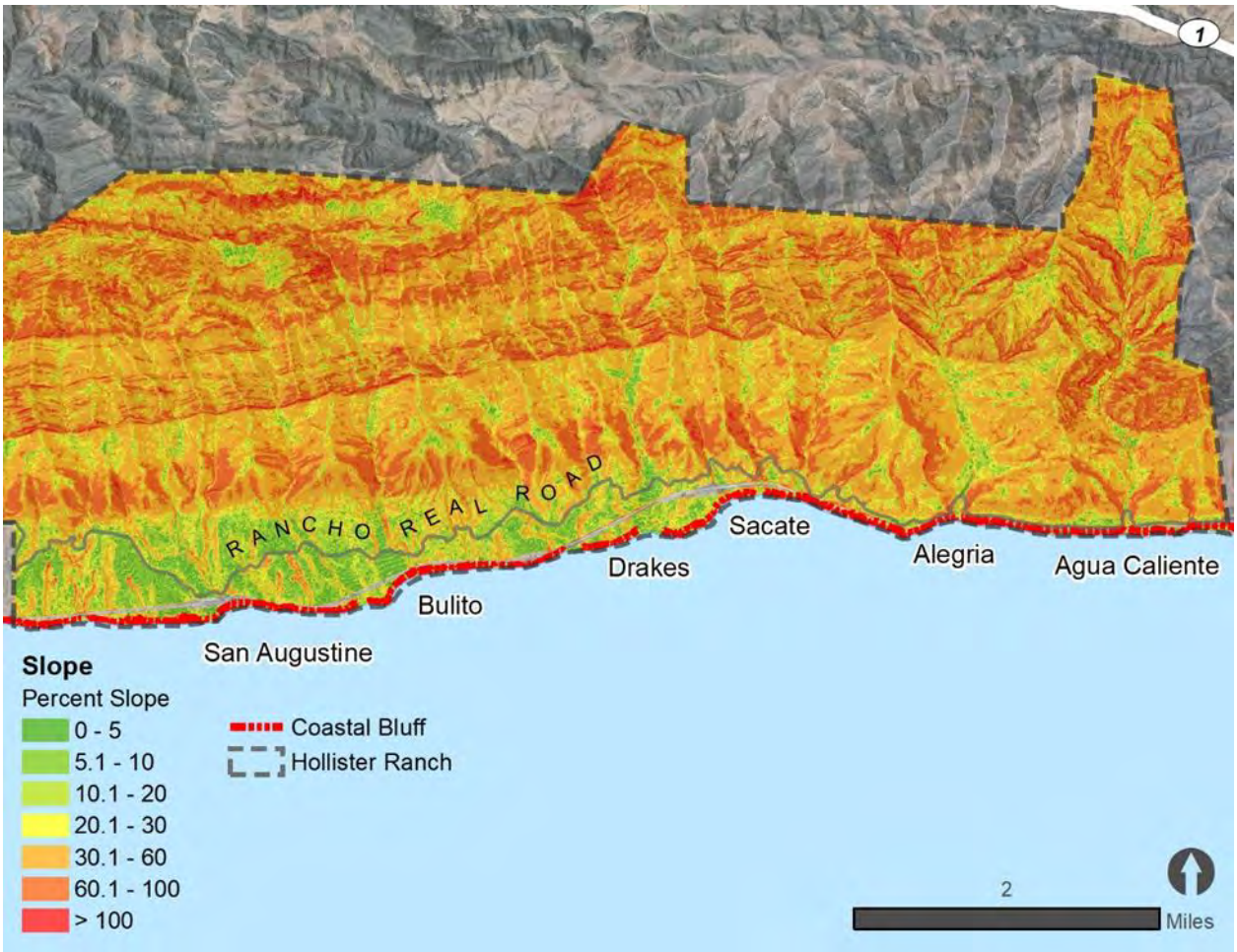


Figure 8. Hillslope and Coastal Bluffs on Hollister Ranch

Bluffs in eastern Hollister Ranch tend to be slanted at a steep angle to the beach and in places are capped by a 10–20-foot layer of topsoil. At sand level, the angled rock surfaces extend seaward and are frequently covered by a layer of sand, creating a smooth sandy beach. However, periodic erosion of the sand exposes these slanted rock ridges, which can striate from the toe of the bluff to the water's edge. In several locations, the slanted rock ridges extend further south into the ocean creating rocky points that interrupt the sandy beach.

Bluffs in western Hollister Ranch tend to be shorter and more vertical than those to the east and are composed of a compacted soil. These bluffs are more susceptible to erosion from waves and wind than the rocky bluffs to the east.

Eastern Hollister Ranch (Agua Caliente, Alegria, and Sacate) is characterized by coastal canyons with steep walls ending nearly at the ocean, and that are traversed by Rancho Real Road (Figure 9). Western Hollister Ranch (Drakes, Bulito, and San Augustine) has rolling plains with the steep canyons set north of Rancho Real Road.

Figure 9. Canada de Alegria Photo credit: Copyright ©2002-2021 Kenneth and Gabrielle Adelman, California Coastal Records Project, www.CaliforniaCoastline.org

Soil Erodibility

High, moderate, and low soil erodibility is classified based on the k-factor of soils. Highly erodible soils indicate higher loam content, whereas low erodibility indicates more clay content. Soil erodibility is variable throughout the coastal region of Hollister Ranch (Figure 10). Data shown in the figure do not capture the erodibility of coastal bluffs, though these bluffs are known to be highly erosive. Based on anecdotal evidence, coastal bluffs at San Augustine are considered to experience the most erosion of all Hollister Ranch beaches (Figure 11).

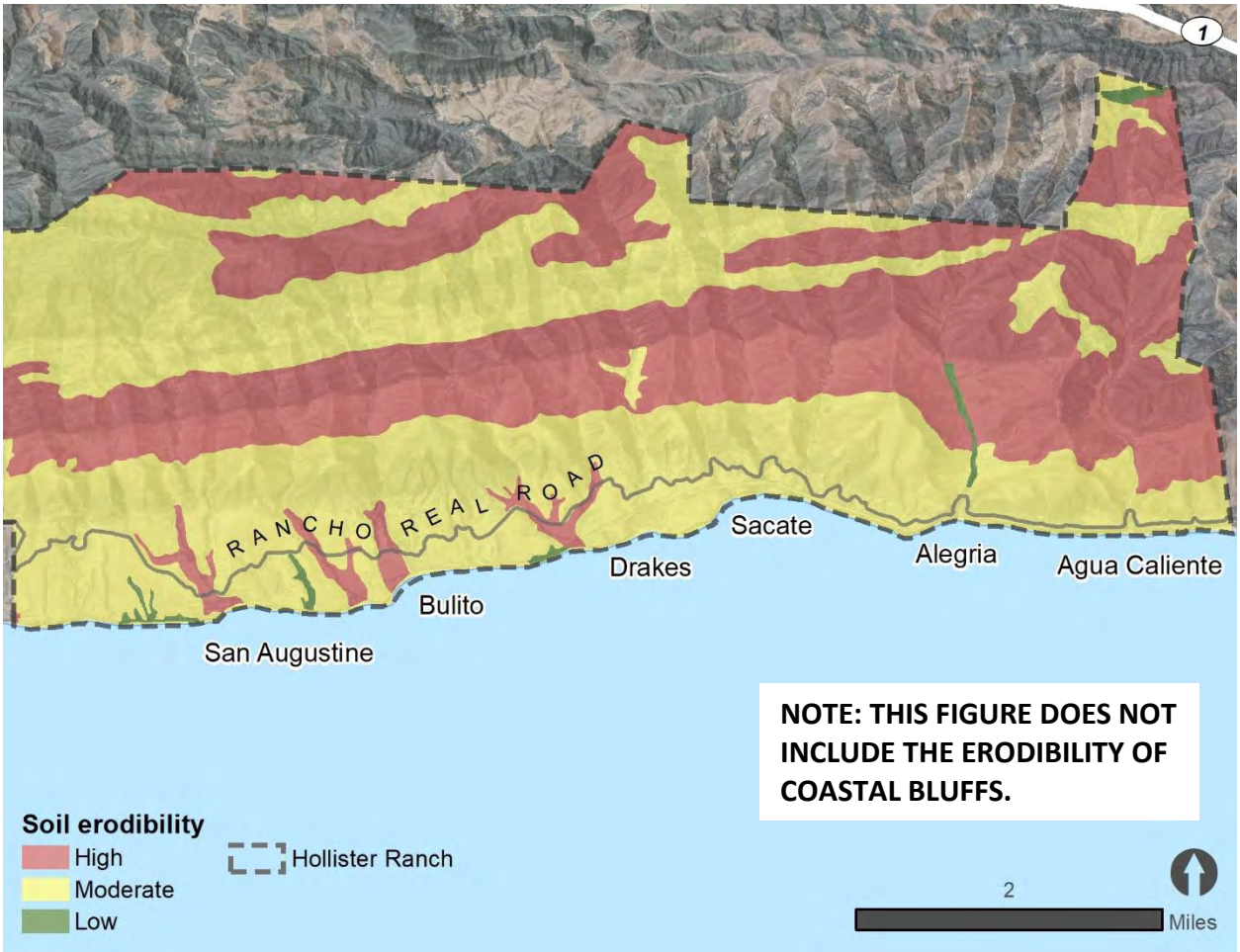


Figure 10. Soil Erodibility on Hollister Ranch

Figure 11. Bluff Erosion at San Augustine

4.5. Cultural and Tribal Resources

The Chumash people historically inhabited the Gaviota Coast region, including what is now Hollister Ranch. Cultural surveys were conducted in the past as part of the installation of an oil pipeline that runs along the coast. More recently, the Hollister Ranch Owners Association completed a survey of cultural and tribal resources on the Ranch in 2020. The HRCAP planning team is still in process of acquiring the data from these surveys. A search of the California Historical Resources Information System (CHRIS) records provided by Chumash representatives show that in all of Santa Barbara County, 692 Chumash sites occurred with one-half mile of the coastline. At the time of European settlement, there were several documented Chumash villages along the Hollister Ranch coastline.

This section of the Gaviota Coast is of special cultural significance to the Chumash due to its proximity to Point Conception, the westernmost point of land along the southern facing Gaviota coast. San Augustine – the westernmost of Hollister Ranch beaches – is approximately seven shoreline miles from Point Conception. A more detailed description of the history of the Chumash peoples can be found in the 2016 Gaviota Coast Plan.

Cultural and tribal resource site records and locational data are considered confidential and public access to such information is restricted by both Federal and California state law. The SAT and HRCAP planning team are working with qualified cultural resource professionals, consultants, and the Chumash on obtaining pertinent information to assist in the protection of such resources to guide planning for the access program.

4.6. Access Route Conditions

Gaviota Beach Road

Road access to the Hollister Ranch begins at a turnoff from Highway 101 onto Gaviota Beach Road. This road crosses through the Gaviota Creek floodplain and then crosses the creek on a short bridge at the same grade as the floodplain. The road forks after the creek with Gaviota State Park day-use area and campground to the south and Hollister Ranch Road to the west. Gaviota Beach Road floods regularly during storms when flows increase in Gaviota Creek. Figure 12 shows two pictures of the road during flooding in February 2019.

Figure 12. 2019 Flooding Along Gaviota Beach Road. Photos from California State Parks.

Rancho Real Road and Spur Roads

All roads within Hollister Ranch are privately owned including the main access road, Rancho Real Road. At the entrance to Hollister Ranch is a guard station that controls entry so as to allow only owners or authorized visitors into the ranch.

The speed limit on Rancho Real Road is 25 miles per hour. There are many grade changes and sharp turns that require slower speeds (Figure 13). Along the road, there are cattle guards, private driveways or road turnoffs, a narrow wooden bridge, and a section of divided road. There are currently no signs warning of these road conditions (Figure 14).

Figure 13. Road Grade Conditions on Rancho Real Road

Figure 14. Travel Conditions on Rancho Real Road

The current width of Rancho Real Road varies, with short sections reduced to the width of one lane and other sections built approximately to an 11-foot-wide lane standard (22-foot total road width). The road is generally wide enough for 2 lanes. In some places where the road cut traverses steep slopes, the road narrows and would need to be widened to meet a standard 2-lane road width. However, widening the road within narrow road cuts would be difficult. On the west end of the Ranch, the road passes through coastal plains with a road shoulder that can accommodate a wider road.

Spur roads to beaches range in length from 0.1 to 0.3 miles. These roads are built for one lane of traffic, which is sufficient for low levels of vehicle use. The asphalt surfaces of spur roads are generally in good condition leading off Rancho Real Road, though the surface degrades or is replaced by gravel near the beach access points.

Travel Distances

Table 3 shows the travel distances along Rancho Real Road from Highway 101. Distance is a major barrier to any potential visitor travel along Rancho Real Road, both vehicular and non-vehicular. Travel modes shown in Table 3 do not assume that any given mode will be part of an adopted access program. Increased travel distance on Rancho Real Road brings increased likelihood of encountering cattle or wildlife, and an increased number of intersections with private driveways, roads, and their associated private property.

Table 3. Approximate Travel Time from Highway 101 (in minutes, one-way)

Beach	Miles (One-way)	Walk (2.5 MPH)	Bike (10 MPH)	E-Bike (12 MPH)	Car (20 MPH)	Shuttle (15 MPH)
Agua Caliente	2	48	12	10	6	8
Alegria	3.2	77	19	16	10	13
Sacate	5.1	122	31	26	15	20
Drakes	6.1	146	37	31	18	24
Bulito	8.5	204	51	43	26	34
San Augustine	10.1	242	61	51	30	40

Railroad Crossings

Passenger and freight trains run on the railroad through Hollister Ranch. Passenger trains from Amtrak pass through the Ranch four times daily (twice in each direction) with the exception of Saturday when only 2 trains run (once in each direction). The earliest Amtrak train on weekdays and weekends is between 8:00 and 9:00 AM, and the latest train is between 6:00 and 7:00 PM. The number, frequency, and timing of freight trains is unknown. Train speeds through the Ranch are also unknown.

The spur roads to Sacate, Drakes, Bulito and San Augustine Beaches all cross the railroad tracks at unsignalized, at-grade crossings. At Sacate, Drakes and Bulito beaches, the shortest sight line in one direction is less than 1/8 mile, giving a driver under 7 seconds to react to a train traveling at 60 mph. At San Augustine, the shortest sight line is approximately 1/4 mile, giving a driver approximately 15 seconds to react to a train traveling at 60 mph. At all four beaches the longer sight line is approximately 1/2 mile, giving the driver approximately 30 seconds to react a train travelling at 60 mph.

4.7. Cattle Operations

Hollister Ranch is a Williamson Act agricultural preserve, which grants landowners tax benefits for maintaining land in agricultural use. To qualify for the Williamson Act, an agricultural preserve must be no less than 100 acres. All parcels on Hollister Ranch are operated together as one cattle operation across parcel boundaries with supporting infrastructure throughout the Ranch (Figure 15). The Hollister Ranch Cattle Cooperative runs a stocker operation that overwinters an average of 1,200-1,500 cattle annually. These cattle are shipped out in May or June. An additional 400 cattle on average are year-round residents on the Ranch as a cow-calf operation. This results in an estimated maximum of 1,600 -1,900 cattle on the Ranch from late fall or early winter to late spring or early summer.

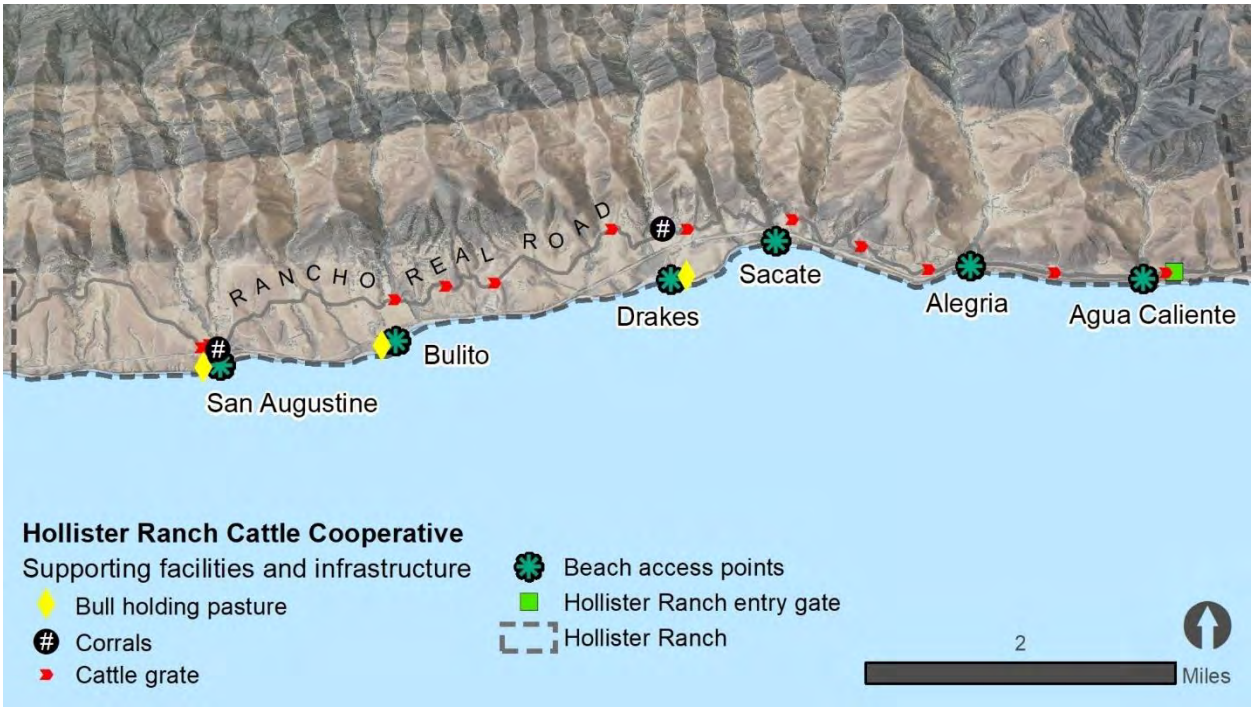


Figure 15. Hollister Ranch Cattle Cooperative Facilities and Infrastructure

Distinct pastures are identified by the cattle cooperative for grazing. Grazing pastures are not fenced off from Rancho Real Road, and it is not unusual to find cattle on or adjacent to the road. This creates the potential for car-cow collisions particularly with drivers unfamiliar with the free-range livestock. When moving from pasture to pasture, cattle are driven by riders on horses assisted by herding dogs. On these days, animals can block the road for significant lengths of time.

Holding pastures for bulls are adjacent to beach access at Drakes, Bulito, and San Augustine creating a possible safety hazard for visitors if the fencing fails or visitors trespass (Figure 15 and Figure 16).

Figure 16. Gate to Bull Holding Pasture at San Augustine

4.8. Existing Infrastructure

HROA-owned facilities at Drakes, Bulito, and San Augustine beaches have electricity, running water, flushing toilets, and septic tanks with leach fields. Cabanas at these locations appear to lack requisite Coastal Act authorization and are being addressed by Coastal Commission and County staff through a separate process. Agua Caliente, Alegria, and Sacate have portable toilets.

4.9. Emergency Response

Lack of consistent cell phone coverage and remote locations create potentially dangerous conditions in the event of an emergency. Individuals may not be able to contact emergency responders or receive emergency care in a timely fashion. Emergency response could be from State Parks, County Fire Department, or the County Sheriff; all of which, generally have significant travel time to the ranch. The Hollister Ranch manager and other employees also currently respond to emergency calls when notified, but HROA staff rely on State and County responders for law enforcement needs, search and rescue situations, fire response, and medical treatment.

4.10. Sea Level Rise

The impacts of sea level rise over the coming decades will lead to significant changes to the Hollister Ranch coastline as coastal bluffs erode, beaches flood, and coastal ecosystems evolve. Planning for installation of any permanent infrastructure for the HRCAP will include an analysis of sea level rise impacts and design recommendations to increase the resiliency and adaptability of public access improvements.

4.11. Beach Access Points

The six beaches along the Hollister Ranch coastline (Figure 1) vary in terms of the length and width of beach, the beach substrate (varying from sand to rock), quality of the surf, habitats found along the beach, nearshore habitats, and other characteristics. In general, the wider, sandier beaches can more easily accommodate a wider variety of traditional beach activities than the smaller, rockier beaches. The suitability of each beach for various beach activities was assessed in terms of the conditions to support each activity relative to the range of beach characteristics found at Hollister Ranch. Table 4 ranks the suitability of each beach for each beach activity on a "high to moderate to low" scale.

Table 4. Beach Suitability for Beach Experiences

Beach Activities	Best Beach Conditions for Activity	Agua Caliente	Alegria	Sacate	Drakes	El Bulito	San Augustine
Beach walking or jogging	Wide, sandy, linear beach	Low	Low	High	High	High	High
General beach play / relaxation	Wide, sandy beach	Low	Low	High	High	High	High
Surfing	Quality waves	Low	High	High	High	High	High
Tide pooling	Linear beach access to tide pools	Low	High	High	Moderate	Moderate	Moderate
Bird watching	Range of conditions available, wetlands	High	High	High	High	High	High
School or other guided trip for outdoor education	Linear beach access to tide pools or other natural features of interest	Low	High	High	Moderate	Moderate	Moderate
Shoreline fishing	Range of conditions available	Moderate	Moderate	Moderate	Moderate	Moderate	Moderate
Scuba diving / snorkeling	Vehicle access with parking	Moderate	High	High	Moderate	Moderate	Moderate

The activities with “high” or “moderate” suitability rankings for each beach are included below. This section includes a description and photos for each of the beach access points. Note that specific data on cultural or tribal resources at these six locations is protected from publication, thus not included in this section. Cultural and tribal resource data will be obtained and assessed in determining the appropriate public access and resource protection and stewardship efforts at these locations.

Agua Caliente Beach

Agua Caliente is located just 0.3 miles west of the HROA entrance gate. The narrow canyon at Agua Caliente (Cañada de Agua Caliente) is bridged by a railroad trestle near the coastal bluff. Steep and unstable cliffs flank the canyon mouth along the beach. The toe of the bluff is armored with rock riprap and a degraded seawall.

Agua Caliente is accessed by a steep and sharp turn off Rancho Real Road onto a narrow asphalt road ending in a small parking area that currently accommodates approximately 13 cars. Existing HROA amenities include a portable toilet and a picnic table. Existing improved surfaces are asphalt and wood chips. Vehicle parking is immediately north of the railroad trestle, and beach access is available by walking under the trestle, down a gentle slope, over uneven grass, rocks, and driftwood. ADA access to the sand is possible with improvements. Agua Caliente beach is very narrow and the intertidal zone at Agua Caliente is the narrowest of all Hollister Ranch beaches. The intertidal zone is the area between high tide and low tide area of the beach and constitutes the publicly owned portion of the beach.

The canyon and coastal bluff are vegetated with coast sage scrub growing above the arroyo willow thickets dominating the banks of the stream. A small coastal lagoon forms here when sand accumulation blocks the mouth of the creek. Rockweed is present in the mid-intertidal zone on Agua Caliente beach and could be significantly impacted by trampling when people are exploring the intertidal zone.

Sensitive species found at this beach include:

- California red-legged frog
- Northern tidewater goby
- Western pond turtle
- Red sand Verbena

Most suitable beach uses include:

- Bird watching (high)
- Shoreline Fishing (moderate)
- Scuba diving / Snorkeling (moderate)

Figure 17 contains photos of Agua Caliente beach.

Figure 17. Agua Caliente

Alegria Beach

Alegria Beach is located approximately 1.5 miles from the HROA entrance gate. This area is also characterized by the narrow canyon with steep and unstable bluffs that flank the canyon that is bridged by a railroad trestle. The relatively small size of the beach limits beach activities. Alegria is accessed by a steep and sharp turn off Rancho Real Road onto a narrow asphalt road ending in a small parking area that currently accommodates approximately 16 cars. Existing HROA amenities include a portable toilet and a picnic table. Existing improved surfaces are asphalt and wood chips. Vehicle parking is immediately north of the railroad trestle, and beach access is available by walking under the trestle on sloped, soft, and uneven ground. The toe of the bluff is armored with rock riprap and a degraded seawall.

Very similar to Agua Caliente, Alegria is vegetated with relatively undisturbed coast sage scrub growing above arroyo willow thickets that dominate the banks of the stream. A small coastal lagoon forms seasonally at this beach. Intertidal rocky conditions provide good opportunities for tidepool viewing. Rockweed is highly abundant in the mid-intertidal zone on Alegria Beach and could be significantly impacted by tide pool exploration by visitors.

Sensitive species found at this beach include:

- Northern tidewater goby
- Western pond turtle
- Red sand Verbena

Most suitable beach uses include:

- Tide pool viewing (high)
- Surfing (high)
- Bird watching (high)
- School / guided trip for outdoor education (high)
- Shoreline fishing (moderate)
- Scuba diving / snorkeling (high)

Figure 18 contains photos of Alegria beach.

Figure 18. Alegria

Sacate Beach

The third beach access point, Sacate, is 3.2 miles from the HROA entrance gate. Sacate is accessed by a narrow asphalt road through a developed parcel off Rancho Real Road. The road crosses the railroad tracks at-grade and descends to a flat blufftop. Though there is no developed parking area, parking currently occurs around the road turnaround loop. This bluff provides excellent coastal views; the HROA currently maintains a picnic table and portable toilet here. A large flat area vegetated with non-native grasses could accommodate additional parking or amenities. Bluffs at Sacate are approximately 10-20 feet tall and beach access is available via a short, steep, and eroded dirt road.

Relatively undisturbed coastal sage scrub dominates the blufftops south of the railroad and needlegrass grasslands are present. The intertidal beach zone at Sacate is wider than beaches to the east. Noteworthy dune habitat is present on the eastern side of this beach.

Sensitive species found at this beach include:

- California red-legged frog
- Red Sand Verbena

Most suitable beach uses include:

- Beach walking or jogging (high)
- General beach play / relaxation (high)
- Surfing (high)
- Tide pool viewing (high)
- Bird watching (high)
- School / guided trip for outdoor education (high)
- Shoreline fishing (moderate)
- Scuba diving / snorkeling (high)

Figure 19 contains photos of Sacate Beach.

Figure 19. Sacate

Drakes Beach

Drakes is the fourth beach access point located 4.2 miles from the HROA entrance gate. This access point is characterized by rolling hills, open grasslands, and small forested area that provide a variety of excellent coastal views. Drakes is accessed by a narrow asphalt road off Rancho Real Road. The road forks south of an at-grade railroad crossing. The right fork leads to a knoll with a cabana that has shade, tables, seating, restrooms, and a parking lot for approximately 23 cars. All existing amenities at Drakes are located at the cabana. Beach access from the cabana is down a steep and unmaintained trail.

The left fork of the Drakes access road runs along a bull holding pasture for the Hollister Ranch Cattle Cooperative and ends in a turnaround and parking area near the beach. This parking area holds approximately 17 cars. A short, gently sloped, and eroded dirt path leads to the sand. Areas east and west of this path are flat and vegetated with non-native grasses.

The width of the intertidal beach zone at Drakes Beach is wider than the three beaches to the east.

The coastal lagoon at Drakes Beach is at the mouth of Cañada de Santa Anita west of the main beach access point. This coastal lagoon is the largest of any at the beaches surveyed and may support many rare taxa because of the large backshore area – that is, land above high tide but below the bluffs. The beach is a seasonal haul-out and pupping area for seals.

Sensitive species found at this beach include:

- California red-legged frog
- Western snowy plover
- Two-striped garter snake
- Red sand Verbena

Most suitable beach uses include:

- Beach walking or jogging (high)
- General beach play / relaxation (high)
- Surfing (high)
- Tide pool viewing (moderate)
- Bird watching (high)
- School / guided trip for outdoor education (moderate)
- Shoreline fishing (moderate)
- Scuba diving / snorkeling (moderate)

Figure 20 contains photos of Drakes beach.

Figure 20. Drakes

Bulito Beach

Bulito, the fifth beach access point, is located 6.6 miles from the HROA entrance gate. This access point is characterized by a bluff and open grassland areas that provide a variety of excellent coastal views. Bulito is accessed by a narrow asphalt road off Rancho Real Road. The road crosses the railroad tracks at-grade and descends to a narrow blufftop that widens to the west. The road ends at a HROA cabana. The cabana has shade, tables, seating, restrooms, and a small parking area for approximately 32 cars on compacted dirt, gravel, and non-native grass. All amenities at Bulito are located at the cabana. Railroad-tie steps provide beach access from the cabana down bluffs that are approximately 10-20 feet tall. A bull holding pasture west of the cabana is currently not in use but is planned for future use.

The blufftops above Bulito Beach support coastal sage scrub plant communities, annual grasslands, perennial grasslands, and eucalyptus woodlands. On the blufftop east of the cabana there is an approximately 0.25-acre restoration site for the native purple needlegrass (*Stipa pulchra*), California's state grass. A steep and eroded dirt road descends the east side of the bluff to the sand. The intertidal zone at this location is wider than all beaches to the east.

Sensitive species found at this beach include:

- California red-legged frog
- Western snowy plover
- Wooly seablite
- Purple Needlegrass
- Red sand Verbena

Most suitable beach uses include:

- Beach walking or jogging (high)
- General beach play / relaxation (high)
- Surfing (high)
- Tide pool viewing (moderate)
- Bird watching (high)
- School / guided trip for outdoor education (moderate)
- Shoreline fishing (moderate)
- Scuba diving / snorkeling (moderate)

Figure 21 contains photos of Bulito beach.

Figure 21. Bulito

San Augustine Beach

San Augustine, the sixth and final beach access point, is located 8.2 miles from the HROA entrance gate. This access point is characterized by a large blufftop, forested spaces, and open grassland areas that provide a variety of excellent coastal views. The beach is accessed off Rancho Real Road at a turnoff near a cattle corral. The road forks after an at-grade railroad crossing. The right fork proceeds to a 14-stall asphalt parking lot used by visitors to the HROA cabana, then descends steeply to the sand. The left fork proceeds approximately 1/8-mile to a gravel and dirt parking area with a picnic table. A dirt footpath runs flat for a short distance from the eastern end of this parking area, then descends steeply to the sand.

The blufftops above San Augustine Beach support coastal sage scrub plant communities, annual grasslands, perennial grasslands, and eucalyptus woodlands. Sections of native coastal sage scrub and perennial grasslands are relatively intact and have the potential to support many sensitive taxa. This beach has the widest intertidal zone of all the beaches.

Sensitive species found at this beach include:

- California red-legged frog
- Western snowy plover
- Wooly seablite

Most suitable beach uses include:

- Beach walking or jogging (high)
- General beach play / relaxation (high)
- Surfing (high)
- Tide pool viewing (moderate)
- Bird watching (high)
- School / guided trip for outdoor education (moderate)
- Shoreline fishing (moderate)
- Scuba diving / snorkeling (moderate)

Figure 22 contains photos of San Augustine beach.

Figure 22. San Augustine

4.12. Existing Access to the Public Shoreline

Overland access

Safe overland access to the public shoreline adjacent to Hollister Ranch is currently only possible via Rancho Real Road, and available only to landowners and guests of landowners, or with special permission for organized nonprofit and educational groups. Examples of existing HROA permitted and guided visitor group activities include school tidepool tours at Alegria and surf days at Bulito (Appendix D - HROA Public Access Program Summary, 2017-2018). University research access to the Alegria tide pools is managed by the HROA; monitoring locations and transects used by researchers are accessible only at very low or negative tides.

Shoreline access

Access to the Hollister Ranch beaches by walking west along the shoreline from Gaviota State Park is governed by tide levels and is only possible at very low or negative tides. There are two rocky points within 0.75 miles west of the Gaviota State Park pier that pose a particular impediment for lateral shoreline access. At mean sea level (2.66 feet in NAVD88) or lower tides with high surf conditions, walk-in access around these two points is challenging as walkers will be forced into the ocean at certain pinch points. At higher tides, regardless of wave size, it is impossible to walk around these two points.

Depending on the sand levels that vary with the season and ocean swells, beach travel between these two rocky pinch points can be relatively easy when there is a wide sandy beach. This does not change the limitation at the two rocky pinch points that can only be passed by during low tide conditions. Walking between these two pinch points is more difficult when the sand level is low exposing slanted, jagged, and/or slick rock. Typically, sand is more widespread on the beaches in summer months and eroded in winter months when underlying rock is exposed. Escaping incoming tides by going up the steep bluff is not possible along this part of the coastline.

Boat-in Access

Boat-in access is possible, when using launch locations at Gaviota State Park, Refugio State Beach, and Goleta County Park, or trailered launch at Santa Barbara Harbor. Approximately 500 boats a year are launched from the beach at Gaviota State Park. Safe boat-in access is highly dependent on variable ocean and weather conditions and requires a high level of open-water boating skills and equipment.

ACCESS COMPONENTS

5. Access Components

This section includes the HRCAP recommendations for providing public access to the Hollister Ranch beaches. One of the most challenging aspects of providing public access to the beaches along the Ranch coastline is getting people safely through the private ranch property and active cattle operation and across the railroad crossings to the beaches. Once at the beach, it is relatively easy to provide a variety of different experiences for visitors. Table 5 lists eight experiences that can potentially be provided by the access components in the HRCAP. This list reflects those experiences that the public identified as of most interest for the HRCAP; it is not an exhaustive list of potential experiences but rather a sample of the variety of possible experiences.

Table 5. Potential experiences on Hollister Ranch beaches

Potential Experiences
Beach Relaxation and Ocean Play
Beach Walking
Surfing
Coastal Biking or Coastal Hiking
Nature Viewing
Environmental Education
Cultural Activities
Other Beach Activities

Access components in the HRCAP are differentiated by transportation modes to address the unique opportunities and challenges presented by each mode of transportation. The four transportation modes considered as part of the HRCAP are:

1. Shuttle-based Access
2. Drive-In Access
3. Trail-based Access
4. Bicycle-based Access

In addition, there is a fifth access component included in the HRCAP specifically for Chumash Cultural Access, a component which could utilize any of the travel modes.

Some of the other big challenges of the HRCAP are how to provide public access that is safe and equitable, minimizes impacts to the high-quality coastal resources, and ensures that private property rights are respected. Another related challenge is how to manage public access to Hollister Ranch. The Coastal Conservancy is not a public access management entity and will need to work with the State Agency Team to identify one or more organizations to be the managing entity. The Managing Entity referenced in this section will be identified during the Preparation Phase and is described in more detail below. Guided access is one way to address

many of these challenges. For each of the access modes, the HRCAP calls for both guided access and independent access options. There is more information about guided versus independent access in the Guided and Independent Access section below.

Each of the access components is summarized below; each summary includes the list of potential experiences that are best enabled by the access component. For each component, there is a preliminary assessment of the access component relative to the five program objectives specifically related to the design of the program. Table 6 outlines the objectives that will be used to assess each access component. For each assessment, the first objective has been divided into its three distinct parts: safe, equitable and inclusive access. Please note, for this analysis, inclusive access is assessed relative to physical inclusivity – that is, how well people with a range of physical abilities are served by the component. Cultural inclusivity is considered as part of equitable access.

Table 6. HRCAP Program Objectives for Assessing the Access Components

Assessed Quality	Program Objective
Safe	Provide safe, equitable and inclusive access.
Equitable	
Inclusive	
Experiences	Provide options for experiences that meet the interests of a broad range of Californians.
One-Year	Provide increased access within one year of program approval by Coastal Commission.
Minimize	Minimize impacts in order to protect coastal resources, including natural habitats, cultural resources, and agricultural operations.
Respect	Respect private property rights.

Each access component is rated on the risk of not achieving that objective. The four-point scale shown below is used to describe the risk of not achieving each objective.

- Little or No Risk
- Low Risk
- Moderate Risk
- Not Likely to Achieve

Please note that on the assessment for each access component of the ability to provide access within one-year, the left-half of the circle is colored red. This reflects the fact that all components require State acquisition of the property rights to reach the public beaches and the acquisition of these rights is not likely to be achieved within one year. The right-half of the circle reflects the assessment for providing access within one-year without regard to the property rights.

5.1. Guided and Independent Access

Guided access refers to group access where there is at least one group leader (the "guide") that is familiar with the Hollister Ranch property, trained in how to minimize impacts to coastal resources, and informed on safety and emergency communication protocols. The "guided" activity can be any of the experiences listed above. Guided access could be provided to the general public, or to specific groups through a group-use permit system. The use of a guide is one way to reduce the safety and environmental risks associated with access to the Ranch beaches; therefore, guided access can be implemented with less management and infrastructure improvements in place. The main downside of group access is that people are restricted to the group's timing and activity. In addition, the ability to provide guided access depends on the availability of paid or volunteer guides.

Independent access provides the greatest flexibility for users. However, a variety of additional management measures such as signage, fencing, pre-visit educational material, road improvements, and communication tools may need to be implemented before independent access can be provided.

5.2. Shuttle-Based Access

Shuttle-based access refers to some sort of group transport in and out of the Ranch, where the driver is familiar with the conditions along Rancho Real Road. This could be operated by the Managing Entity, a partner organization, or a concessionaire (see Implementation Strategy section for more information). Using a shuttle to transport people to the Hollister Ranch beaches would potentially enable the experiences in Table 7 and address several access concerns:

- Safety – Shuttle drivers would be familiar with the various conditions along Rancho Real Road including the road itself, conflicts with the cattle operation, and the railroad crossings. Using experienced drivers would greatly reduce these safety risks.
- Inclusive Access – The distance from the Hollister Ranch Gate to the Hollister Ranch beaches ranges from 0.3 road miles (Agua Caliente) to 8.2 road miles (San Augustine). For many people, it is too physically challenging (un-appealing or inaccessible) to walk or bike to the more western beaches which have the broadest expanses of sandy beach. Use of a shuttle would allow people with a much broader range of physical abilities to access the Hollister beaches.
- Minimize Impacts to Coastal Resources – Using a shuttle would minimize conflicts with the cattle operation and would require minimal, if any, improvements to the road. In

addition, the time that people are riding on the shuttle presents an excellent opportunity to view the scenery, as well as to educate people about the unique resources along the Hollister Ranch coastline and visitor practices to minimize impacts such as "leave no trace" and keeping distance from wildlife.

- Respect Private Property – Transporting people through the Ranch to the beaches on a shuttle is the best way to ensure that public visitors remain in the beach areas and do not stray inland to private portions of the Ranch.

Table 7. Potential Experiences Enabled by the Shuttle-based Access Component

Potential Experiences
Beach Relaxation and Ocean Play
Beach Walking
Surfing
Nature Viewing
Environmental Education
Cultural Activities
Other Beach Activities

Very little infrastructure improvement would be needed to implement shuttle-based guided access. To expand to shuttle-based independent access, additional infrastructure including a nearby staging area and rider management protocols will be needed.

The key drawback to shuttle-based access is the cost of operating the shuttle. Even in State Parks with very high visitor numbers, user fees are generally not sufficient to cover costs of the shuttle system. One key consideration for equitable access will be the cost of the shuttle system. To ensure equity, the shuttle must either be free or low-cost or there must be a free or low-cost option for low-income visitors. Note, however, that a free or low-cost shuttle will result in higher net operating costs.

Shuttle-based Guided Access

Shuttle-based guided access would be provided from one or more approved shuttle staging areas. To ensure greater equity, free shuttle pickups would also be periodically arranged for northern Santa Barbara communities such as Guadalupe, Lompoc, and Santa Maria to bring people directly from their community to the Hollister beaches. These community pickups will be organized in coordination with local community groups to maximize community benefits and inclusivity. Pickups may be expanded to other environmental justice communities if the budget allows this. Community pickups may also be done in coordination with local public transit providers.

Beach-to-beach hiking is one of the many experiences that could be organized for shuttle-based guided access. If additional public access rights are obtained, then this could also expand to

include blufftop hiking. The advantage of the shuttle is that people could be dropped off at one beach and be picked up at another.

Shuttle-based Independent Access

As discussed above, the Managing Entity will have to implement additional management measures before providing independent access. In addition to those general measures, the Managing Entity will have to address critical operational issues that are unique to shuttle system:

- Ensure that shuttle system can accommodate all visitors at the end of day.
- Provide visitor management protocols to ensure that no visitors are left behind prior to closing.

Minimum Infrastructure

Less infrastructure would be needed to initiate guided shuttle access versus independent public shuttle access. The list below are things that might be needed to get shuttle access started:

1. Safety and directional signage
2. Temporary restrooms at one or more beaches
3. Trash and recycling receptacles (shuttle could potentially have receptacles)
4. Shuttle drop off and pick up facilities, including an initial staging area
5. Rider management protocols to ensure no one is left behind.

Assessment of Shuttle-based Access by Program Design Objectives

Shuttle-Based Access	Guided	Independent
Safe	●	●
Equitable	●	●
Inclusive	●	●
Experiences	●	●
One-Year	◐	◐
Minimize	●	●
Respect	●	●

Figure 23. Assessment of the Shuttle-based Access Component by HRCAP Program Objectives

5.3. Drive-in Access

Drive-in access refers to both visitors driving individual cars into the Ranch beaches (independent access) as well as to groups (guided access) using carpools or vans to drive in. The use of private vehicles for this type of access could increase potential impacts to private property and public safety due to an unfamiliarity with the roads, private property boundaries and other existing conditions on the ranch. To address this, more infrastructure and management controls will be needed (e.g., signage, parking controls, etc.), particularly for independent access. Some form of drive-in access will be very important if the cost of a shuttle program is financially infeasible. Without one of these two options, access would be physically prohibitive for many people. Table 8 outlines the potential experiences enabled by drive-in access.

Table 8. Potential Experiences Enabled by the Drive-in Access Component

Potential Experiences
Beach Relaxation and Ocean Play
Beach Walking
Surfing
Nature Viewing
Environmental Education
Cultural Activities
Other Beach Activities

Drive-In Guided Access

Drive-in guided access presents an opportunity to provide access to a wide range of people while still reducing the risk of impacts to resources or private property. Drive-in guided access would require development of an educational program for group leaders. Group leaders would need to complete the educational program in order to get a drive-in group permit. The program could be an online video training similar to that required to get a U.S. Forest Service campfire permit. This educational program would address road and railroad safety concerns, emergency services procedures, and protocols for minimizing impacts to natural and cultural resources as well as to private property. Group permits would be available to both organized and informal groups with priority given to groups serving communities that face barriers accessing or enjoying the coast.

Drive-in Independent Access

Visitors being able to drive in with their own car on their own schedule provides for the most flexibility and is the most physically inclusive. However, this option would require the highest level of visitor management oversight. The potential for vehicles to cause vegetation fires by vehicles driving on unmaintained areas is of particular concern with this component.

Minimum Infrastructure

Drive-in access will require more road improvements, directional and safety signage, parking spaces, traffic control, safety patrol, and other improvements than shuttle-based access, particularly for independent drive-in access. Due to these needs, drive-in access is unlikely to occur in the first year. Necessary infrastructure includes:

1. Parking, including ADA parking
2. Temporary restrooms at one or more beaches
3. Trash and recycling receptacles
4. Road improvements
5. Safety and directional signage
6. Vehicle and safety management

Assessment of Drive-In Access by Program Design Objectives

Drive-In Access	Guided	Independent
Safe		
Equitable		
Inclusive		
Experiences		
One-Year		
Minimize		
Respect		

Figure 24. Assessment of the Drive-in Access Component by HRCAP Program Objectives

5.4. Trail-based Access

The HRCAP shares the vision incorporated in the 2016 Gaviota Coast Plan of a California Coastal Trail (CCT) segment all the way through the Hollister Ranch property. Northern Santa Barbara County has the biggest gap statewide in the existing CCT. There is currently no primary CCT and only 5 miles of CCT beach route between Gaviota State Park and Point Sal Beach State Park, a distance of 50 miles. A Hollister Ranch CCT segment would provide pedestrian access to the Hollister Ranch beaches as well as a through-route for a future connection between Gaviota and Point Sal.

A trail would allow people to walk from the Hollister Ranch gate to the Hollister Ranch beaches. If this path is developed as a multi-use trail, it could potentially also accommodate bikes and equestrian users. A trail would give people an up-close experience of this ruggedly beautiful

coastline. The round-trip distance from the Hollister Ranch gate to the first beach, Agua Caliente, is only 0.6 miles. The round-trip distance to Sacate Beach - the third beach – is 7 miles. Sacate is the closest beach with a large expanse of sand that can accommodate higher visitor capacity, more potential experiences, and the opportunity for westward travel along the sand to further beaches. However, due to the distances, particularly to the more western beaches, hike-in access will not be a feasible option for some people. The greater distances would become more feasible if the trail accommodates bikes or horses. In addition, accommodating bicyclists on a trail rather than the road would likely reduce the potential conflicts between cyclists and the cattle operation, thus increasing the safety of bike access. However, having bicyclists on the trail could create safety concerns for equestrian users. Table 9 outlines the potential experiences enabled by trail-based access.

Table 9. Potential Experiences Enabled by the Trail-based Access Component

Potential Experiences
Beach Relaxation and Ocean Play
Beach Walking
Surfing
Coastal Hiking
Nature Viewing
Environmental Education
Other Beach Activities

There are two significant challenges to developing CCT segments and providing trail access to the Hollister Ranch beaches. First, additional property rights may need to be acquired from multiple individual landowners. The second is that the variable topography of the Hollister Ranch coastline, areas of high-quality coastal habitats, and extensive cultural and tribal resources, will make design and construction of the trail challenging. These factors will also make construction of the trail expensive. It is likely the trail would be constructed in phases.

Allowing people to walk into the beaches guarantees a low-cost experience for the visitor. However, given the remote location of the Gaviota Coast in general, most or all visitors will have to drive their car from some distance and then park in order to walk the trail. That means that a car is needed to get to the area. Alternatively, free or public transportation would need to be provided directly to the trailhead.

Once a trail is constructed, docent-led hikes could be provided from the trailhead to one or more of the beaches. By the time a trail is constructed, the program should have management controls in place to account for independent access. Therefore, independent trail-based access may be able to begin as soon as the trail is constructed.

Minimum Infrastructure

1. Trailhead with parking, restrooms, trash and recycling receptacles and map kiosk
2. Access trail with distance buffer from road edge or a vertical barrier for protection of trail users
3. Temporary restrooms at one or more beaches
4. Trash and recycling receptacles

Assessment of Trail-based Access by Program Design Objectives

Trail-Based Access	Guided	Independent
Safe	🟢	🟢
Equitable	🟡	🟡
Inclusive	🟠	🟠
Experiences	🟢	🟢
One-Year	🔴	🔴
Minimize	🟢	🟡
Respect	🟢	🟡

Figure 25. Assessment of the Trail-based Access Component by HRCAP Program Objectives

5.5. Bicycle-Based Access

Given the long-distance from the Hollister Ranch gate to the Hollister Ranch beaches, bicycle-based access could be feasible for a wider range of people than walk-in access. The biggest concern with bicycle-based access is safety along Rancho Real Road. The road is steep and narrow in places, with several limited visibility turns and no shoulder, all of which increase the public safety risk. Bikes also present a particular safety challenge relative to cattle operations. Both cattle and horses can be spooked by a fast-moving, unexpected bicyclist. To address this, bicycle access to the Ranch will need to be coordinated with cattle operations and communicated with the Hollister Ranch owners and gate personal. It is anticipated the bicycle access to the Ranch would not be provided every day and may vary by season to reduce risk. Table 10 outlines the potential experiences enabled by bicycle-based access.

Table 10. Potential Experiences Enabled by the Bicycle-based Access Component

Potential Experiences
Beach Relaxation and Ocean Play
Beach Walking
Surfing
Coastal Biking
Nature Viewing
Environmental Education
Other Beach Activities

Initially bike-access would be provided through guided tours. This would make it easier to educate bicyclists about livestock etiquette and coordinate with the cattle operation. For bicycle access, road improvements such as widening, safety signage, or other safety measures may be needed. To serve more people, the program could potentially include opportunities to rent bikes or e-bikes. Use of an e-bike would make it physically possible for a wider range of people to bike to the Hollister Ranch beaches. Independent bike access would begin after successful implementation of guided bike tours.

Minimum Infrastructure

1. Plan for cattle operation communications and coordination
2. Temporary restrooms at one or more beaches.
3. Trash and recycling receptacles
4. Before independent access: Road improvements

Assessment of Bicycle-based Access by Program Design Objectives

Bicycle Access	Guided	Independent
Safe		
Equitable		
Inclusive		
Experiences		
One-Year		
Minimize		
Respect		

Figure 26. Assessment of the Bicycle-based Access Component by HRCAP Program Objectives

5.6. Chumash Cultural Access

An important component of the HRCAP is to provide access to Hollister Ranch for the Chumash people. This would allow drive-in access for individual and group cultural activities. Access could also be provided as part of a shuttle program. This component of the program would be available to identified members of Chumash tribes on the California Native American Heritage Commission's list of California Native American Tribes. This component will allow Chumash tribal members to engage in activities associated with Chumash cultural practices that general public users will not be allowed to do. These special rules will be developed by the Managing Entity in collaboration with the tribes. For example, Chumash-specific access could include the ability to access the beaches before sunrise and after sunset; permission to harvest sea grasses, shellfish and shells for cultural uses to the extent allowed by law; and/or permission to have fires on the beach during ceremonial activities, subject to fire safety measures. For ceremonial privacy, Chumash Cultural Access could also include periodic group permit access to one of the beaches with no other public access allowed to that beach on that day. In addition, Chumash Cultural Access may provide unique access to areas significant to the Chumash community.

The program will allow for individual and group access. Initially, the Chumash Cultural Access will be implemented using a guided access approach where there is one or more Chumash tribal representative(s) familiar with the property helping to lead the group. The Coastal Conservancy, State Parks, and the Managing Entity will develop a memorandum of understanding or similar agreement with interested Chumash tribes to enable the tribes to oversee management of the Chumash Cultural Access component of the HRCAP.

The Chumash Cultural Access component is a key piece in the effort to ensure the HRCAP provides equitable access. Table 11 outlines the potential experiences enabled by Chumash Cultural Access.

Table 11. Potential Experiences Enabled by the Chumash Cultural Access Component

Potential Experiences
Beach Walking
Nature Viewing
Environmental Education
Cultural Activities

Minimum Infrastructure

Less infrastructure would be needed to initiate this component. For longer term operation, the following would likely be needed:

1. Tribal coordination plan
2. Temporary restrooms at one or more beaches
3. Trash and recycling receptacles
4. Safety and directional signage

Assessment of Cultural Access by Program Design Objectives

Shuttle-based Access	Cultural
Safe	
Equitable	
Inclusive	
Experiences	
One-Year	
Minimize	
Respect	

Figure 27. Assessment of the Chumash Cultural Access Component by HRCAP Program Objectives

RESEARCH & EDUCATIONAL OPPORTUNITIES

6. Research and Educational Opportunities

6.1. Science and Research Opportunities

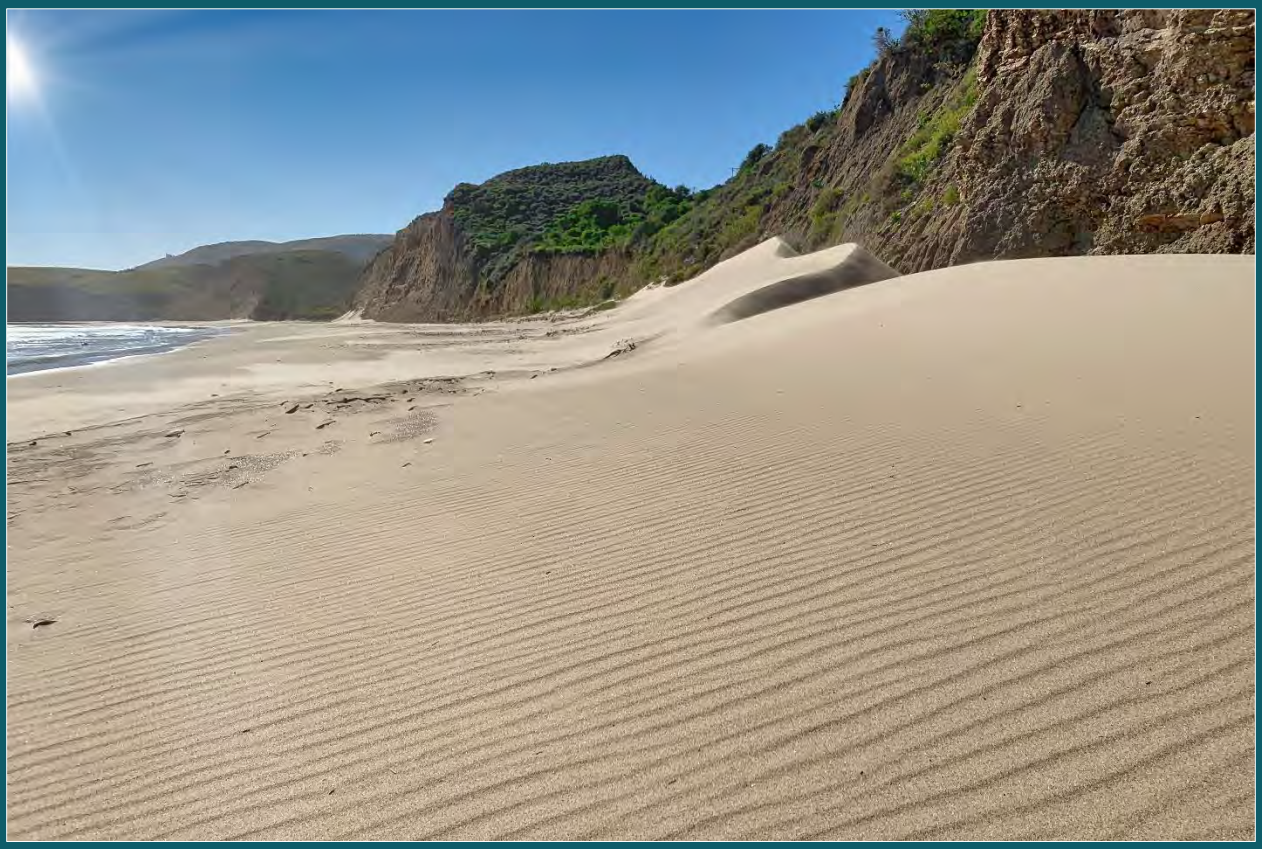
Special access would be provided for science and research activities. This access would be coordinated with colleges and universities, public agencies, nonprofit organizations, and natural and cultural resource professionals for specific permitted purposes. Permit conditions would require proof of research design standards and legitimacy; coordination of access with other public uses, rules, and regulations; and that study findings be shared with the Managing Entity and the Coastal Conservancy. Emphasis would be on studies that help in the assessment of public use and its impacts to assist with Adaptive Management.

6.2. Educational and Interpretive Opportunities

Opportunities for education and interpretive access would be provided through the guided access tours and could be expanded through development of a volunteer docent program that could provide education and interpretive opportunities on the beaches or along the future access trail. Interpretive signage would be aimed at not only telling the story of the Ranch and its natural and physical environment, it would also emphasize the sensitivity of the site as well as the dynamic nature of coastal forces and changes including sea level rise. Educational and interpretive information could also be part of an orientation program provided on the shuttles or via the internet.

There is the potential for Chumash developed and led interpretive programming to be included in HRCAP access opportunities and education materials. The HRCAP presents a great opportunity for the Chumash to share with and educate the public about their culture and their rich and significant ties to this part of the coast.

IMPLEMENTATION STRATEGY



7. Implementation Strategy

The implementation strategy for the HRCAP is based on an adaptive management approach. This means that rather than specify all the details from the outset, the program will evolve over time based on lessons learned, public interests, and management capacity. Implementation will largely be the responsibility of the Managing Entity with oversight from the Coastal Conservancy.

The program calls for a phased implementation and the creation of an HRCAP Advisory Committee which would provide input on the program assessment and adaptive management decisions. the Implementation Steps and Phasing are outlined below followed by more details on the Operation and Management, Infrastructure Needs, Adaptive Management Approach, and HRCAP Advisory Committee.

7.1. Implementation Steps and Phasing

The HRCAP will be developed and implemented in three phases: Preparation Phase, Pilot Phase, and Program Implementation Phase. Each phase and its key steps are summarized below.

Preparation Phase

During the Preparation Phase, the State Agency Team will work together to prepare for implementation of the HRCAP. Key activities during this phase include initiation of an acquisition program for the necessary property rights; assessment of tribal and cultural resources at the beach access points and along the Ranch coastline; determination of the Managing Entity; and implementation of initial infrastructure improvements once property rights have been secured. Of these steps, acquisition of the property rights will likely be the most complex and take the greatest amount of time. The acquisition of the necessary property rights is required before any infrastructure improvements can be made or any of the components for public access in the HRCAP can be implemented. However, the State Agency Team is working with the HROA to be able to provide interim public access to the Ranch, prior to acquisition of public access rights and completion of the preparation phase. This interim public access would be voluntarily granted by the HROA and is not a guaranteed part of the HRCAP.

Key steps of the Preparation Phase are described in greater detail below.

Negotiate and Acquire Public Access Property Rights

Lead: State Lands Commission

The lands seaward of the mean high tide line along the Hollister Ranch are public property, but there is no public roadway or trail to and along those beaches. In order for the public to reach and enjoy the beaches, public access rights must first be obtained along Rancho Real Road and the beach spur routes, as well as the beach areas inland of the mean high tide line. This will require negotiation with the Hollister Ranch Owners Association and/or with individual landowners. It will also require funding to acquire the access rights.

Collaborate with HROA to Provide Voluntary Interim Public Access

Lead: State Agency Team

The State Agency Team will work with the HROA to provide voluntary interim public access during the Preparation Phase.

Undertake Baseline Cultural and Tribal Resource Surveys

Lead: State Coastal Conservancy and Chumash Tribes

As described in the Existing Conditions section, Native Americans have lived along the Gaviota Coast, including the Hollister Ranch coastline, for centuries and this area is very culturally important to the Chumash Nation. Given this rich history, a baseline cultural and tribal resource survey of beach access points is needed to identify areas where public access could lead to degradation or loss of these resources. This information will then be used to help guide decisions on 1) visitor capacity at each public access point, 2) where to site program facilities like parking and restrooms, and 3) additional protective measures such as signage and fencing. This study will be undertaken with leadership from interested Chumash tribes.

Determine the Program Managing Entity or Entities

Lead: State Coastal Conservancy and State Agency Team

See Program Management section below.

Form the HRCAP Advisory Committee

Lead: State Agency Team and Managing Entity

See HRCAP Advisory Committee section below.

Develop a Financial Plan

Lead: State Agency Team and Managing Entity

Implementation of the HRCAP will require initial funding to acquire necessary property rights and implement improvements needed to support public access. In addition, the program will need ongoing funding to compensate the Managing Entity and other contractors. The 2021 State Budget included a $10 million appropriation to support public access at Hollister Ranch. Most of these funds are expected to be used during the Preparation Phase. In addition to these funds, the Coastal Conservancy currently has approximately $300,000 from payments by Hollister Ranch owners to the Hollister Ranch in-lieu fee program. These funds can only be used for implementation of the HRCAP. The County of Santa Barbara has an additional $1,000,000 of in lieu fees to fund initial costs to implement a public access program at Hollister Ranch. The Managing Entity, in consultation with the State Agency Team and the HRCAP Advisory Committee will develop a financial plan for use of the existing funds and a strategy for acquiring additional funding.

Prepare Coastal Trail Development Strategy

Lead: State Agency Team and Managing Entity

During the Preparation Phase, the State Agency Team and the Managing Entity will develop a strategy for the development of the Coastal Trail segment through Hollister Ranch. This will be done after the completion of the Cultural and Tribal Resource Survey. The development strategy will consider options for phasing trail construction, identify resources needed to advance trail development, and make recommendations for next steps.

Develop Pilot Phase Plan

Lead: Managing Entity and State Agency Team

The Managing Entity, with the assistance of the HRCAP Advisory Committee, will develop a Pilot Phase Implementation Plan (Pilot Plan) based on lessons learned during the cooperative interim access provided during the Preparation Phase (if any) and available budget. The plan will include the following:

- Anticipated schedule of access for at least the first six months of operation.
- List of necessary infrastructure improvements.
- List of actions to ensure equitable access, including communications and outreach plan.
- Initial reservation system plan.
- Public safety plan.
- Plan for developing community partnerships to aide in access implementation.

The Pilot Plan will also identify how the Managing Entity will decide to increase, or decrease, access over this phase of the program.

Design, Conduct CEQA Review, and Permits for Pilot Phase infrastructure

Lead: Managing Entity

During the Preparation Phase, the Managing Entity will need to determine infrastructure needed for the Pilot Phase which could include things like temporary restrooms, signage, road improvements, staging area or an initial access trail segment. The Managing Entity will then need to design the improvements, conduct environmental review pursuant to the California Environmental Quality Act (CEQA), and obtain necessary permits to construct the necessary infrastructure.

Develop Pilot Phase Reservation and Permit System

Lead: Managing Entity

A portion of visitor access to the Hollister Ranch beaches will be controlled through a permit system. To do this, a system for reserving permits will be needed. This system may change over time as the program evolves and grows. In the Preparation Phase, the Managing Entity will need to develop the first configuration of this system to reserve and manage permits.

Install Pilot Phase Infrastructure

Lead: Managing Entity

The Managing Entity will construct or install infrastructure needed to initiate the Pilot Phase. Additional infrastructure may be installed during the Pilot Phase.

Pilot Phase

The Pilot Phase of the Program will last for two years and will focus on testing out the various concepts for providing access into the Hollister coastline and refining the program management. The Pilot Phase will have a maximum daily capacity of 100 people per day. The key activities of the Pilot Phase are listed below. The Managing Entity will be the lead for all of these.

Provide Pilot Phase Public Access

Provide public access based on the Pilot Phase Implementation Program.

Implement Adaptive Management

In collaboration with the HRCAP Advisory Committee, regularly assess the effectiveness of program activities and revise implementation strategies as necessary.

Design, CEQA Review, Permits and Install Additional Infrastructure

Additional infrastructure maybe needed to accommodate more visitors, reduce impacts to resources, or improve visitor experience. The Managing Entity will determine what infrastructure is needed and when to pursue its design and construction.

Program Evaluation Report

Prior to the end of the two-year period, the Managing Entity, working in cooperation with the HRCAP Advisory Committee, will prepare a program evaluation report. This evaluation will: 1) assess how well the provided public access is meeting the program goals; 2) provide recommendations for management and infrastructure improvements; and 3) specify any additional resources or assistance needed. The evaluation report will be posted online and presented to the Coastal Conservancy at one of its public meetings. Members of the public will be able to provide written feedback or public comment at the Conservancy meeting. The Managing Entity, in consultation with the HRCAP Advisory Committee will implement program changes based on the recommendations of the evaluation report, the public feedback received, and the available budget.

Program Implementation Phase

After the Pilot Phase, the program will be considered fully operational. Limits on daily capacity will be set by the Managing Entity, in consultation with the HRCAP Advisory Committee, with a maximum potential capacity of 500 people per day. Actual daily capacity numbers will be based on management capacity, management of impacts to sensitive resources, adaptive management recommendations, and available budget. During the Program Implementation Phase, the Managing Entity will work to increase public access to the extent practicable and will continue to use an adaptive management approach to revise and refine the public access opportunities. The Managing Entity will determine if and when additional infrastructure is needed to fulfill the HRCAP objectives.

7.2. Operations and Management

Operations and management (O&M) of the HRCAP covers all of the things other than infrastructure that will be needed to provide access at Hollister Ranch.

Operations & Management Activities

Key elements of the operations and management will include:

- Establish and implement access rules, education, and enforcement protocols.
- Develop educational materials to encourage best practices during visits such as "leave no trace," designated public access areas, and giving social distancing to wildlife.
- Develop and operate a reservation system for individual access group and research permit programs.
- Establish training materials and minimum requirements for guided access and research programs.
- Develop and implement a cattle operation communication plan.
- Establish a natural and cultural resource management program to steward resources and minimize impacts.
- Establish a framework and partnerships for baseline assessments and monitoring.
- Maintain facilities and infrastructure including roads, trails, parking areas, restrooms, water and trash and recycling capacity.
- Manage visitor access and compliance with program rules.
- Operate shuttle program.
- Develop and implement a Public Safety plan including emergency communications and response protocols for patrol, enforcement, traffic control, medical emergency, aquatic safety, fire and evacuation plans, and support facilities.
- Implement adaptive management program.
- Collaborate with HRCAP Advisory Committee and other partner organizations

Program Management

The Coastal Act provides for the State Coastal Conservancy to use its authority to implement the HRCAP and the Coastal Conservancy controls some of the money currently available for the program. The Coastal Act also provides that the Conservancy may enter into agreements with partners to provide for operation and maintenance of the access. The Coastal Conservancy is not a land management or public access management agency and lacks the expertise, staff, and resources to operate and manage the HRCAP. Therefore, the Coastal Conservancy, working in partnership with the rest of the State Agency Team, will need to identify one or more organizations to manage the program. This organization is referred to in the HRCAP as the

Managing Entity. The Managing Entity could be a public agency, nonprofit organization, tribe, concessionaire or a team of partner organizations that manages access collaboratively.

There are many ways that partnerships with other organizations could be used to augment the capacity of the Managing Entity. For instance, local recreation or environmental groups might be willing to organize guided trips for the general public. In addition, nonprofit organizations, community groups and others could provide guided access for the specific communities that they serve through a group permit system. If community interest in access is high, then a volunteer group such as a "Friends of Hollister Ranch Coastal Access" group might evolve to help support access.

The Managing Entity could also enter into concessionaire contracts with businesses and NGOs to provide guided trips into the Hollister Ranch beaches. Concessionaires would charge for participation in their access tours which would require fair accommodation for equitable access. Concessionaire contracts could include requirements to address this. For example, a contract could require that a certain percentage of spaces be reserved at a lower-cost for participants of the Cal-Fresh program.

During the Preparation Phase, the State Coastal Conservancy and State Parks will develop a comprehensive list of O&M needs, discuss potential management roles with interested organizations, develop O&M cost estimates for various types of program access, and develop a recommendation for the State Agency Team for long-term program management. If voluntary interim access is provided by the HROA, the State Agency Team will work collaboratively with the HROA to manage that access.

7.3. Infrastructure Needs

The different access components will require different types of infrastructure. Some components could begin with very little infrastructure other than portable restrooms and refuse management. Below is a general list of the types of infrastructure that would be needed over time to fully implement the program.

1. Transportation equipment and related support facilities
2. Restrooms and sanitation
3. Garbage and recycling receptacles
4. Emergency communications
5. Road Improvements (includes signage, surface improvements, and possibly access controls)
6. Trail development
7. Staging Area for independent parking to access shuttle or trail
8. Parking surface improvements and installation of amenities at beach access points
9. Facilities for Managing Entity administration and operations

Staging Area

This section presents the purpose and necessary characteristics of a staging area and discusses possible locations for a staging area by addressing the opportunities and constraints of each.

The purpose of a staging area is to:

1. Provide public visitors an area to park and then shuttle, walk, or bike to Hollister Ranch beaches.
2. Provide information to public visitors to orient to the setting, assist in wayfinding, and provide rules of access.
3. Control private vehicle access into the Ranch, possibly using a check-in system, previous registration process, or first-come first-serve basis.
4. Allow organizing and monitoring of public visitors by docents or tour guides.

The necessary characteristics of a staging area are as follows:

1. Proximity to all modes of transportation that may provide public access to Hollister Ranch beach access points, including shuttle, personal vehicle, and trail-based access.
2. Space for shuttle turnaround and parking.
3. Parking for personal vehicles and possibly bikes. Parking spaces should include ADA spaces, and ADA van spaces, and ADA-compliant surfaces. ADA-compliant surfaces such as permeable concrete, gravel, decomposed granite, or pavers should be used on paths of travel from parking to shuttle pickup locations.
4. Amenities such as a restrooms, shade, seating, educational and wayfinding signage, and EV charging stations. Amenities such as restrooms that require utilities should use sustainable options such as waterless vaults and solar power.

Two possible locations for a staging area have been identified: A) On Hollister Ranch property immediately west of the Hollister Ranch entry gate and north of Rancho Real Road; and B) On State of California property at Gaviota State Park, along Rancho Real Road. Further investigation is needed before making a final decision on the location of the staging area. More information about the two options is below.

Staging Area On Hollister Ranch Property (Option A)

A staging area on Hollister Ranch property would be located near the entry gate. Appendix A – Conceptual Plans includes a preliminary concept for development of a staging area just past the HROA entry gate. The benefits of this location are:

- Closer to all Hollister Ranch beaches than alternatives within Gaviota State Park.
- If trail access is developed, Staging Area A provides access to the first Hollister Ranch Beach (Agua Caliente) within approximately one-quarter of a mile, a distance achievable by most walkers within 15 minutes.

Constraints include:

- Property rights would need to be acquired, which would be more costly compared to developing a staging area on State lands. The staging area would occupy approximately 0.76 acres of Hollister Ranch property. This parcel is owned by an individual landowner, not by HROA.
- Grading or terracing needed to meet minimum slope requirements for parking and ADA.
- Cultural resources and geotechnical concerns along the road.
- Additional traffic through Hollister Ranch gate. The traffic at the Hollister Ranch entry gate can queue several cars deep with construction and maintenance vehicles in addition to homeowners and private visitors, as this is the only road entrance into Hollister Ranch.

Staging Area on State land (Option B)

A staging area within Gaviota State Park could potentially be located along Rancho Real Road or closer to the Gaviota State Park day-use and campground entrance station.

The benefits of siting a staging area on State Park lands are:

- The property is already owned by the State of California.
- Reduced impact on traffic at Hollister Ranch gate.

The constraints of siting a staging area on State Parks land include:

- Lack of General Plan approval for a staging area to accommodate a Hollister Ranch access program. Preparation of a new or amended General Plan could take several years.
- Cultural resources, geotechnical concerns, and utility easements along Rancho Real Road
- Substantial grading or terracing required at one of the possible staging area locations to meet minimum slope requirements for parking and ADA.
- Potential conflict with parking for the popular Gaviota Wind Caves trailhead at one of the possible staging area locations, and potential conflict with parking for Gaviota State Park day-use at another.

Beach Access Points

Potential infrastructure improvements at beach access points include road improvements, formalizing and adding parking spaces; creating a shuttle turnaround; providing amenities such as restrooms, a picnic table(s), and shade; and improving routes from the parking area to the beach. At the four western beaches (Sacate, Drakes, Bulito and San Augustine) improvements to increase the safety of the at-grade railroad crossings will also be needed. Appendix A – Conceptual Plans includes concepts for infrastructure improvements at each of the six beach access points.

7.4. Adaptive Management Approach

Adaptive management is an iterative approach to resource management that focuses on:

1. Developing an approach to resource management.
2. Implementing that approach.
3. Monitoring and assessing the success of that approach.
4. Revising management approach as needed.

By applying these steps, adaptive management is the process of learning and adjusting based on management outcomes (Figure 28).

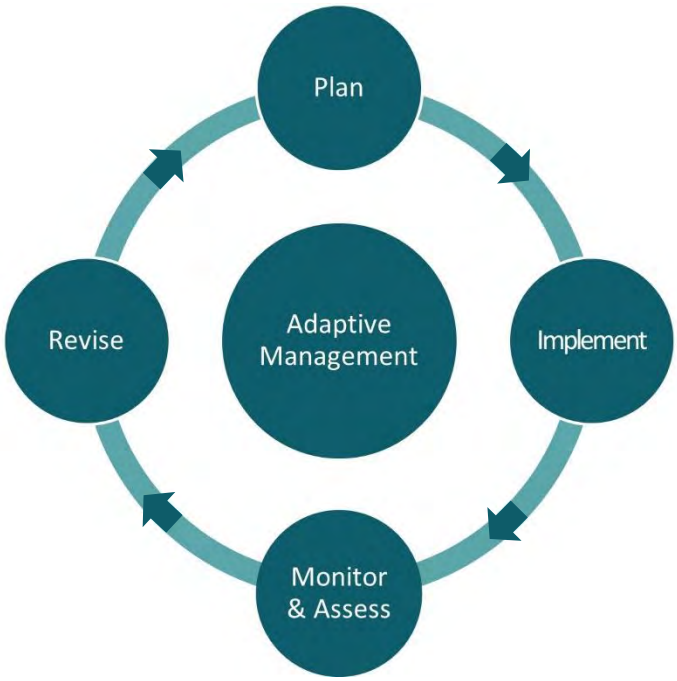


Figure 28. The Adaptive Management Process

Applied to coastal access at Hollister Ranch, adaptive management means providing public access opportunities, then evaluating and revising based on the HRCAP's public use and resource protection objectives. Each component of implementation is evaluated for meeting the HRCAP Vision and Objectives. If a component is determined to not be consistent, that component is adjusted, re-evaluated, and revised. In this way, modifications to the component are instituted along the way to ensure public access, reduce impacts, and bring outcomes in line with the Vision & Objectives as soon as possible.

Developing a Resource Management Approach

The approach to resource management for the HRCAP will be developed over time by the Managing Entity in consultation with the HRCAP Advisory Committee (see below) as public access is initiated and expanded. Some initial best management practices (BMPs) are outlined

below; these will be implemented to the extent possible. This list will be revised by the Managing Entity over time.

Coastal Resources (Biological, Cultural, Tribal, and others)

- Utilize previously permitted, disturbed areas when siting public access routes and facilities.
- Avoid intrusion into natural and undisturbed areas.
- Utilize natural vegetation, topography, signage, and if necessary, fencing to prevent visitors from disturbing sensitive biological and cultural resources.
- Institute a "leave no trace" policy and educate visitors about reason for and importance of policy.
- Utilize permeable surfaces for public access routes and facilities. Permeable surfaces include but are not limited to decomposed granite, crushed stone, gravel, wood chips, natural soil (stabilized and/or compacted), permeable concrete, permeable asphalt, and permeable pavers.
- Design of public access routes and facilities should include measures to limiting, conveying, and filtering stormwater runoff and erosion, including but not limited to bioswales, bioretention basins, infiltration trenches, channels, berms, drains, and permeable surfaces.

Public Safety

- Site public access routes and facilities away from the bluff edge and the bluff toe. Install warning signage or fencing where necessary at toes of bluffs.
- Design public access routes to minimize public contact with the Hollister Ranch cattle operation. Utilize natural vegetation, topography, signage, or fencing to separate visitors from cattle.
- Institute a "check-in, check-out" policy for individuals visiting through independent access components such as walking, bicycling, or driving.
- Prohibit building, maintaining, or using an open fire, campfire rings, or stove fires.

Private Property Rights

- To the maximum degree possible, site public access routes and facilities away from private residences and utilize topography and vegetative barriers to buffer private residences and associated facilities from public visitors.
- Develop a wayfinding plan so that public visitors can effectively guide themselves to beach access points. Discourage public access to private driveways and roads other than Rancho Real Road and beach access roads by installing directional signage.

Implementation

The Pilot Phase of the HRCAP is basically a time to test out various access modes before committing to any significant investment in infrastructure improvements. These events may include organized bike rides, group access, guided shuttle tours, or beach walks, among others.

Monitor and Assess

Program monitoring should collect data that can be used to assess how well the program is meeting its objectives. The specific data to be collected will be developed by the Managing Entity in consultation with the HRCAP Advisory Committee. The types of data that could be gathered for each objective are outlined below:

- Objective 1: Provide safe, equitable and inclusive access.
    - Safe: Data on accidents, injuries, or emergency calls.
    - Equitable: Access registration and user surveys could collect a wide variety of data including where visitors come from, primary language, ethnicity, Chumash tribe (if applicable), income levels, etc. Surveys could also address visitor satisfaction with the experience; satisfaction with reservation experience; access by groups that serve environmental justice communities.
    - Inclusive: Data from user surveys. Data on access by groups that serve physically disabled participants or by those less able to walk longer distances and/or negotiate grade changes, stairways, etc.
- Objective 2: Provide options for experiences that meet the interests of a broad range of Californians.
    - User surveys on visitor satisfaction with the experience.
- Objective 3: Provide increased access within one year of program approval by Coastal Commission.
    - Data on number of visitors accessing within the first year.
- Objective 4: Minimize impacts in order to protect coastal resources, including natural habitats, cultural resources, and agricultural operations.
    - Assessment of impacts to sensitive habitats.
    - Assessment of disturbance to cultural and tribal resources
    - Data on complaints from or conflicts with cattle operation.
- Objective 5: Respect private property rights.
    - Data on complaints from Hollister Ranch residents and owners.
- Objective 6: Implement the laws and policies of Santa Barbara County, the State of California, and the Federal Government.
    - Data on enforcement actions.

- Objective 8: Assess implementation challenges of program components and identify strategies for potential solutions.
    - Data on program budget for versus actual expenses.
    - Data on costs by various access components versus number of visitors served by that component.

Revise

Program revision is the final step of adaptive management approach. In this step, management approaches are revised to address issues that were identified in the monitoring and assessment phase. For instance, here are some potential adjustments that could be made in response to hypothetical problems:

- Visitors getting lost can be better directed with temporary signage that is eventually made permanent.
- Overflowing trash cans can be emptied more frequently, supplemented with more receptacles, or replaced with larger ones.
- If disadvantaged communities are not visiting, outreach to nonprofits or other groups may be increased.
- If one reservation method is most used, consider increasing the availability of reservations for that method.

With the revised management approaches, the cycle begins again. The HRCAP adaptive management will be an ongoing process to improve public access experience and outcomes.

7.5. HRCAP Advisory Committee

As described above, the Hollister Ranch Coastal Access Program relies on the use of ongoing assessment and adaptative management to ensure that program objectives are met including providing safe, equitable and inclusive access while also minimizing impacts on coastal resources and private property. To help achieve this balance, the Coastal Conservancy and the Managing Entity will form an Advisory Committee that includes agency representatives and community participants with a diversity of backgrounds, expertise, and perspectives to help advise program assessment and adaptive management changes. Advisory Committee members must be committed to the goal of providing public access to the Hollister Ranch consistent with the access program.

The Advisory Committee should include representation from the following:

- Chumash community
- Environmental-justice-oriented community group
- Public-access oriented community group
- Environmental-education-oriented community group

- Hollister Ranch Owners Association
- County of Santa Barbara
- State Parks
- Coastal Commission
- State Lands Commission

The HRCAP Advisory Committee will be formed during the Preparation Phase and will meet to provide input on the Pilot Phase Implementation Plan. During the Pilot Phase of the HRCAP, the Advisory Committee will meet quarterly to assess initial access efforts and provide suggestions on how to maximize program outcomes. For the first five years of Program Implementation Phase, the Advisory Committee will meet at least annually. The committee can choose to meet more frequently if needed. After five years, the Advisory Committee will be asked to make a recommendation regarding its future role.

Final decisions on program implementation will be made by the Managing Entity in consultation with the Coastal Conservancy.

COST ESTIMATES

8. Cost Estimates

AB 1680 requires that the Hollister Ranch Coastal Access Program include cost estimates. The access program can be expanded or contracted to fit the available capital and operations and management budgets. This means there is not one specific amount that represents the cost estimate for the program, but rather a menu of costs for both capital and O&M needs. A summary of these estimates is provided in this section with more detailed cost estimates provided in Appendix B – HRCAP Cost Estimate Details.

Cost estimates for capital projects like building a staging area or segments of the California Coastal Trail are very preliminary. Accurate cost estimates cannot be made until more detailed design, engineering, resource assessment and mapping work has occurred. That said, reasonably accurate planning level cost estimates can be made by preparing conceptual site plans; measuring square footages, cubic yards, or linear feet of improvements; and then applying commonly accepted costs estimates for construction, staffing, leasing, or maintenance.

Considering the early stage of cost estimating, a contingency of 25% additional costs has been added to all construction, personnel, maintenance, rentals, and energy costs to cover unknown factors and likely escalations. The cost estimate tables in Appendix B – HRCAP Cost Estimate Details also include costs for pre-construction and construction management tasks. These costs are estimated based on a percent of the total construction costs which is a standard industry practice for cost estimating. These additional support costs include design and engineering (generally 10-12% of construction costs; 11% is used in this estimate); permitting and environmental review (5% of the construction costs); and construction management (10% of construction costs). These additional costs are only applied to construction-related items and not to O&M costs.

In the summary cost estimates below, all costs have been rounded off. Note that the construction costs estimates do not include acquisition of necessary property rights.

8.1. Capital Costs

- Acquisition of property rights — No estimate available yet
  (includes purchase price, appraisal fees, legal fees and other costs)
- Staging area (not including property acquisition) — $1,012,000
- Beach parking and shuttle improvements — $262,000
  (for 226 parking spaces, improvements at all 6 beaches)
- Composting Toilets at all 6 beaches — $775,000
- California Coastal Trail — $4.9 – 11.5 million

8.2. Annual O&M Costs

- Shuttle operations $376,000
  (includes 80 hours per week of shuttle driver time and annualized costs for shuttle acquisition.)
- Staging area $66,000
- Composting Toilets $25,000
- Alternatively, portable toilets $150,000
  (this would also involve nominal capital cost of less than $10,000)
- California Coastal Trail Maintenance
  - DG path per-mile per-year cost $8,500
  - Paved asphalt path per-mile per-year cost $14,500

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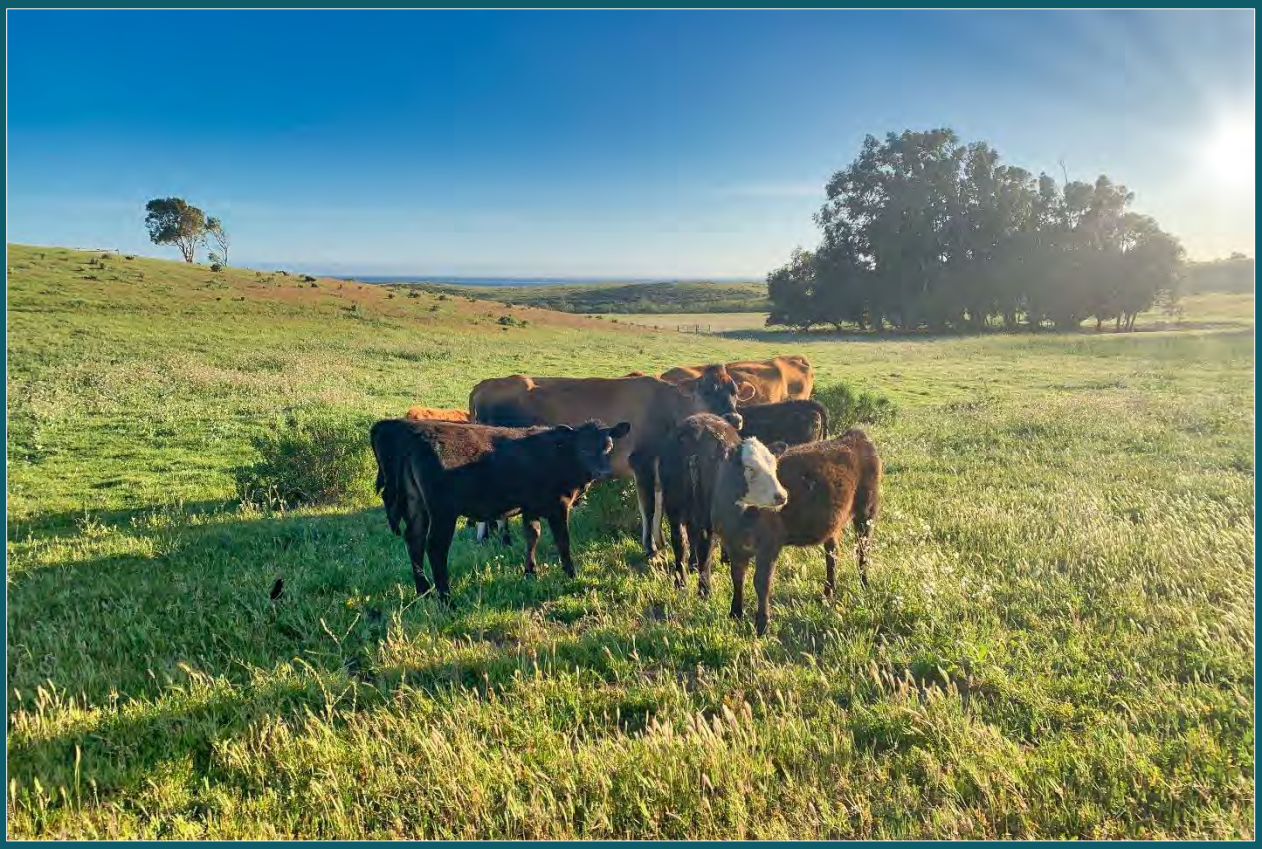

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11. Aerial photos of Hollister Ranch coastline. Copyright ©2002-2021 Kenneth and Gabrielle Adelman, California Coastal Records Project, www.CaliforniaCoastline.org

APPENDICES

10. Appendices

Appendix A – Conceptual Plans

Appendix B – HRCAP Cost Estimate Details

Appendix C – Working Group Member Statements

Appendix D - HROA Public Access Program Summary, 2017-2018

APPENDIX A

Appendix A – Conceptual Plans

This appendix contains conceptual site plans for a staging area near the Hollister Ranch gate and each beach access point at Hollister Ranch. In addition to securing necessary property rights, more detailed studies would be needed before implementing any of these site plans. The plans are included to show generally what could be possible.

The site plans were developed with the following goals in mind:

1. Site new public access facilities and amenities away from HROA recreational facilities.
2. Avoid intrusion into natural and undisturbed areas.
3. Avoid hazards presented by coastal bluffs and the Hollister Ranch cattle operation.
4. Utilize previously disturbed areas.
5. Accommodate multiple modes of transportation, namely: shuttle, personal vehicle, and bicycle.
6. Maximize space for those transportation modes that may serve the most people, namely shuttle and personal vehicle, while providing room for other modes such as bicycle and e-bike.
7. Accommodate the correct number of ADA parking spaces and ADA van parking spaces per the proposed parking capacity at each beach, in accordance with ADA regulations, and site these parking spaces in proximity to proposed shuttle zones and amenity areas.
8. Each conceptual site plan is designed as a standalone site, not assuming additional programmatic access or capacity at other Hollister Ranch beach access sites. If implemented, a balance of site capacity, modes, and amenities may be considered between multiple sites.
9. Specify areas for amenities including, but not limited to restrooms (portable or constructed), signage (wayfinding or educational), seating, and shade.
10. Provide accurate areas for surface improvements to assist in cost estimating.

Figure 29 to Figure 35 are the conceptual site plans for the staging area and each beach access point.

Staging Area on Hollister Ranch Property

The staging area would include parking, a shuttle pickup and turnaround area, restrooms, informational signage, a connection to the access trail (once built), and potentially other amenities, See the Staging Area discussion in the Infrastructure Needs section above for more information. Figure 29 is the conceptual plan for a staging area near the Hollister Ranch entry gate.

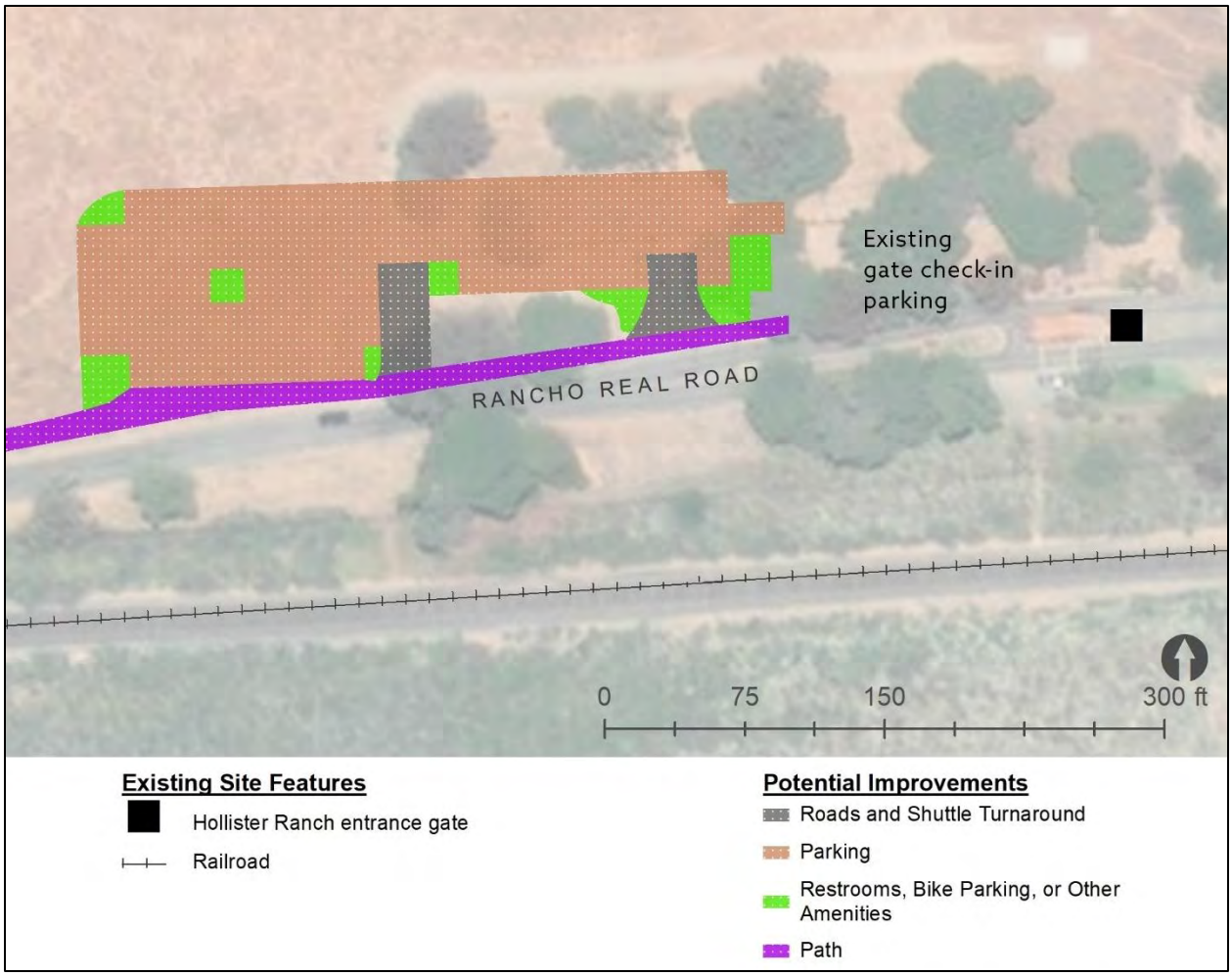


Figure 29. Conceptual Plan for Staging Area near Hollister Ranch Gate

Agua Caliente Beach

The conceptual plan for Agua Caliente (Figure 30) proposes maintaining the asphalt access road and improving the parking area with compacted decomposed granite (DG). There are currently approximately 13 vehicle parking spaces at Agua Caliente. Vehicle parking capacity could increase by up to 4 parking spaces – including 1 ADA van space – for a total of 17 spaces. Bike parking could also be accommodated. The south end of the parking area could accommodate a shuttle turnaround area. A portable toilet and picnic table could be maintained in the location that current HROA amenities are located, and a DG path would improve the walking surface to the beach. A beach wheelchair would be necessary for ADA access to the sand and may require an ADA ramp that is moved into place when needed.

Figure 30. Conceptual Plan for Improvements at Agua Caliente Beach

Alegria Beach

The conceptual plan for Alegria (Figure 31) proposes maintaining the asphalt access road and improving the parking area with compacted decomposed granite (DG). There are currently approximately 16 vehicle parking spaces at Alegria. Vehicle parking capacity could increase by up to 3 parking spaces – including 1 ADA van space – for a total of 19 spaces. Bike parking could also be accommodated. The south end of the DG parking area could accommodate a shuttle turnaround area. A portable toilet could be maintained in the current location of the HROA facility, and an additional picnic table could be provided. Access to the sand would not be improved with a DG path, but ADA access to the beach could be achieved with a beach wheelchair.

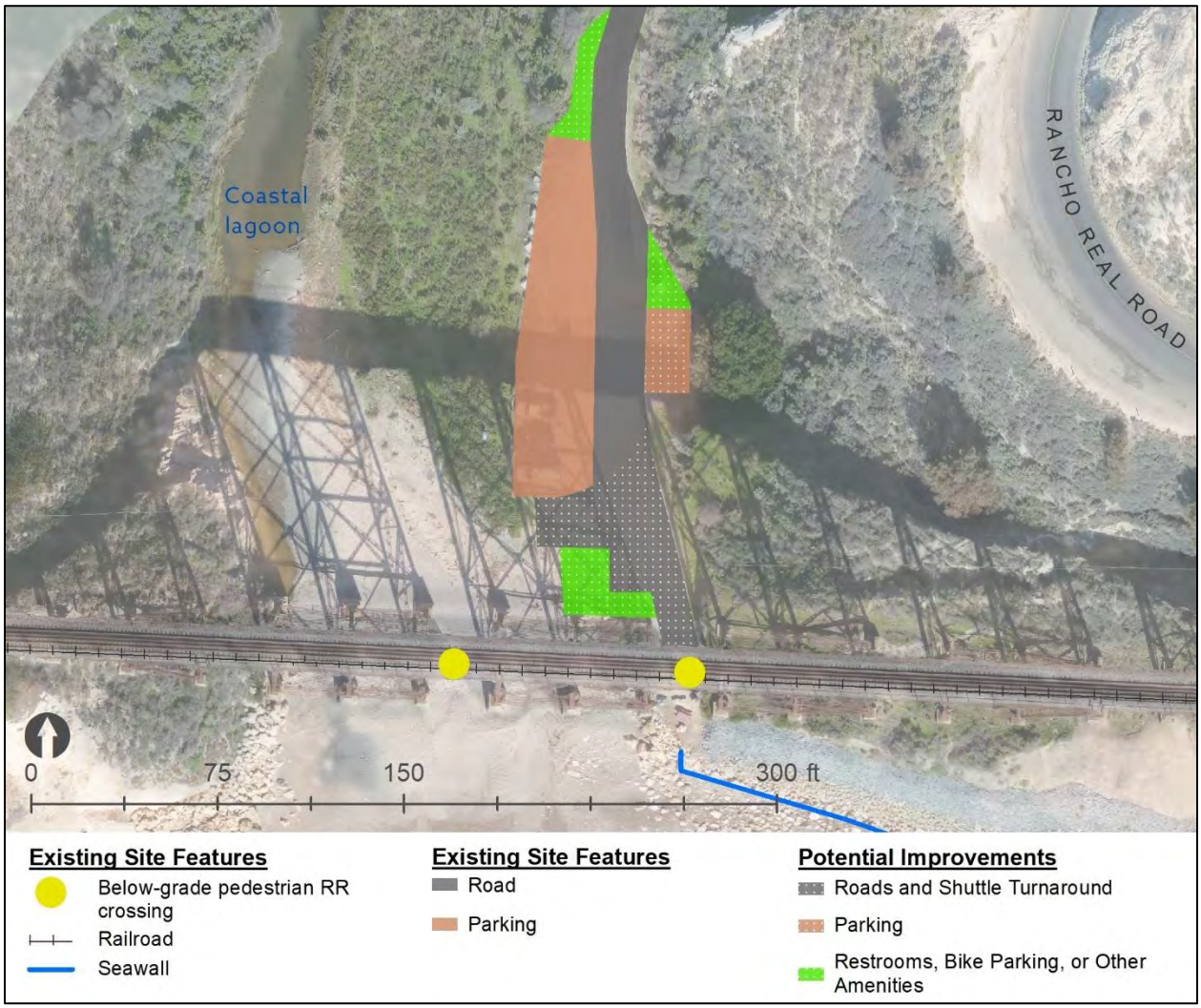


Figure 31. Conceptual Plan for Improvements at Alegria Beach

Sacate Beach

The conceptual plan for Sacate (Figure 32) proposes a decomposed granite (DG) access road leading to a DG parking area with up to 57 spaces, including ADA spaces. There are currently approximately 18 vehicle parking spaces at Sacate, mostly around an existing turnaround loop. The conceptual plan proposes using the turnaround loop for a shuttle pickup and drop-off zone and using the space inside the loop for amenities. The displaced parking spots could be replaced within the new DG parking area. Safety improvements will also be needed at the at-grade railroad crossing. A portable toilet and picnic table could be maintained in the location that current HROA amenities are located. The existing beach access road could be stabilized with DG but is likely too steep for ADA-compliant access therefore alternatives to provide ADA access to the beach should be considered.

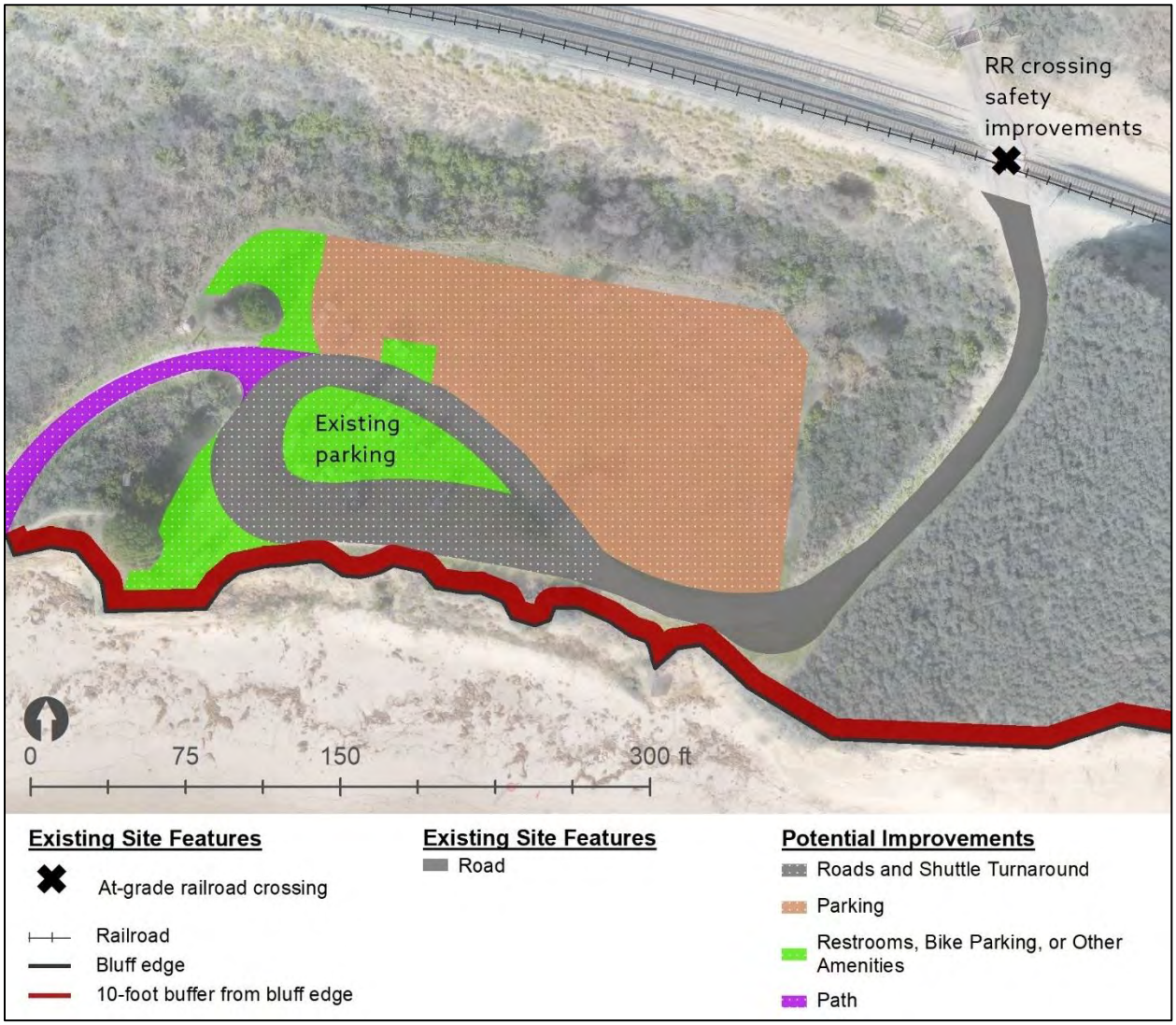


Figure 32. Conceptual Plan for Improvements at Sacate Beach

Drakes Beach

The conceptual plan for Drakes (Figure 33) proposes improvements along the left fork of the Drakes access road. Existing parking along this road currently provides space for approximately 20 cars, and another approximately 20 cars fit in a parking lot by the cabana. Along the left fork of the road, a compacted decomposed granite surface is suggested for the existing parking and proposed shuttle turnaround area, as well as for the additional proposed vehicle parking, bike parking, and amenity areas. Parking for up to 62 vehicles – including 2 ADA stalls and 1 ADA van stall – is possible. Safety improvements will also be needed at the at-grade railroad crossing. Beachside amenities can also be accommodated on existing surfaces such as non-native grasses. On the conceptual plan, proposed parking has been placed so as to not intrude on potentially sensitive vegetation nor access to the bull holding pasture. Amenities that support beach activities such as tables, shade, and waste receptacles could be located on the natural-surface amenity areas near the sand, and a portable bathroom could be located north of the vehicle parking. ADA access to the sand is possible via the proposed DG path, which may also need an ADA ramp to be moved into place to adjust for a small drop-off.

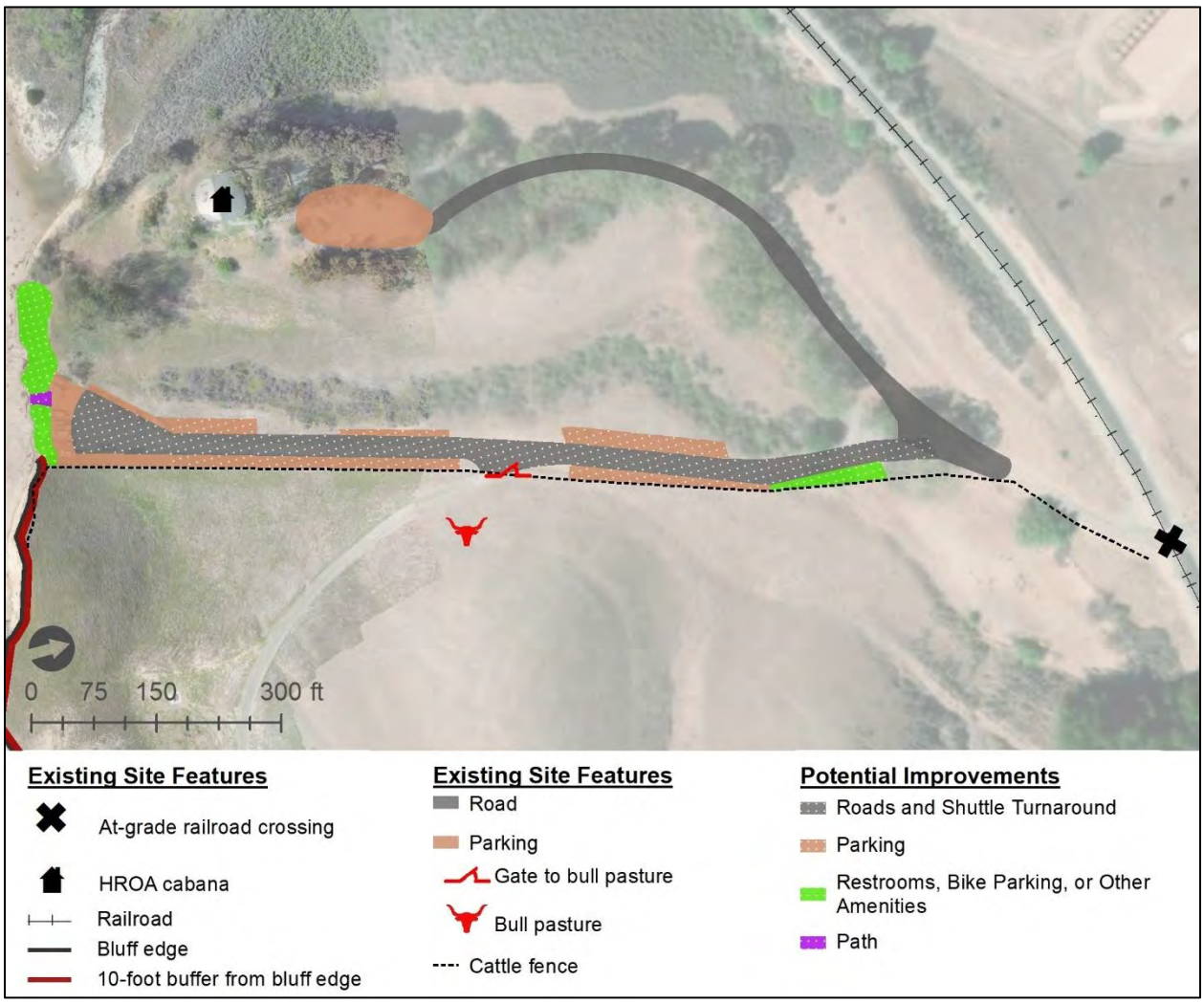


Figure 33. Conceptual Plan for Improvements at Drakes Beach

Bulito Beach

The conceptual plan for Bulito (Figure 34) proposes improvements on the eastern side of the blufftop to minimize encroachment on the cabana by public visitors. There are currently approximately 32 vehicle parking spaces at Bulito, mostly in a parking area near the cabana. Up to nine additional parking spaces could be added along the road, including one ADA van space. A shuttle turnaround could be developed with minimal vegetation clearing. Safety improvements will also be needed at the at-grade railroad crossing. Bike parking as well as amenities like picnic tables, shade, and signage could be accommodated near the proposed shuttle turnaround. Compacted decomposed granite is proposed for all new use-areas, including to improve the road surface leading to the sand at the eastern end of the bluff. The current slope is not ADA compliant and options for ADA access should be considered.

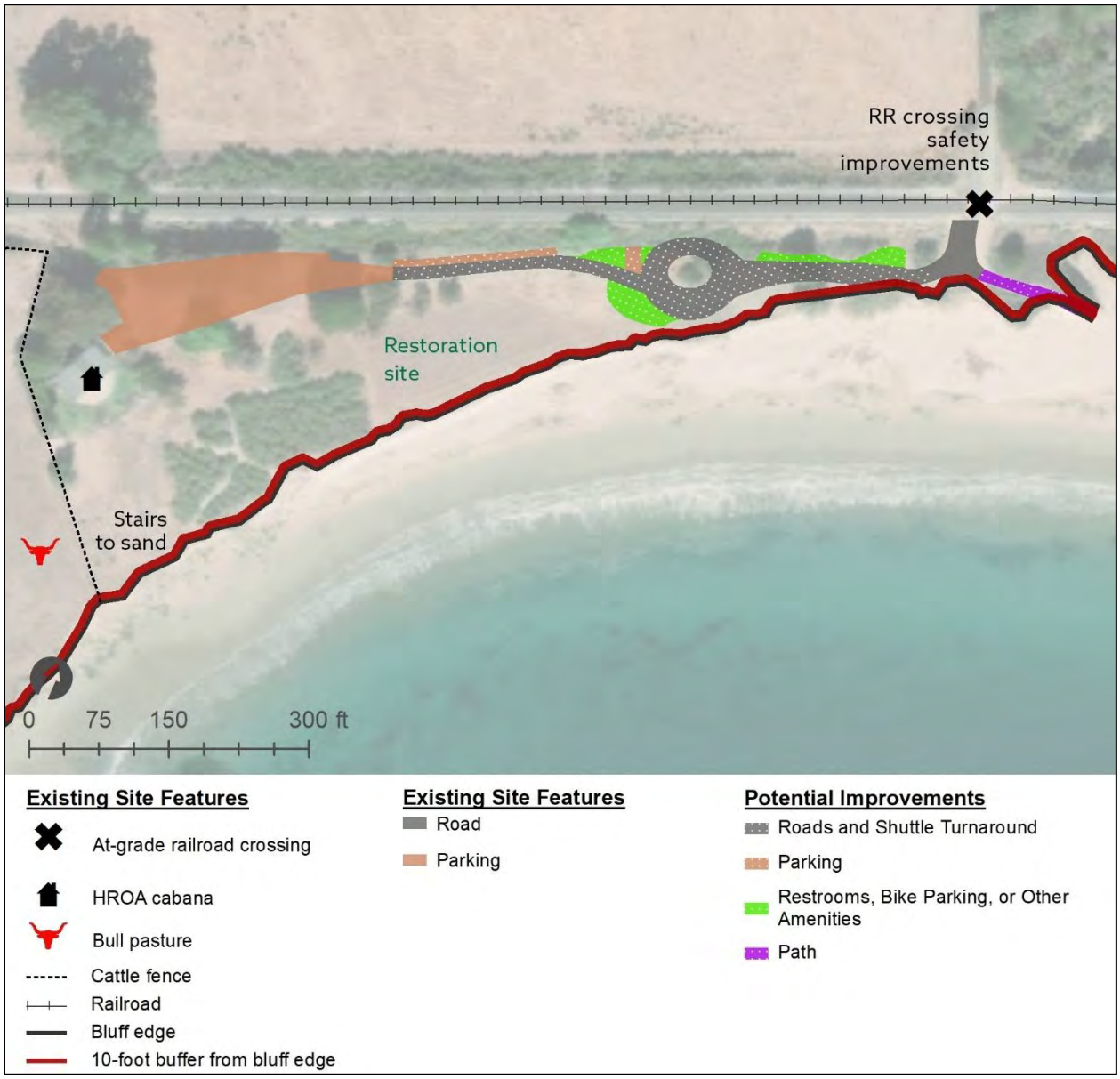


Figure 34. Conceptual Plan for Improvements at Bulito Beach

San Augustine Beach

The conceptual plan for San Augustine (Figure 35) proposes improvements along the left and right fork of the access road. There are currently approximately 32 vehicle parking spaces at San Augustine, mostly in a parking area near the cabana. Some space for parking is utilized at the east end of the access area. A decomposed granite parking area for up to 41 cars is proposed near the road fork, with 18 parallel parking spaces running eastward along the road. The design proposes up to 31 parking spaces for the eastern lot, including 3 ADA stalls, 1 ADA van stall, and bike parking. Safety improvements will also be needed at the at-grade railroad crossing. A shuttle turnaround and drop-off area with amenities like shade and seating could be accommodated at the eastern end, which is near the proposed DG trail that leads along the bluff. The first part of this trail route is ADA accessible, but the descent to the beach is not. A natural surface amenity area along the trail could provide a coastal bluff experience for all users.

A DG path is proposed along the right of the access road. The path starts after the road turnoff that accesses the San Augustine bull pasture and follows the right side to the existing parking lot, where it branches off to a proposed amenity area that could have shade and picnic tables a safe distance from the bluff edge, cordoned off from the bluff with post-and-cable fencing and signage. The proposed path continues down the existing road tread to the sand, though it is too steep to accommodate ADA access; therefore, alternatives to provide ADA access to the beach should be considered.

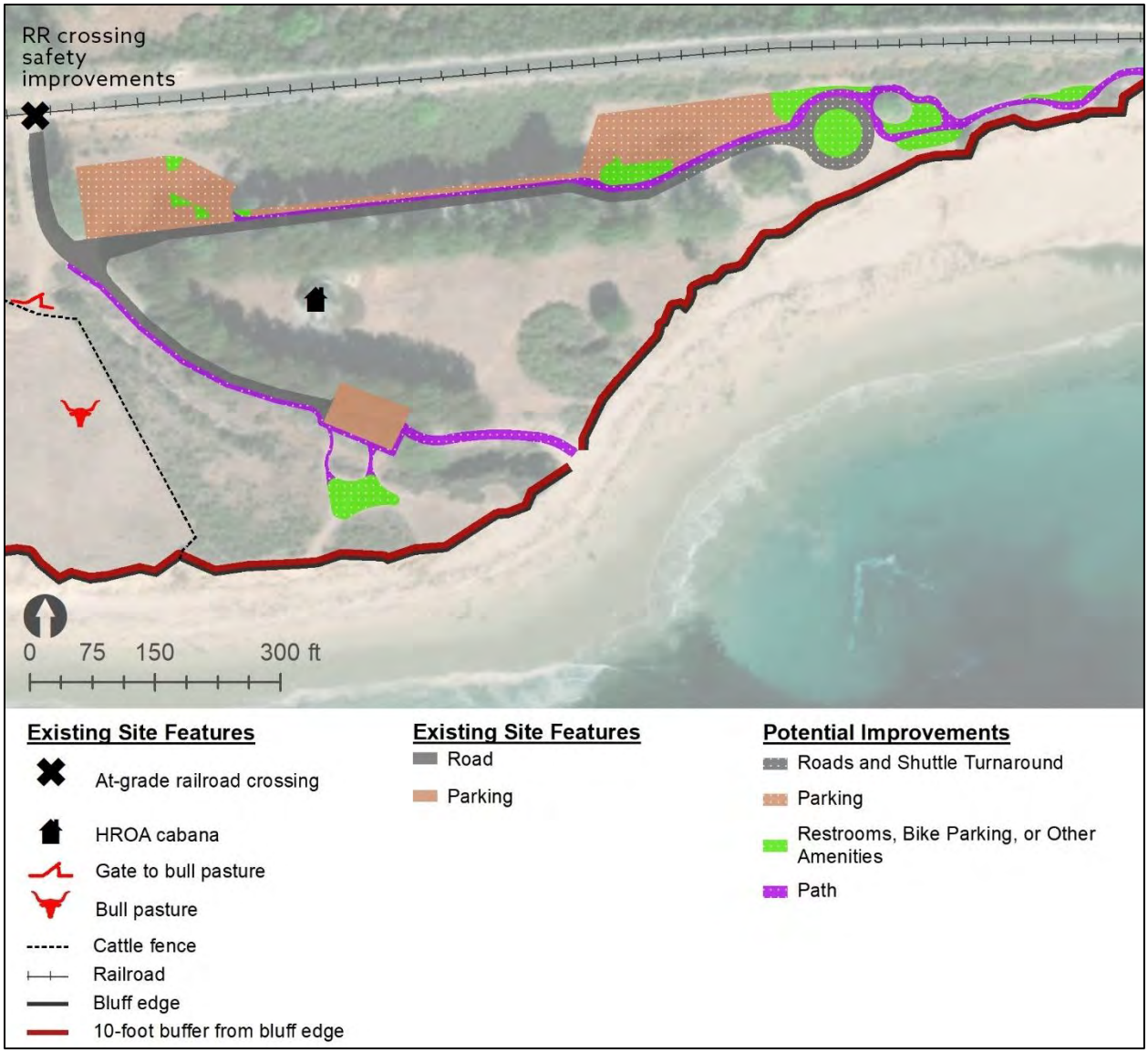


Figure 35. Conceptual Plan for Improvements at San Augustine Beach

APPENDIX B

Appendix B – HRCAP Cost Estimate Details

This appendix includes cost estimate for the major capital (infrastructure) and O&M costs discussed in the HRCAP. It is not necessary that all of these program elements be implemented; instead the program elements and these costs can be viewed as a menu of options. Cost estimates for capital projects like building a staging area or segments of the California Coastal Trail are very preliminary. Accurate cost estimates cannot be made until more detailed design, engineering, and mapping work has occurred. That said, reasonably accurate planning level cost estimates can be made by preparing conceptual site plans; measuring square footages, cubic yards, or linear feet of improvements; and then applying commonly accepted ballpark costs for construction, staffing, leasing, or maintenance.

Considering the early stage of cost estimating, a contingency of 25% additional costs has been added to all construction, personnel, maintenance, rentals, and energy costs to cover unknown factors and likely escalations. The cost estimate tables also include costs for pre-construction and construction management tasks. These costs are estimated based on a percent of the total construction costs which is a standard industry practice for cost estimating. These additional costs include design and engineering (generally 10-12% of construction costs; 11% is used in this estimate); permitting and environmental review (generally 5% of the construction costs); and construction management (10% of construction costs). These additional costs are only applied to construction-related items and not to rentals, personnel, repair, energy, or maintenance costs. Contingency (25%) and support costs (26%) add an additional 51% to the grand total of construction projects.

The conceptual site plans found in Appendix A – Conceptual Plans were used to estimate program costs. As stated in the HRCAP Cost Estimates section, these are planning level estimates that give a rough guide on likely costs. To implement any of these infrastructure elements, additional planning, design and engineering will be needed, and the cost estimates will then be updated.

Shuttle-based Access

Shuttle-based access will serve as a method of controlling the level-of-use at the beaches, address limited parking resources, and protect the experience and natural resources of the beach and its immediate environments.

Since there is a high degree of concern in protecting the natural resources and the pristine experiences at the Ranch, an electric shuttle is recommended. Electric vehicles are highly energy efficient. This is especially true on routes with lower speeds, frequent stops, or long idle periods. Generally, electric vehicle manufacturers report an 80% reduction in energy costs and a 60% reduction in maintenance cost. Full-sized electric transit buses are four times more efficient than even Compressed Natural (CNG) buses. Additional benefits include lower operating noise level for visitors and residents.

It may be possible to offset the additional cost of an electric vehicle with a State or Federal grant from various sources such as the State's Clean Mobility Options Voucher Program,

particularly if shuttle-based access includes an equity program for local disadvantaged communities such as those in northern Santa Barbara County.

Three possible shuttle vehicles have been considered. The Hyundai "County" is the model included in the cost estimate. It may be necessary, but not essential, to have a back-up shuttle vehicle that is perhaps a simpler and smaller shuttle vehicle to supplement the current estimated one by itself.

Table 12 estimates shuttle operation costs assuming 2 full-time drivers available for a total of 80 hours per week. Shuttle costs could vary significantly from this estimate based on the actual hours of shuttle operation.

Table 12. Cost Estimate for Shuttle Operations

Item	Quantity	Unit of Measure	Unit Price	Sub-total Cost
A-1: Hyundai 'County' Shuttle Bus: 20-30-person electric shuttle (5-year amortization)	2	Annual (5-Yr Use)	$50,000	$100,000
A-2: Maintenance and repair costs	1	Annual	$2,500	$2,500
A-3: Insurance for public use ($5 million umbrella coverage)	1	Annual	$2,000	$2,000
A-4: Title, registration and other taxes (annualized for 5 years)	1	Annual	$1,500	$1,500
A-5: Electric energy costs (50,000 miles per year/ 30 miles per gallon equivalency or 30 cents a mile)	100,000	Mile	$0	$30,000
A-6: Two Drivers (40 hours labor with benefits and overhead added)	2	Per Driver Per Year	$60,000	$120,000
A-7: Supervisor / schedule coordinator (labor with benefits & overhead at 20 hours per week)	1	Annual	$70,000	$35,000
A-8: Website creation (annualized), updating and overall monitoring	1	Annual	$10,000	$10,000
Subtotal Annual O&M Cost				**$301,000**
25% Contingency				$75,250
Grand Total Annual O&M Cost				**$376,250**

Staging Area

The staging area is proposed past the Hollister Ranch entry gate, north of Rancho Real Road. The cost estimate for the staging area is only for construction costs and does not include the cost of acquisition. The site is sloped and would require grading and terracing. There are 70 proposed parking spaces, including 2 ADA, 1 ADA van, and 2 shuttle spaces. During the planning phase, the potential to add electric car charging stations should be investigated. Bike parking is accommodated, and there are amenity spaces for signage, seating, and shade. The proposed surface is compacted DG with permeable concrete for ADA paths of travel. A DG path starts from this site to Agua Caliente, which is not included in the staging area estimate but is included in the trail estimate. The cost estimate assumes a waterless toilet facility with a rental portable toilet during construction of the staging area. Table 13 estimates the cost for this staging area.

Table 13. Cost Estimate for Staging Area

Item	Quantity	Unit of Measure	Unit Price	Sub-total Cost
Construction Costs				
B-1: Parking lot for 65 vehicles (grading, base, gravel with parking curb stops & signage)	33,271	SF	$9	$299,439
B-2: Permeable concrete pads for ADA spaces, bus loading and 6' wide path of travel for ADA access	2,295	SF	$20	$45,900
B-3: 2-person restroom (trailer for the first year at $48,000 per year with maintenance)	1	EA	$125,000	$125,000
B-4: Excavate pits and provide pump-out capability	1	LS	$15,000	$15,000
B-5: Kiosk / Information Panels / Iconic Element	1	LS	$50,000	$50,000
B-6: Water extensions for handwashing & power for staging area lighting	1	LS	$50,000	$50,000
B-7: Shade structure for shuttle pick-up	1	EA	$75,000	$75,000
B-8: Directional signage and informational signage	1	LS	$10,000	$10,000
Subtotal Construction Cost				**$670,339**
25% Contingency: Construction				$167,585
26% Support Costs				$174,288
Grand Total Construction Costs				**$1,012,212**
O&M Costs				
B-9: Water and power costs	1	Annual	$5,000	$5,000
B-10: Maintenance agreement for pumping / cleaning on a weekly basis (would not apply to first year)	104	2X / Week	$410	$42,640
B-11: Repair / replace budget for damaged or worn elements in the staging area	1	LS	$5,000	$5,000
Subtotal Annual O&M Cost				**$52,640**
25% Contingency: O&M				$13,160
Grand Total Annual O&M Cost				**$65,800**

Beach Access Points Improvements

Each beach opened to public access has areas identified for surface improvements to the road, parking, shuttle turnaround, and amenities. The level of development and use may differ from the conceptual plans based on transportation modes and capacity. The cost estimate includes costs associated with developing all beach access points to the degree specified in the conceptual plans. All improvements in these areas would include grading, base material and either a gravel, chipped stone or decomposed granite surface with parking spaces denoted by concrete curb stops or log curb stops. If access by private vehicles is allowed, parking spaces would be signed accordingly. Parking areas designated for bikes do not have a number of racks associated with them, though they are sized appropriately for standard-sized racks. Shuttle zones assume a turnaround area or three-point turn area, signage, shade, and benches for shuttle riders.

Table 14 provides the cost estimate for parking and amenity improvements at each of the six beach access points.

Table 14. Cost Estimate for Parking and Shuttle Drop-off Improvements at All Beaches

Item	Quantity	Unit of Measure	Unit Price	Sub-total Cost
C-1: Grubbing and rough grading per space	324	SF	$ 3	$972
C-2: Compacted road base material	324	SF	$1	$324
C-3: Decomposed granite or chipped rock for surfacing	324	SF	$3	$972
C-4: Curb stops (log or concrete)	1	EA	$200	$200
C-5: Parking space signage for visitor parking	1	EA	$150	$150
C-6: Shuttle turnaround construction at all beaches (assumes C-1, C-2 & C-3 from above)	24,497	SF	$6	$146,982
C-7: Turnaround amenities (assumes signage and wood bench)	6	EA	$1,500	$9,000
C-8: Post-and-cable fencing with signage for restricted areas	3,000	LF	$ 5	$15,000
Subtotal Construction Cost				**$173,600**
25% Contingency: Construction				$43,400
26% Support Costs				$45,136
Grand Total Construction Cost				**$262,136**

Costs Associated with Restrooms

Table 15 and Table 16 show the cost estimates for two restroom options at all beaches. Table 15 in the cost estimate assumes the use of portable restrooms at each of the six beach access points and the staging area. A small, graded pad would be necessary for ADA compliance, which would require compacted decomposed granite or permeable concrete. These facilities are assumed to be rented and would be maintained on a twice-weekly basis per the standard operation of the company providing a cost estimate. During development of the staging area, it is assumed that a trailered portable ADA-accessible restroom would be used for the first year of program implementation.

Table 16 shows the cost estimate for a more permanent restroom option, a single-person prefabricated restroom, at each of the six beaches. Additional costs associated with this type of facility would be for additional staffing or service for cleaning and stocking, and capital costs of development should be compared to the maintenance costs.

It would likely be more cost-efficient if the restrooms at all locations are the same type. However, there may be other reasons why a mix of restroom types is preferable.

Table 15. Cost Estimate for Toilet Option 1: Portable Toilets at All Beaches and Staging Area

Item	Quantity	Unit of Measure	Unit Price	Sub-total Cost
Construction Costs				
D-1: Small, padded area for porta-potties	100 x 7	SF	$5	$3,500
D-2: Decomposed granite or chipped rock for surfacing	100 x 7	SF	$3	$2,100
Subtotal Construction Cost				**$5,600**
25% Contingency: Construction				$1,400
26% Support Costs				$1,456
Grand Total Construction Cost				**$8,456**
O&M Costs				
D-3: One ADA portable restroom at each beach, rented monthly	6	Annual Per Unit	$12,000	$72,000
D-4: One ADA restroom trailer at staging area, rented monthly	1	Annual Per Unit	$ 48,000	$48,000
Subtotal Annual O&M Cost				**$120,000**
25% Contingency: O&M				$30,000
Grant Total Annual O&M Cost				**$150,000**

Table 16. Cost Estimate for Composting Toilets at All Beaches

Item	Quantity	Unit of Measure	Unit Price	Sub-total Cost
Construction Costs				
E-1: Site excavation	100 x 6	SF	$5	$3,000
E-2: Pit Development	6	Per Unit	$10,000	$60,000
E-3: Waterless Restroom, Single Person (each beach)	6	EA	$75,000	$450,000
Subtotal Construction Cost				**$513,000**
25% Contingency: Construction				$128,250
26% Support Costs				$133,380
Grand Total Construction Cost				**$774,630**
O&M Costs				
E-4: Maintenance agreement for weekly cleaning	104	Times Per Year	$200	$20,800
E-5: Agreement for monthly pumping	1	Monthly Cost	$1,200	$1,200
Subtotal Annual O&M Cost				**$22,000**
25% Contingency: O&M				$2,900
Grand Total Annual O&M Cost				**$24,900**

California Coastal Trail segment

Three estimates of potential trail costs are provided. The limited shoulder area of Rancho Real Road and topographic features will make trail planning and construction difficult. In some locations, gently grading the road shoulder will be sufficient to create the trail. For many other areas, it is likely that retaining walls and backfill will be needed.

Several layout options were considered, and it was determined that having vertical retaining walls on the south side of the road would limit visual impacts to roadway users and accommodate more trail length closer to the road. Although a trail alignment on the north side of Rancho Real Road is possible, slopes are steeper will require a greater traversal of slope, adding to cost and visual impacts. The assumed length of all trail options is 8.5 miles.

The provided estimate assumes the following configurations:

Trail Option 1: Cost estimate provided in Table 17. A 10-foot-wide multi-use paved path, with two 4-foot travel lanes (one in each direction) and a 2-foot graded buffer on the outer edge. A

cable rail barrier is likely to be required along the trail sections with retaining walls. Generally, some form of edge definer such as “candlesticks” (rubberized vertical elements typical on road or lane dividers), or 3 feet of unpaved space away from the paved vehicular portions of the road would be required. Assuming two 12-foot vehicle lanes, this option would require a road right-of-way of 34 to 37 feet. The proposed paved surface is asphalt or compacted decomposed granite. The retaining wall would likely be concrete poured in place, with a natural earth tone for aesthetic conformity.

Trail Option 2: Cost estimate provided in Table 18. A six-foot-wide unpaved path with a two-foot-wide shoulder on the outer edge. A cable rail barrier is likely to be required where retaining walls are needed. Generally, some form of edge definer such as “candlesticks” (rubberized vertical elements typical on road or lane dividers), or 3 feet of unpaved space away from the paved vehicular portions of the road would be required. Assuming two 12-foot vehicle lanes, this option would require a road right-of-way of 32 to 35 feet. The proposed surface is assumed to be decomposed granite that has been emulsified and heavily compacted. The retaining wall would likely be concrete poured in place, with a natural earth tone for aesthetic conformity. The average height of retaining walls is an estimated four feet and cost estimates are based on the lengths that are shown below.

Trail Option 3: Cost estimate provided in Table 19. A 4-foot-wide unpaved path with a 1-foot-wide shoulder on the outer edge. A cable rail barrier is likely to be required where retaining walls are needed. Assuming two 12-foot vehicle lanes, this option would require a road right-of-way of 29 feet The proposed surface is assumed to be native soil along with mixed decomposed granite or other chipped rock material. The decomposed granite would not need to be emulsified but should still be compacted to handle use without eroding.

Table 17. Cost Estimate for Trail Option 1: 10'-wide Multi-use Paved Path from Staging Area to San Augustine

(For total cost estimate, include only one option out of Table 17, Table 18, and Table 19.)

Item	Quantity	Unit of Measure	Unit Price	Sub-total Cost
Construction Costs				
Staging area to Agua Caliente				
F-1: Grubbing, staking, grading, excavating and base material (10')	15,000	SF	$3	$45,000
F-2: Retaining wall (concrete with structural footing avg. 6' high)	300	LF	$600	$180,000
F-3: Bulk fill material for backfilling the new wall cavities that would support the trail	67	CY	$75	$5,000
F-4: Cable and post railing along the edge of the path at the top retaining walls	300	LF	$50	$15,000
F-5: Asphaltic pavement, 8' wide and 4-inch-thick asphalt on 2" or road base	12,000	SF	$5	$60,000
F-6: Shoulder on outside graded with native soil but leveled 2' wide	3,000	SF	$2	$6,000
F-7: Centerline and shoulder stripes	1,500	LF	$2	$3,000
F-8: Watch for Bikes & Pedestrians Signage (assume every 300 LF)	5	EA	$150	$750
F-9: Revegetation and erosion control (assume 4' * length)	6,000	SF	$2	$12,000
Agua Caliente to Sacate				
F-10: Grubbing, staking, grading, excavating and base material (10')	168,580	SF	$3	$505,740
F-11: Retaining wall (concrete with structural footing avg. 6' high)	3,315	LF	$600	$1,989,000
F-12: Bulk fill material for backfilling the new wall cavities that would support the trail	737	CY	$75	$55,250
F-13: Cable and post railing along the edge of the path at the top retaining walls	3,315	LF	$50	$165,750
F-14: Asphaltic pavement, 8' wide and 4-inch-thick asphalt on 2" or road base	134,864	SF	$5	$674,320
F-15: Shoulder on outside graded with native soil but leveled 2' wide	33,716	SF	$2	$67,432
F-16: Centerline and shoulder stripes	16,858	LF	$2	$33,716
F-17: Watch for Bikes & Pedestrians Signage (assume every 300 LF)	56	EA	$150	$8,429

Item	Quantity	Unit of Measure	Unit Price	Sub-total Cost
F-18: Revegetation and erosion control (assume 4' * length)	67,432	SF	$2	$134,864
Sacate to San Augustine				
F-19: Grubbing, staking, grading, excavating and base material (10')	263,290	SF	$3	$789,870
F-20: Retaining wall (concrete with structural footing avg. 6' high)	2,010	LF	$600	$1,206,000
F-21: Bulk fill material for backfilling the new wall cavities that would support the trail	447	CY	$75	$33,500
F-22: Cable and post railing along the edge of the path at the top retaining walls	2,010	LF	$50	$100,500
F-23: Asphaltic pavement, 8' wide and 4-inch-thick asphalt on 2" or road base	210,632	SF	$ 5	$1,053,160
F-24: Shoulder on outside graded with native soil but leveled 2' wide	52,658	SF	$2	$105,316
F-25: Centerline and shoulder stripes	26,329	LF	$2	$52,658
F-26: Watch for Bikes & Pedestrians Signage (assume every 300 LF)	88	EA	$150	$13,165
F-27: Revegetation and erosion control (assume 4' * length)	105,316	SF	$2	$210,632
Subtotal Construction Cost				**$7,526,052**
25% Contingency: Construction				$1,881,513
26% Support Costs				$1,956,773
Grand Total Construction Costs				**11,364,338**
O&M Costs				
F-28: Paved path maintenance cost	8.5	Miles	$14,500	$123,250
Subtotal Annual O&M Cost				**$123,250**
25% Contingency: O&M				$30,801
Grant Total Annual O&M Cost				**$154,051**

Table 18. Cost Estimate for Trail Option 2: 6'-wide Compacted DG Trail from Staging Area to San Augustine

(For total cost estimate, include only one option out of Table 17, Table 18, and Table 19.)

Item	Quantity	Unit of Measure	Unit Price	Sub-total Cost
Construction Costs				
Staging area to Agua Caliente				
G-1: Grubbing, staking, grading, excavating and base material (8')	12,000	SF	$3	$36,000
G-2: Retaining wall (concrete with structural footing avg. 4' high)	300	LF	$450	$135,000
G-3: Bulk fill material for backfilling the new wall cavities that would support the trail	67	CY	$75	$5,000
G-4: Cable and post railing along the edge of the path at the top retaining walls	300	LF	$50	$ 15,000
G-5: Compacted and emulsified DG, 6' wide and 2-inch-thick DG on 2" or road base	9,000	SF	$3	$27,000
G-6: Shoulder on outside graded with native soil but leveled 2' wide	3,000	SF	$2	$6,000
G-7: Centerline and shoulder stripes	1,500	LF	$ 2	$3,000
G-8: Watch for Bikes & Pedestrians Signage (assume every 300 LF)	5	EA	$150	$750
G-9: Revegetation and erosion control (assume 3' * length)	4,500	SF	$2	$9,000
Agua Caliente to Sacate				
G-10: Grubbing, staking, grading, excavating and base material (8')	134,864	SF	$3	$404,592
G-11: Retaining wall (concrete with structural footing avg. 4' high)	3,315	LF	$450	$1,491,750
G-12: Bulk fill material for backfilling the new wall cavities that would support the trail	737	CY	$75	$55,250
G-13: Cable and post railing along the edge of the path at the top retaining walls	3,315	LF	$50	$165,750
G-14: Compacted and emulsified DG, 6' wide and 2-inch-thick DG on 2" or road base	101,148	SF	$3	$303,444
G-15: Shoulder on outside graded with native soil but leveled 2' wide	33,716	SF	$2	$67,432
G-16: Centerline and shoulder stripes	16,858	LF	$2	$33,716

Item	Quantity	Unit of Measure	Unit Price	Sub-total Cost
G-17: Watch for Bikes & Pedestrians Signage (assume every 300 LF)	56	EA	$150	$8,429
G-18: Revegetation and erosion control (assume 3' * length)	50,574	SF	$2	$101,148
Sacate to San Augustine				
G-19: Grubbing, staking, grading, excavating and base material (8')	210,632	SF	$3	$631,896
G-20: Retaining wall (concrete with structural footing avg. 4' high)	2,010	LF	$450	$904,500
G-21: Bulk fill material for backfilling the new wall cavities that would support the trail	447	CY	$75	$33,500
G-22: Cable and post railing along the edge of the path at the top retaining walls	2,010	LF	$50	$100,500
G-23: Compacted and emulsified DG, 6' wide and 2-inch-thick DG on 2" or road base	157,974	SF	$3	$473,922
G-24: Shoulder on outside graded with native soil but leveled 2' wide	52,658	SF	$2	$105,316
G-25: Centerline and shoulder stripes	26,329	LF	$2	$52,658
G-26: Watch for Bikes & Pedestrians Signage (assume every 300 LF)	88	EA	$150	$13,165
G-27: Revegetation and erosion control (assume 3' * length)	78,987	SF	$2	$157,974
Subtotal Construction Cost				**$5,341,692**
25% Contingency: Construction				$1,335,423
26% Support Costs				$1,388,840
Grand Total Construction Costs				**$8,065,954**
O&M Costs				
G-28: DG path maintenance cost	8.5	Miles	$8,500	$72,250
Subtotal Annual O&M Cost				**$72,250**
25% Contingency: O&M				$18,062
Grant Total Annual O&M Cost				**$90,312**

Table 19. Cost Estimate for Trail Option 3: 4'-wide Compacted DG Trail from Staging Area to San Augustine

(For total cost estimate, include only one option out of Table 17, Table 18, and Table 19.)

Item	Quantity	Unit of Measure	Unit Price	Sub-total Cost
Staging area to Agua Caliente				
H-1: Grubbing, staking, grading, excavating and base material (5')	7,500	SF	$3	$22,500
H-2: Retaining wall (concrete with structural footing avg. 2' high)	300	LF	$300	$90,000
H-3: Shoulder on outside graded with native soil but leveled 2' wide	300	SF	$2	$600
H-4: Bulk fill material for backfilling the new wall cavities that would support the trail	67	CY	$75	$ 5,000
H-5: Compacted DG, 4' wide and 2-inch-thick DG on 1" or road base	6,000	SF	$2	$12,000
H-6: Shoulder on outside graded with native soil but leveled 1' wide	1,500	SF	$2	$3,000
H-7: Centerline and shoulder stripes	1,500	LF	$2	$3,000
H-8: Watch for Bikes & Pedestrians Signage (assume every 200 LF)	8	EA	$150	$1,125
H-9: Revegetation and erosion control (assume 2' * length)	3,000	SF	$3	$9,000
Agua Caliente to Sacate				
H-10: Grubbing, staking, grading, excavating and base material (5')	84,290	SF	$3	$252,870
H-11: Retaining wall (concrete with structural footing avg. 2' high)	3,315	LF	$300	$994,500
H-12: Shoulder on outside graded with native soil but leveled 2' wide	6,630	SF	$2	$13,260
H-13: Bulk fill material for backfilling the new wall cavities that would support the trail	1,473	CY	$75	$110,500
H-14: Compacted DG, 4' wide and 2-inch-thick DG on 1" or road base	67,432	SF	$2	$134,864
H-15: Shoulder on outside graded with native soil but leveled 1' wide	16,858	SF	$2	$33,716
H-16: Centerline and shoulder stripes	16,858	LF	$2	$33,716
H-17: Watch for Bikes & Pedestrians Signage (assume every 200 LF)	84	EA	$150	$12,644
H-18: Revegetation and erosion control (assume 2' * length)	33,716	SF	$3	$101,148

Item	Quantity	Unit of Measure	Unit Price	Sub-total Cost
Sacate to San Augustine				
H-19: Grubbing, staking, grading, excavating and base material (5')	131,645	SF	$ 3	$394,935
H-20: Retaining wall (concrete with structural footing avg. 2' high)	2,010	LF	$300	$603,000
H-21: Shoulder on outside graded with native soil but leveled 2' wide	2,010	SF	$2	$4,020
H-22: Bulk fill material for backfilling the new wall cavities that would support the trail	447	CY	$75	$33,500
H-23: Compacted DG, 4' wide and 2-inch-thick DG on 1" or road base	105,316	SF	$2	$210,632
H-24: Shoulder on outside graded with native soil but leveled 1' wide	26,329	SF	$2	$52,658
H-25: Centerline and shoulder stripes	26,329	LF	$2	$52,658
H-26: Watch for Bikes & Pedestrians Signage (assume every 200 LF)	132	EA	$150	$19,747
H-27: Revegetation and erosion control (assume 2' * length)	33,716	SF	$3	$101,148
Subtotal Construction Cost				**$3,204,595**
25% Contingency: Construction				$801,149
26% Support Costs				$833,195
Grand Total Construction Costs				**$4,838,939**
O&M Costs				
H-28: DG path maintenance cost	8.5	Miles	$8,500	$72,250
Subtotal Annual O&M Cost				**$72,250**
25% Contingency: O&M				$18,062
Grant Total Annual O&M Cost				**$90,312**

Cost Estimate Summary

Table 20 provides a summary of all potential costs. Grand totals are given for each possible combination of low-, mid-, and high-cost trail options and low- and high-cost bathroom options.

Table 20. Summary of HRCAP Cost Estimates

Item	Construct	Construct Planning Costs	Annual O&M Costs	Contin-gency	Total
A. Shuttle Operations	$0	$0	$301,000	$75,250	**$376,250**
B. Staging area at HROA Gate	$670,339	$174,288	$52,640	$180,745	**$1,078,012**
C. Beach Parking Area & Shuttle Drop-off Improvements	$173,600	$45,136	$0	$43,400	**$262,136**
D. Option 1: Porta-Potties for Beaches / Staging	$5,600	$1,456	$120,000	$31,400	**$158,456**
E. Option 2: Composting Toilets at Beaches	$513,000	$128,250	$22,000	$136,250	**$779,530**
F. TRAIL- Option 1: 10' Wide Multi-use Paved Path	$7,526,052	$1,956,773	$123,250	$1,912,326	**$11,518,401**
G. TRAIL- Option 2: 6' Wide Highly Compacted DG Trail	$5,341,692	$1,388,840	$72,250	$1,353,486	**$8,156,268**
H. TRAIL- Option 3: 4' Wide Compacted DG Hiking Trail	$3,305,740	$859,492	$72,250	$844,498	**$5,081,980**

APPENDIX C

Appendix C – Working Group Member Statements

Andrea Leon-Grossmann

Azul

- **Why are you interested in serving on the HRCAP Working Group?** Because I believe that access to the beach is a fundamental right as per the Coastal Act
- **What background, knowledge, skills and/or perspective do you have that you believe would be helpful to the Working Group?** I am an environmental justice advocate and an immigrant
- **What do you believe you can contribute to the Working Group's mission?** A perspective from someone who is not wealthy and owns no beachfront property, someone who works with Latinx both in English and Spanish
- **Can you commit fully to the Mission Statement and Principles of Participation or do you have any reservations? If so, what are those reservations?** The only reservations that I have is to ensure that the stakeholders are not just the property owners at Hollister Ranch and that every effort is made to reach out to EJ and Equity groups.

Ashley Costa

Lompoc Valley Community Healthcare Organization

- **Why are you interested in serving on the HRCAP Working Group?** Being born and raised in the Lompoc Valley, near the California coastline, is something of which I am fiercely proud. I am also personally invested as a resident of Santa Barbara County that could benefit from this process. I'm interested in being part of the working group process specifically because of my professional background in, and passion for, government. I am thankful the State has provided a mechanism that allows for community input and involvement. And most importantly, I want to see a mutually agreed upon solution developed for public access to Hollister Ranch and would love the opportunity to be part of that process.
- **What background, knowledge, skills and/or perspective do you have that you believe would be helpful to the Working Group?** Growing up and now owning a home and a small business in Lompoc, I am deeply rooted in the community of Northern and Mid Santa Barbara County. I believe I can act as an effective conduit to ensure the Working Group communicates with, and receives adequate feedback from, key stakeholders and constituents in these areas. I have my Bachelors of Science Degree in Political Science from UCLA and feel that my education has prepared me for this working group. I also served as an Elected City Council Member on the Lompoc City Council for four years from 2010-2014, which provided valuable insight into government and often put me in coordination with county, state and federal agencies. I also served on various Boards and committees during this time including the League of California Cities' state-wide policy committees and the Board of Directors of the Air Pollution Control District (APCD) of Santa Barbara County. The

experience on the APCD gave me a deeper understanding of the complex, and often political balance between private industry and owners, government and environmental groups; something I would anticipate would also be a nuanced, but key piece, of this working group process. I previously served as Director of Community Health, and am now the Executive Director of the 501c3, the Lompoc Valley Community Healthcare Organization. Cumulatively at this organization for more than seven years, I have facilitated various efforts and initiatives, assessed local needs, convened working groups, and educated the community about key public health data and messages. This role has also lead to my participation in various other county-wide leadership opportunities including the Santa Barbara County Food Action Plan, the Santa Barbara County School Wellness Council, the Santa Barbara County Community Caregiving Initiative and the Santa Barbara County Complete Counts Committee for the 2020 Census. I believe my experience in participating and leading effective collaborative efforts will be of particular use on the working group.

- **What do you believe you can contribute to the Working Group's mission?** I believe I can contribute my attitude as a life-long learner with an abundance mindset and collaborative approach in hopes of finding a solution that achieves the goal to assist the state agency team charged with developing the HRCAP.
- **Can you commit fully to the Mission Statement and Principles of Participation or do you have any reservations? If so, what are those reservations?** Yes, I can commit fully to the Mission Statement and Principles of Participation. No, I do not have any reservations.

Beverly Boise-Cossart

Hollister Ranch Resident

- **Why are you interested in serving on the HRCAP Working Group?** I'm interested in serving on the HRCAP to help shape what the Gaviota coast will be, now and in 50 years from now, for Californians of all walks of life.
- **What background, knowledge, skills and/or perspective do you have that you believe would be helpful to the Working Group?** My professional background is in financial management and as a fiduciary. As such I am mindful of responsibilities, respectful interactions and the long-term implications of actions. I was appointed by the Santa Barbara County Board of Supervisors to serve on the GavPAC to update the Local Coastal Plan and plan for the future of the Gaviota coast. I serve on the board of a non-profit organization dedicated to funding efforts to protect the natural resources of the Central Coast. I have hosted the Hidden Wings recreational program at the Hollister Ranch for young adults with Autism, and assisted with other recreational/educational events for members of the public on the Hollister Ranch.
- **What do you believe you can contribute to the Working Group's mission?** I know many of the landowners along the Gaviota coast, I have read the Coastal Act and have studied the local coastal plan. I have worked with many of the local non-profit organizations committed to preserving the Gaviota coast environment.

- **Can you commit fully to the Mission Statement and Principles of Participation or do you have any reservations? If so, what are those reservations?** I am committed to working to develop a meaningful expanded coastal access plan consistent with the Coastal Act and the Coastal Conservancy's strategic plan.

Cea Higgins

Coastwalk/California Coastal Trail Association

- **Why are you interested in serving on the HRCAP Working Group?** Interested in finding a solution that respects private property rights, protects natural resources, and ensures equitable public access & connectivity of the California Coastal Trail with educational opportunities about coastal stewardship.
- **What background, knowledge, skills and/or perspective do you have that you believe would be helpful to the Working Group?** I am currently the Executive Director of Coastwalk/California Coastal Trail Association which has a 37 year history of working to complete the California Coastal Trail and can inform the group of many positive examples of trail projects and management plans in either sensitive areas or thru private property.
- **What do you believe you can contribute to the Working Group's mission?** Conflict resolution training & skills, focus on mutual agreed upon outcome, statewide perspective, & background in coastal policy.
- **Can you commit fully to the Mission Statement and Principles of Participation or do you have any reservations? If so, what are those reservations?** I am able to commit fully to the Principles of Participation.

David Lackie

County of Santa Barbara Planning and Development Department, Long Range Planning Division

- **Why are you interested in serving on the HRCAP Working Group?** I have extensive knowledge of coastal land use issues within the area and significant experience working collaboratively with community stakeholders on land use and planning issues throughout Santa Barbara County.
- **What background, knowledge, skills and/or perspective do you have that you believe would be helpful to the Working Group?** I am a Supervising Planner with Santa Barbara County Planning and Development Department with over 30 years of land use planning experience. I have extensive knowledge and experience with coastal land use policies; particularly along the Gaviota Coast. I supervised the development and adoption of the Gaviota Coast Plan: a nine-year planning effort working extensively with the Gaviota Planning Advisory Committee, state and local agencies, and community stakeholders to develop a land use policy document to address important resources within the planning area.

- **What do you believe you can contribute to the Working Group's mission?** I have extensive knowledge of coastal land use issues within the area and significant experience working collaboratively with community stakeholders on land use and planning issues throughout Santa Barbara County.
- **Can you commit fully to the Mission Statement and Principles of Participation or do you have any reservations? If so, what are those reservations?** Yes.

Doug Kern

Gaviota Coast Conservancy

- **Why are you interested in serving on the HRCAP Working Group?** Coastal access is protected in the California constitution and is an important public right worth restoring and protecting at Hollister Ranch and everywhere else on the California coast. As a landowner myself, I appreciate the interests of Hollister Ranch landowners who want to protect their safety and privacy. I strongly believe that solutions will be developed at Hollister Ranch that will satisfy the desire for public coastal access and protect private property rights. The dispute over Hollister Ranch public coastal access has divided the regional community for many years, if not decades. The relationships and solutions that need to be developed at Hollister Ranch for public coastal access are critically important for the future health of the community. I am very interested in developing lasting solutions that meet the interests of all parties and heal the divisions prevalent in this community.
- **What background, knowledge, skills and/or perspective do you have that you believe would be helpful to the Working Group?** • I have focused on developing creative, sustainable, and equitable solutions to challenging environmental problems at similar high-profile California coastal locations with diverse stakeholders. • I am a trained Professional Mediator and Facilitator, with expertise in environmental and land use disputes. With this training, I fully understand the difference between positions and interests, negotiation, and collaboration. • I have worked alongside State and Federal agencies since 1994 solving environmental problems creatively and meeting the interests of all parties. • I am a skilled listener and can help maintain a productive working environment for the working group. • I am a creative problem solver. • I am a landowner in California and Colorado. • As a scientist and a manager, I can readily communicate with and provide feedback to State agency participants. • I have committed to and stayed with exceptionally long public processes to seek lasting solutions. These solutions required developing trust and mutual respect between all parties. • I worked for 20 years to bring the Presidio of San Francisco from a former Army base to a national park, solving remediation of contamination, establishing trails, restoring habitat, and daylighting streams. • I worked for 3 years at Hunter's Point Shipyard finding equitable solutions for an underserved population. • As Director of Conservation at the Mendocino Land Trust, I worked on the California Coastal Trail across private property where disputes did arise and were eventually solved. I was involved in dialogue between disparate stakeholders in the ongoing Fort Bragg Georgia Pacific Mill Site cleanup and development project. • As Executive Director for the Gaviota Coast

Conservancy, I have detailed knowledge of the access issues involved at Hollister Ranch and have an organizational goal of finding equitable, lasting solutions for diverse stakeholders in this process.

- **What do you believe you can contribute to the Working Group's mission?** I will be highly active in evaluating stakeholder input and creatively developing workable solutions to facilitate public coastal access through Hollister Ranch. As an active listener and creative problem solver, I have worked on many teams to develop solutions to difficult problems. I can bring calm to tense situations and can remain focused on solving problems collaboratively. I understand how to reframe volatile and aggressive positional statements in order to discover and understand the underlying needs and interests of a participant. I understand that the best solution will come from the interested parties themselves rather than having a solution imposed on them. I have a deep background in seeking State and Foundation grant funding, as well as raising funds from private donors. Initial and ongoing funding will be essential elements of a successful solution to Hollister Ranch Coastal Access.
- **Can you commit fully to the Mission Statement and Principles of Participation or do you have any reservations? If so, what are those reservations?** Without reservation, I can and will commit fully to the Hollister Ranch Coastal Access Program-Working Group Mission Statement and the Principles of Participation.

Edward France

Former Executive Director for the Santa Barbara County Bicycle Coalition, SBBIKE.

- **Why are you interested in serving on the HRCAP Working Group?** This working group presents and opportunity to serve that could utilize my diverse experiences and interests. I have participated in hundreds of hours of public process and am a proponent of collaborative vs. adversarial problem solving. I have deep experience with non-motorized 'active transportation' systems and improving equitable access to these important recreational resources. I have an academic background in environmental policy and am an amateur naturalist with interest in local flora and fauna and volunteer in habitat restoration work. I believe in coastal access but also am very sensitive to ocean and beach ecosystem habitat impacts.
- **What background, knowledge, skills and/or perspective do you have that you believe would be helpful to the Working Group?** I have extensive experience working on the California Coastal Trail over the last decade. I understand that all projects in sensitive habitats and especially related to private property are nuanced must be engaged in an open, thoughtful and in a manner respectful to all. I have familiarity with the perspective of interested parties, such as naturalists, private property holders, surfers, as well as through-hikers, trail runners and backcountry bicycle tourists.
- **What do you believe you can contribute to the Working Group's mission?** I believe I can contribute a range of thought and perspective that holds the tension of these perspectives instead of pushing a certain 'how' of solution. I am familiar and receptive to the various

ways 'why' this area is so valued and understand it is the questions of 'how' that can generate conflict. I believe that my engagement would bring light especially to underrepresented stakeholders concerns in a way that emphasises commonalities and collaboration instead of polarization.

- **Can you commit fully to the Mission Statement and Principles of Participation or do you have any reservations? If so, what are those reservations?** Yes. I believe that the principles of participation outlined in advance of this working group are thoughtful and effective best practices that align with my own principals for public process engagement.

Jason White

South Coast Habitat Restoration

- **Why are you interested in serving on the HRCAP Working Group?** I am interested in serving on the HRCAP Working Group because I feel that I possess a unique outlook that can draw upon personal and professional experiences that will pragmatically contribute to functional solutions aligned with the HRCAP Working Group's mission. Additionally, I want the larger Santa Barbara community to feel good about the planning efforts outcomes and feel that all voices were heard and considered. As a local Santa Barbara resident, environmental restoration professional, active community stakeholder participant, experienced surfer, outdoor recreationalist, and millennial, I also feel that understand the nuanced perspectives of many stakeholder interest groups and how access into the Hollister Ranch should be developed with those in mind. Moreover, I believe there exists a unique opportunity to align many governmental agencies efforts with the broader Santa Barbara community's interest to implement a concerted effort that yields positive results for all stakeholders. Lastly, I think investing my time into the working group will allow me to grow as a professional and leader within the Santa Barbara community and will allow me to more effectively contribute future challenges our community may face.
- **What background, knowledge, skills and/or perspective do you have that you believe would be helpful to the Working Group?** Most pertinently, I think my perspective gathered from my professional experience will provide insight to successful public/private partnerships. I currently work as a Project Manager for South Coast Habitat Restoration, a local environmental non-profit that primarily employs creek restoration efforts in Santa Barbara and Ventura Counties. The majority projects are funded by public natural resource agencies and performed on private lands. As an organization we bridge the gap between these public entities and private landowners to provide pathways forward for various habitat restoration projects. With those experiences, our organization has garnered the trust of prominent private landowners and natural resource agencies. I believe I can bring that same outlook and specialized experience to provide avenues of collaboration between the involved agencies, Hollister Ranch landowners and other working group members. In addition, I actively participate in the Gaviota Watershed Stakeholder Group that meets quarterly to discuss environmental restoration opportunities in the Gaviota Creek Watershed. The group involves personnel from the Coastal Conservancy, State Parks,

Caltrans, County Supervisors' office, Senators/Assemblymember offices and other non-governmental organizations. As such, I have a deep understanding of existing planning efforts, stakeholder visions, and the realistic administrative capacities of the organizations involved. As the jurisdictions of these agencies are all within the sphere of influence to any access planning, I believe I have a good sense for how to organize a partnership that promotes continuity as opposed to a piecemealed approach. Additionally, I think my experience with grant writing to secure funds for similar type projects will allow me to propose various ideas about how to leverage funds from various sources to implement a comprehensive public access plan that responsibly encompasses all necessary components. On a more anecdotal level, I believe I have a deep understanding of the surf cultures desire to access the Ranch and an understanding of the concerns local surfers that call the Hollister Ranch home have about opening the gates. Per myself, I have existing access to the pristine surf breaks at the Ranch via jetski, which I believe places myself in a neutral position to have open conversations about how surfing should be incorporated into the access planning efforts.

- **What do you believe you can contribute to the Working Group's mission?** I believe that I can bring a very neutral and even keeled personality to what can be considered a very contentious issue. I am empathetic and can understand multiple viewpoints, which often lead to creative solution making. Also as a "nuts and bolts' type of person, I am keen on making solutions achievable. I am never an obstructionist and truly intend to consider all people's positions and viewpoints with an open mind.
- **Can you commit fully to the Mission Statement and Principles of Participation or do you have any reservations? If so, what are those reservations?** I have no reservations whatsoever about being able to contribute to the HRCAP Working Group Mission Statement or Principles of Participation.

Kathi Carlson

I am partner in JM Cattle LLC and TeAmo Livestock LLC which currently run cattle on the Hollister Ranch along with Ranches in the Santa Ynez Valley.

- **Why are you interested in serving on the HRCAP Working Group?** Hollister Ranch is one of the latest producers of beef in Santa Barbara county. It is important that this is taken into consideration with increased access to the coast.
- **What background, knowledge, skills and/or perspective do you have that you believe would be helpful to the Working Group?** I have helped run the cattle here on the Hollister Ranch for the last 18 years and am now a partner in the company that runs the Cattle on the Hollister Ranch We also run cattle on the Sedgwick Reserve along with other ranches.
- **What do you believe you can contribute to the Working Group's mission?** I can contribute safety considerations for the increased access, for the increased visitors, the cattle producers, and the cattle.
- **Can you commit fully to the Mission Statement and Principles of Participation or do you**

have any reservations? If so, what are those reservations? Yes I can commit fully to the Mission statement

Mark Wilkinson

Santa Barbara County Trails Council

- **Why are you interested in serving on the HRCAP Working Group?** For over ten years, I have been working collaboratively to achieve challenging goals to increase opportunities for recreation in general and, more specifically, expand the County of Santa Barbara trail infrastructure. The accomplishments attained by the Trails Council have depended on abroad cross-section of community aid and support. While I did not imagine this particular opportunity would present itself in my lifetime, I have been in training for it. I am ready.
- **What background, knowledge, skills and/or perspective do you have that you believe would be helpful to the Working Group?** The vision of a coastal trail from one end of the county to the other has been a mainstay of the Santa Barbara County Trails Council for over 40 years. I have worked with government agencies and non-profit partners to achieve this vision for ten years. 1) Worked with the City of Goleta, Coastal Conservancy, Coastal Commission, an array of environmental consultants, and engineers to secure a coastal development permit for two miles of coastal trail and habitat restoration at Ellwood Mesa. 2) Worked within the coastal development approval process to secure an offer to dedicate one-mile of blufftop coastal trail, parking lot, and bridge over the Union Pacific Rail Road for the Paradiso del Mare development on private property along the Gaviota Coast. We have started the permitting process for the bridge with the Union Pacific Railroad and the Consumer Utility Commission. 3) Currently working on the "California Coastal Trail, Northern Santa Barbara County Interim Alignment and Improvement Study" under a contract from Santa Barbara County Association of Governments (SBCAG). 4) Located on the Gaviota Coast with a trailhead on Calle Real (1000 feet from the ocean) Baron Ranch Trail project provided a lesson in the challenges associated with planning, permitting, funding, and building a new trail. The project includes a bridge, fences, signage, habitat restoration, and trail building. Collaboration with and support from federal and county agencies played a crucial role in moving this project forward. The decade long project includes 8-miles of new trails. Half of the project is in an agricultural setting using a combination of ranch roads and new single track trails. The balance is in the Los Padres National Forest. 5) Currently a member of following multi-organization steering committees Countywide Recreation Master Plan http://www.countyofsb.org/parks/recmasterplan.sbc Healthy People Healthy Trails (founding member) http://healthypeoplehealthytrails.org/ Thomas Fire Trail Fund (founding member) https://thomasfiretrailfund.org/ 6) Working with a National Park Service grant and hands-on National Park Service support to place interpretive signs and certify segments of the Juan Bautista de Anza Historic Trail along coastal trails in Santa Barbara County. 7) Working with a National Park Service grant and National Park Service hands-on support to develop a wayfinding trail marking plan for the partially realized coastal pathway from Guadalupe to Carpinteria that was established centuries ago by the

Chumash Indians and now incorporates the Juan Bautista de Anza National Historic Trail, California Missions Trail, and the California Coastal Trail. We have engaged over two dozen organizations and agencies in the process and received additional funding from the County of Santa Barbara Arts Commission. https://sbtrails.org/wayfinding-for-long-distance-trails/ 8) Worked with a team of environmental consultants and trail design experts who participated in the planning, research, design, and publication of the "Gaviota Coastal Trail and Access Study" in 2013. The Association of Environmental Professionals and American Planning Association award-winning 130 page Trail Study provides useful information and recommendations for interested parties and stakeholders to consider as part of pending development projects and long-range planning efforts on the Gaviota Coast. https://sbtrails.org/gaviota-coastal-trail-and-access-study/

- **What do you believe you can contribute to the Working Group's mission?** Trails Council is in the business of creating new trails. In the last decade, we have worked collaboratively with federal, state, county, and city agencies as well as non-profit organizations to plan, permit, fund, and build 20 miles of new trails in Santa Barbara County. The Trails Council's mission is to protect public trail access, build and maintain safe and sustainable trails, and promote public engagement in land stewardship and trail use for all types of outdoor recreation. Our mission runs parallel to the Working Groups' mission.
- **Can you commit fully to the Mission Statement and Principles of Participation or do you have any reservations? If so, what are those reservations?** Yes

Nakia Zavalla

Santa Ynez Band of Chumash Indians

- **Why are you interested in serving on the HRCAP Working Group?** I am tribal from the Santa Ynez Band of Chumash Indians. I was born and raised in the Santa Ynez Vally on my reservation since I was a young girl my parents took me and my 5 other siblings to Gaviota beach. I am a mother of two daughters that I have taken to Gaviota and other coastal beaches for recreation and cultural teachings. I have a great love and appreciation for the coastline. My ancestors have many stories about the villages they frequented and the cultural material, natural resources and food they went to coastline to gather. I feel naturally drawn to this group as a Chumash.
- **What background, knowledge, skills and/or perspective do you have that you believe would be helpful to the Working Group?** I have been the Cultural Director of my tribe for the past 13 years. I have been a life long learner of my culture and I have been involved in Cultural Resource Management and cultural sustainability. With my life long learning and the work I have been doing for my tribe, I feel I can contribute from a Chumash perspective. I am aware of the Chumash villages and rich history of the coastline. I am also a close resident and have a love for the beach for recreation use. I run a summer youth program for 60 Chumash youth and I believe I can contribute to discussions on program needs for

utilizing this space. I have been involved with tribal initiatives for coastal access for traditional gather rights on the coastline.

- **What do you believe you can contribute to the Working Group's mission?** I feel I can bring a unique Chumash perspective that would highlight Chumash history, culture and language. I am good listener, easy to work with and can articulate clearly and contribute to the group.
- **Can you commit fully to the Mission Statement and Principles of Participation or do you have any reservations? If so, what are those reservations?** I have no reservations and I can commit to the Mission Statement and Principles.

Peter Schuyler

Retired: currently trustee for the Midland School in Santa Ynez Valley and member of Advisory Council for the Land Trust for Santa Barbara County. Past affiliations: Trustee and board chair for the Santa Barbara Botanic Garden; Board director and Board President for the Environmental Defense Center; Board director for the California Invasive Plant Council. Work affiliations: Former Director of Conservation and Ecosystem Restoration for the Santa Catalina Island Conservancy; Former Head of the State of Hawai'i Natural Areas Reserves Programs; Former manager/director of the The Nature Conservancy's Santa Cruz Island Preserve

- **Why are you interested in serving on the HRCAP Working Group?** I am a native Santa Barbara County resident, who grew up as a child in the Santa Ynez Valley and then on a coastal bluff in Santa Barbara during my adolescent years. Other than a few school and work forays elsewhere, I have lived in Santa Barbara ever since. Spending time on the coast, on the ocean or on the islands is a perennial pursuit and the hours and days I have spent on Santa Barbara's coastlines are among my strongest memories and treasured times. I have local knowledge of the Gaviota coastline, having spent some time on the Hollister Ranch, through volunteering at the neighboring Dangermond Preserve, and from a lifetime of sailing in the Santa Barbara Channel. My career has been in the preservation and management of natural areas and trying to find the fine balance between natural resource preservation while at the same time allowing public access and fostering public support for long term preservation. I am currently retired and have the time and interest to become involved with the Hollister Ranch Coastal Access Program.
- **What background, knowledge, skills and/or perspective do you have that you believe would be helpful to the Working Group?** I have a good understanding of the impacts that both well intentioned and unlimited public access can have on the natural resources of an area. At the same time, I know that without public use, support and appreciation (with access being one of the most effective means to achieve the necessary support), the long-term future of an area, such as the Hollister coastline, can be problematic. As preserve manager/director of The Nature Conservancy's Santa Cruz Island Preserve for nine years, we dealt with difficult issues where the landowner, numerous stakeholder organizations and the general public all had differing perspectives and solutions to resource management and access issues. I have participated on numerous working groups, both facilitated and unfacilitated, dealing with contentious issues with stakeholders of multiple values and

perspectives. As head of the State of Hawai'i Natural Area Reserve System, I was a member on multi-year working groups with state and federal officials, local communities, statewide environmental organizations and indigenous groups as we wrestled with the best way to protect Hawaii's unique natural resources, while at the same time allowing for traditional local and indigenous uses of the reserve areas. Likewise, as head of Catalina Island's Conservation & Restoration department, a major component of the position was balancing the natural resource protection needs versus the desires of the 1,000,000+ visitors to the island each year and the local community's views of its rights of use for the Catalina Conservancy's privately held 88% of the island.

- **What do you believe you can contribute to the Working Group's mission?** As one who has worked on many issues that have no easy or right answers, I can bring the first-hand knowledge and experience that listening to all perspectives is crucial to reaching a solution that all stakeholders can be comfortable with. While I have my own personal viewpoints, I am patient and respectful and open to seeking new and novel approaches to resolving issues. I have served on a number of boards, working groups and committees as both a member and as a chair. I am familiar with running meetings, eliciting contributions from all members, what contributes to good group discussion and how to reach resolution. I have a good understanding of the natural resources of Santa Barbara County. I have a good relationship with a number of the Hollister Ranch homeowners, many of the local county politicians, most of the local environmental NGO organizations as well as a wide representation of members of the Santa Barbara community. I have the time and willingness to commit to participating on the HRCAP working group and to follow through until a resolution of the access issues can be reached.
- **Can you commit fully to the Mission Statement and Principles of Participation or do you have any reservations? If so, what are those reservations?** I have read the Mission Statement and Principles of Participation and think they are good. I can fully commit to following them.

Samantha Omana

Legislative Aide for Assemblymember Monique Limón

- **Why are you interested in serving on the HRCAP Working Group?** I am interested in serving on the Working Group because it is important for the group to have access to the legislative perspective for AB 1680.

- **What background, knowledge, skills and/or perspective do you have that you believe would be helpful to the Working Group?** Having worked on this issue in both our District Office and in our Capitol Office, I have the context and the intent of the legislation that started this process, and I'm also well versed on the history of access at Hollister Ranch. As we move forward there may be questions about the intent and execution of the legislation, and I think having Assemblymember Limón's perspective is integral to this conversation. I have also had the opportunity to visit the Ranch, so I have some understanding of the

obstacles and opportunities for public access. Prior to working in Assemblymember Limón's Office I attended Lewis & Clark Law School in Portland Oregon, where I focused on Administrative and Environmental Law and Policy. I also worked for environmental non-profits where we strived to protect natural resources and spaces.

- **What do you believe you can contribute to the Working Group's mission?** I believe I can contribute an important perspective to the working group, representing the Assemblymember when she is unavailable. I can provide the legislative perspective, and effectively communicate that information to the Assemblymember. In my legislative role I have experience bringing together stakeholders and arbitrating solutions and options.

- **Can you commit fully to the Mission Statement and Principles of Participation or do you have any reservations? If so, what are those reservations?** Yes

Sue Eisaguirre

NatureTrack Foundation

- **Why are you interested in serving on the HRCAP Working Group?** My passion is connecting our youth to the natural world. There are only a few "wild" pristine beaches left in California where students can experience a truly natural intertidal zone and marine ecosystems. I believe through community consensus-building, a plan can be developed that provides real opportunities for the public, including our youth, as well as Hollister Ranch residents, yet maintains and protects the uniqueness of the Hollister Ranch beaches.

- **What background, knowledge, skills and/or perspective do you have that you believe would be helpful to the Working Group?** I have 16 years of developing and implementing Outdoor Education programs, 18+ years community/school volunteer program coordinator, 11 years of professional sales/marketing and media experience, and a B.A. in Business Administration from Colorado College. I maintain an open mind and respect other opinions. I founded NatureTrack Foundation, a local 501C3 non-profit, in 2011 with the vision of connecting our youth to the natural world through docent-led, curricula-aligned, outdoor field trips during the traditional school day. I have been able to successfully fund the program through grants and donations for the past ten years. I am aware of private foundations, businesses, donors, as well as state and local government entities that provide environmental education funding. Utilizing local trails and beaches throughout the County, to date, NatureTrack has provided 20,000+ K-12 students with outdoor experiences. While our program is open to all schools throughout the County, in recent years, many of our field trips have been for underserved north county schools, including Lompoc and the Santa Ynez Valley. I am aware of the limited access north county students and their families have to beaches, and their inability to travel to south county beaches easily. Recruiting, educating, and maintaining volunteers, as I have done at Sedgwick Reserve and with NatureTrack, will be beneficial to the Working Group as programs are discussed and developed. Volunteers

are golden and should be treated as such…while they volunteer their time for free, they are priceless! Before starting NatureTrack, I was the Outreach and Education Coordinator at UCSB's Sedgwick Reserve, where I created and implemented the "Outdoor Classroom" which was an outdoor educational program for grades four, five and six. I have a sincere appreciation for our natural world and making educated decisions about its future. I believe I can be an asset to the committee and would be honored to serve.

- **What do you believe you can contribute to the Working Group's mission?** My experience of growing NatureTrack from having one location for our field trip program to now 19, and adding more each year, will contribute to the mission. I have worked with individual landowners, private schools, Land Trusts, County and State Parks, and UCSB to not only gain entrance but negotiate reduced or no fees when fees are typically collected. I am knowledgeable about liability insurance requirements to protect individual and community interests. Having maintained a good working relationship with the 19 NatureTrack field trip locations utilized for our program, I can share what I believe to be best practices to create a mutually beneficial relationship between Hollister Ranch and potential public access programs. I believe my experience, compassion for the natural world, respect for other opinions, and appreciation for the importance of consensus-building will positively support the mission.

- **Can you commit fully to the Mission Statement and Principles of Participation or do you have any reservations? If so, what are those reservations?** Yes, I can commit fully to the Mission Statement and Principles of Participation.

Susan Jordan

California Coastal Protection Network Gaviota Coastal Trail Alliance

- **Why are you interested in serving on the HRCAP Working Group?** I strongly believe that there is a reasonable solution that can protect both the privacy and rights of the residents of Hollister Ranch while providing the public with the appropriate level of access to the coastline at the Ranch as required under the Coastal Act and AB 1680 (Limón)
- **What background, knowledge, skills and/or perspective do you have that you believe would be helpful to the Working Group?** As the Founder and Director of the California Coastal Protection Network, I have been engaged in coastal issues in CA for approximately 25 years. I bring a strong background in the policies of the Coastal Act and have worked with all the of the state agencies that are involved in the process established by AB 1680. Prior to my non-profit coastal protection work, I worked for 14 years as a strategist and researcher for a national commercial and political consulting firm which gave me a firm footing in working with large corporate clients to identify and resolve critical issues affecting their financial success. I routinely used polling and focus groups in my research to hone successful solutions. I consider myself to be a researcher who insists on accurate information in all my work.

- **What do you believe you can contribute to the Working Group's mission?** I have direct experience in participating in high-level Working Groups that included divergent views but that worked to produce consensus on reasonable solutions. From 1995-1999, I served as one of two Citizen Observers on the Acoustic Thermometry of Ocean Climate Marine Mammal Research Advisory Board. From 1997-1999, I served as a Citizen Observer for the Low Frequency Active Sonar Technical Advisory Group. Both of these groups were comprised of scientists, U.S. naval research personnel and national environmental groups who sought to address the impacts of intense underwater sound on marine mammals and to find methods and procedures that would limit those impacts. I also served as an environmental representative on the Minerals Management Service High Energy Seismic Standards Working Group that produced a consensus document on standards for seismic exploration in CA's offshore waters. I know what it means to be in an environment with divergent views and how to engage in constructive dialogue to reach a balanced solution.
- **Can you commit fully to the Mission Statement and Principles of Participation or do you have any reservations? If so, what are those reservations?** Yes. I have no reservations at this time.

Ted Harris

California Strategies, Hollister Ranch consultant

- **Why are you interested in serving on the HRCAP Working Group?** I would be honored to serve on the working group to help the agencies and other working group members evaluate stakeholder input and develop workable solutions for public coastal access at Hollister Ranch. I'm particularly interested in problem solving and reducing conflict, and I would value the opportunity to serve.
- **What background, knowledge, skills and/or perspective do you have that you believe would be helpful to the Working Group?** I believe it would be helpful to the group to share my more than 20-years-experience of developing environmental and coastal access programs in California and beyond. At US EPA in the 1990s, for example, my role was to resolve issues between ranchers and the environmental community, and my perspective of problem solving continues to focus on active listening, respecting divergent perspectives, and finding feasible paths forward. I have a Master of Science in Ecology and Environmental Policy from UC Davis, focused on coastal resources. In addition, I helped write one of the first Environmental Justice guidance documents for the State of California, in 2001, and have a strong professional and personal commitment to achieving equity and inclusion for all.
- **What do you believe you can contribute to the Working Group's mission?** In addition to an openness to a wide range of options, I would be glad to share expertise on successful coastal access programs and help apply knowledge of the coastal access policies that the program is intended to implement. I can offer informed feedback on potential effects of proposed solutions and help the group focus on workable options, areas of agreement, and

- next steps together. I also have considerable experience developing successful, economically sustainable funding mechanisms.
- **Can you commit fully to the Mission Statement and Principles of Participation or do you have any reservations? If so, what are those reservations?** Yes, I am fully committed to the Mission Statement and Principles of Participation.

Teresa Romero

Coastal Band Of Chumash Indians

- **Why are you interested in serving on the HRCAP Working Group?** I am one of 2 Chumash community members that attended the stakeholders meetings. I work professionally with many different agencies throughout the state and familiar with collaborative processes. I feel it's imperative that Chumash resources, participation and educational outreach are included in this process. It's important to have someone from the Chumash community that can share knowledge, offer insight and represent our Community in the process.
- **What background, knowledge, skills and/or perspective do you have that you believe would be helpful to the Working Group?** I serve as the Environmental Director for the Santa Ynez Band of Chumash, I work collaboratively on Gaviota conservation and protection with other agencies (GCC, EDC and others), I also serve on the State of California's MPA Statewide Leadership Taskforce and work with other agencies as a Southern California Tribal Representative.
- **What do you believe you can contribute to the Working Group's mission?** I have many years of work with stakeholder groups across the country, I understand the process of listening and respecting others and diverse opinions and voices to work towards a common goal for the broader community.
- **Can you commit fully to the Mission Statement and Principles of Participation or do you have any reservations? If so, what are those reservations?** Yes, absolutely.

HRCAP State Agency Team

Trish Chapman

State Coastal Conservancy

- **What background, knowledge, skills and/or perspective do you have that you believe would be helpful to the Working Group?** I have more than 20 years of experience working with the Conservancy to develop and implement projects that often require balancing potentially conflicting objectives like public access and natural resource conservation. I believe strongly that the more voices that are involved in developing a project, the better it will be. I have helped resolve very contentious situations and shepherded challenging projects to successful conclusions. I also have a lot of knowledge about ways to fund public access capital improvements.

- **What do you believe you can contribute to the Working Group's mission?** I bring consistency, transparency, flexibility, creative problem-solving and an understanding that to be successful in this effort I must hold not only the needs and objectives of the Coastal Conservancy but also the needs and objectives of other stakeholders.
- **Can you commit fully to the Mission Statement and Principles of Participation or do you have any reservations? If so, what are those reservations?** I can commit fully without reservations.

Mark Gold

California Natural Resource Agency and Ocean Protection Council

- **What background, knowledge, skills and/or perspective do you have that you believe would be helpful to the Working Group?** See above. Over 30 years of coast and ocean experience as a scientist, NGO executive director, local, regional and board commission member, and state appointee.
- **What do you believe you can contribute to the Working Group's mission?** A long history as a marine scientists and policy professional that has specialized on beach and other coastal issues. Also, I am the Executive Director of the Ocean Protection Council and Deputy secretary for ocean and coastal policy at CNRA so I help set state policy and fund research and community engagement.
- **Can you commit fully to the Mission Statement and Principles of Participation or do you have any reservations? If so, what are those reservations?** Yes. No reservations.

Wendy Hall

State Lands Commission

- **What background, knowledge, skills and/or perspective do you have that you believe would be helpful to the Working Group?** I have nearly 20 years of experience working in the private, non-profit and public sectors involving environmental planning, restoration and preservation, public access, and land acquisition projects. In these capacities, I have worked with various stakeholders with conflicting interests to engage in dialogue, identify issues and priorities, and move projects forward to completion.
- **What do you believe you can contribute to the Working Group's mission?** Having worked in the private sector representing landowners, the public sector representing the State, and as the Executive Director of an NGO, gives me the ability to empathize, engage and work with the various stakeholders involved in this project and to assist in ensuring all perspectives and interests are heard, respected and considered in developing the HRCAP.
- **Can you commit fully to the Mission Statement and Principles of Participation or do you have any reservations? If so, what are those reservations?** Yes, I can commit fully without reservation.

Linda Locklin

California Coastal Commission

- **What background, knowledge, skills and/or perspective do you have that you believe would be helpful to the Working Group?** As the Public Access Program Manager for the California Coastal Commission for over 30 years, I have extensive knowledge and experience is bringing together diverse opinions with the goal of educating those diverse people on the Coastal Act public access mandates and how they apply to their situation. I have seen how people can change or modify their opinions based upon their new understanding of the law as well as realizing that others have faced these same challenges and have successfully modified their project to accomplish many of their goals.
- **What do you believe you can contribute to the Working Group's mission?** An open mind, lots of real life public access problem solving experiences and a willingness to make this working group effective and responsive to all members, as well as to the general public.
- **Can you commit fully to the Mission Statement and Principles of Participation or do you have any reservations? If so, what are those reservations?** I have no reservations; I am ready to serve.

Jim Newland

California Department of Parks and Recreation

- **What background, knowledge, skills and/or perspective do you have that you believe would be helpful to the Working Group?** Ability to weigh and assess apparent conflicting objectives in developing creative solutions for land management that respect and integrate multiple perspectives.
- **What do you believe you can contribute to the Working Group's mission?** 30 years of expertise and experience in Cultural and Natural Resource management, environmental compliance, park management, land use and park planning.
- **Can you commit fully to the Mission Statement and Principles of Participation or do you have any reservations? If so, what are those reservations?** Yes

Appendix D - HROA Public Access Program Summary, 2017-2018

The following document was created by the HROA and is published with their permission. This document outlines public access that was granted to groups and individuals participating in tide pool tours, bird watching, ranch tours, surf days for people with disabilities, marine mammal rescue and release, and scientific research for the two years from January 2017 to December 2018.

Hollister Ranch Owners' Association

PUBLIC ACCESS PROGRAMS

- Tidepool School Program
- Scientific and Educational Access
- Wildlife Rescue
- Recreational Access for Individuals with Disabilities
- Cattle Operations Field Days
- Flora & Fauna Tours, Field work observations, and reports

TIDEPOOL SCHOOL PROGRAM

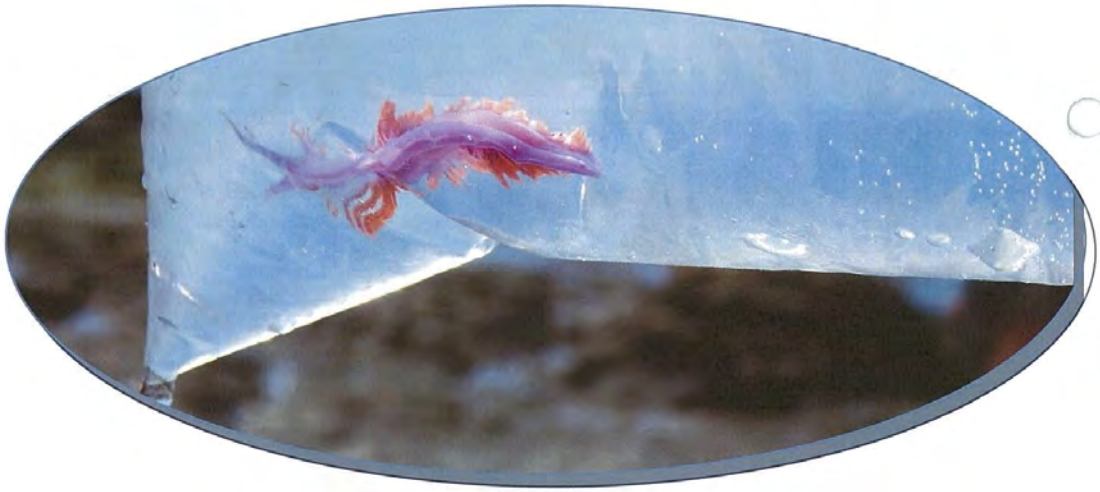
WHAT'S
UP

4/20/2018 8:34

4/20/2018 8:37

HR
Tidepool
School

Valerie Trenev, from Alice Shaw Elementary School in Santa Maria has been coming to our *Tidepool School for 18 years*. In that time, she has brought over 500 of her students, parents and teachers. This year we presented her with a Certificate of Achievement and a Hollister Ranch History Book in recognition of her wonderful efforts for her students.



Letters From Tidepool School

Last month, children from a local elementary school participated in the Hollister Ranch Tidepool School. To show their gratitude, many odf the students drew pictures and wrote letters to the Ranch thanking them for the wonderful time they had.

Dear Hollister Ranch, 04-03-

Thank you so much for letting us come to your private property. This was a great field trip. I can believe we saw an octopus and a seal! I know it wouldn't be possible without the group leaders. My group leader was Marissa. She showed us everything! Thank you so much,

Your #1 Fan,

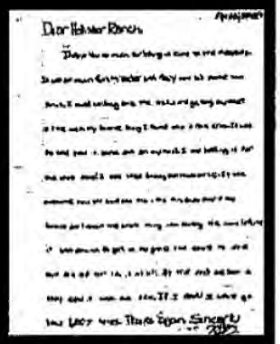
Megan W.

"I can't believe we saw an octpopus and a seal!"

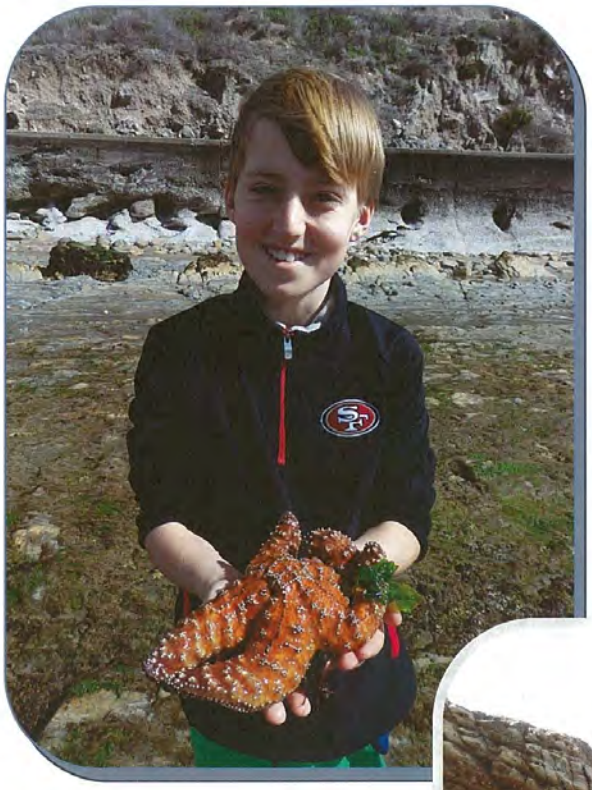
- Megan

Dear Hollister Ranch,

Thank you for showing us animals and what lives in tidepools. We saw a octopus, sea star, anepome and a lot more animals. Did you now that my favorite animal in tidepools is a octopus? When the seastar comes to your hair it hurts when it eats it off. You now a lot of tidepool animals names. I hope you capon wor King there you are a good docent.



"My favorite part about the whole thing was eating the sea lettuce."
- Kate



June 8, 2007

Hollister Ranch Conservancy;

That was the best field trip ever!

My favorite part was finding the octopus. That explains our name. I also liked seeing the seahair ink. Gerick was pretty brave for picking up the seahair.

It was so cool that we found four octopi. I never knew they can squeeze through such tight spaces. I put one up to my shirt and it turned from red to brown.

Thanks for letting us come. I hope I'll be there next year. By the way I was there last year.

Sincerely,

Max Ruhr
4th grade
Pine Grove School

SOLVANG
SCHOOL
HR
Tidepool
School

Recreational Access for Individuals with Disabilities

A WALK ON WATER

A WALK ON WATER (AWOW) would like to thank the Hollister Ranch Owners Association for once again permitting us access to some of the most wondrous coastal land in the world. The first official AWOW surf therapy event of 2013 went down in epic style on Saturday, June 22nd at Bulito Beach. Thankfully, the weather and waves cooperated, as we were blessed with crystal blue skies and soft, rolling sets — perfect for our special needs athletes. Our families were all able to enjoy a fun-filled blissful day at this sacred spot on the California coast.

The event went off without a hitch, thanks largely to our amazing crew of volunteers (including many HR residents), surf instructors, and supporting families.

A thousand thanks to our volunteers and surf instructors for your tireless efforts and devotion to bettering the lives of others.

And finally, most importantly, THANK YOU to all the families that came out; you are the true heroes and the inspiration for all that we do. You empower us to achieve greatness. You are officially part of an even bigger family, one that will always be there for you — we welcome you to the AWOW family…

Extra special thanks go out to all the sensational people at Hollister Ranch, including our heroes Dian Vanderhave and Josh Farberow, without whom this event would not be possible.

10 | THE HOLLISTER HAWK

Jackson Title on board

ABOUT

A Walk On Water provides water therapy through guided surf instruction to special needs children. Through surfing's physical and repetitive nature the sport is used to gain self confidence skills, promote therapeutic benefits and positive effects. Events are dedicated to the children having a safe day experiencing the oceans healing qualities. Children experience the true "stoke" of surfing and sense of accomplishment never imagined as family and friends cheer them on from the beach. Often shadowed by their special needs brother or sister siblings are also welcomed to participate. A Walk On Water days are empowering sharing moments and leaving the family's with an unforgettable experience. These one day events are free to the families where they are catered during the surf sessions receiving a gourmet styled healthy lunch.

GET INVOLVED

The next Hollister Ranch event is September 28 and we would like to invite each and every Hollister Ranch owner to come down and either volunteer or just sit back and witness the smiling faces.

Donations to A WALK ON WATER are more than welcomed, as our surf events are 100% funded through private donations. These monies are entirely appropriated to A WALK ON WATER surf events and to purchase AWOW-branded merchandise resold for additional funding. We currently await IRS final approval of our 501(c)(3) status; in the meantime, donations requiring tax deductible receipts can be made out to: Variety The Children's Charity, earmarked for A WALK ON WATER.

Please get involved and witness the power of surf therapy for yourself at:
www.awalkonwater.com

OPERATION SURF

OPERATION SURF

A WALK ON WATER GROUP

A WALK ON WATER GROUP

ANNUAL CALENDAR 2017 - 2018 PUBLIC ACCESS PROGRAMS

Visitor Number	Scheduled Event Date	Name of Organization	Type of Event	Number of Participants	Location	Registered Visit Status
01	1/21/17 Saturday	SB Audubon	bird watching	20	Drakes & Parcel 70	Completed
02	2/11/17 Saturday	SBMNH Sea Center	tidepool school	25	Alegria	Completed
03	2/21/17 Tuesday	Los Olivos School	tidepool school	40	Alegria	Cancelled - Rain
04	2/22/17 Wednesday	Almond Acres Charter Academy	tidepool school	31	Alegria	Cancelled - Rain
05	3/6/17 Monday	Laguna Blanca School	tidepool school	13	Alegria	Completed
06	3/7/17 Tuesday	Solvang School	tidepool school	44	Alegria	Completed
07	3/8/17 Wednesday	UCLA	research	3	Alegria	Completed
08	3/8/17 Wednesday	Santa Ynez Valley Christian Academy	tidepool school	40	Alegria	Completed
09	3/9/17 Thursday	Anacapa School	tidepool school	31	Alegria	Completed
10	3/10/17 Friday	Waldorf School	tidepool school	24	Alegria	Completed
11	3/13/17 Monday	CIMWI	sea lion release	5	Agua Caliente	Completed
12	3/17/17 Friday	CIMWI	sea lion release	2	Agua Caliente	Completed
13	3/21/17 Tuesday	Solvang School	tidepool school	44	Alegria	Completed
14	3/22/17 Wednesday	Santa Barbara Middle Sc	tidepool school	25	Alegria	cancelled - sea wall rock slide
15	3/23/17 Thursday	Almond Acres Charter Academy	tidepool school	31	Alegria	cancelled - sea wall rock slide
16	3/27/17 Monday	CIMWI	sea lion release	5	Agua Caliente	Completed
17	4/3/17 Monday	Buena Vista School	tidepool school	38	Alegria	Completed
18	4/4/17 Tuesday	Goleta Family School	tidepool school	33	Alegria	Completed
19	4/7/17 Friday	Vista de las Cruces Scho	tidepool school	20	Alegria	cancelled - sea wall rock slide
20	4/10/17 Monday	CIMWI	sea lion release	4	Agua Caliente	Completed
21	4/15/17 Saturday	Hidden Wings	hike for autistic kids	11	Parcel 41 road & San Augustin	Completed
22	4/17/17 Monday	CIMWI	sea lion release	4	Agua Caliente	Completed
23	5/2/17 Tuesday	Santa Ynez Valley Charter School	tidepool school	29	Alegria	cancelled - sea wall rock slide
24	5/3/17 Wednesday	Vista de las Cruces Scho	tidepool school		Alegria	cancelled - sea wall rock slide
25	5/4/17 Thursday	Anacapa School	tidepool school	23	Alegria	cancelled - sea wall rock slide
26	5/17/17 Wednesday	Kellogg School	tidepool school	31	Alegria	cancelled - sea wall rock slide
27	5/18/17 Thursday	Alice Shaw School	tidepool school		Alegria	cancelled - sea wall rock slide
28	5/19/17 Friday	Kellogg School	tidepool school	33	Alegria	cancelled - sea wall rock slide
29	5/29/17 Monday	UCSB PISCO	research	3	Alegria	Completed

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Visitor Number	Scheduled Event Date	Name of Organization	Type of Event	Number of Participants	Location	Registered Visit Status
30	5/30/17 Tuesday	Pine Grove School	tidepool school	40	Alegria	cancelled - sea wall rock slide
31	5/31/17 Wednesday	Laguna Blanca School	tidepool school		Alegria	cancelled - sea wall rock slide
32	6/1/17 Thursday	Ralph Dunlap School	tidepool school		Alegria	cancelled - sea wall rock slide
33	6/2/17 Friday	Brandon School	tidepool school		Alegria	cancelled - sea wall rock slide
34	6/10/17 Saturday	SB Audubon	bird watching	20	Drakes & Parcel 70	Completed
35	7/26/17 Wednesday	CIMWI	sea lion release	7	Agua Caliente	Completed
36	8/7/17 Monday	Daniel Morel	earthquake research	2	San Augustine	Completed
37	10/10/2017 Tuesday	Amazing Surf Adventure	water therapy	50	Bulito Cabana	Completed
38	12/4/17 Monday	UCLA	research	6	Alegria	Completed
39	1/6/18 Saturday	SB Audubon	bird watching	20	Drakes & Parcel 70	Completed
40	1/12, 1/13 Fri, Sat	CIMWI	sea lion release	4	Agua Caliente	Completed
41	1/15/18 Monday	Mark Chaconas	Ranch tour		Ranch tour	Completed
42	2/2/18 Friday	CIMWI	sea lion release	4	Agua Caliente	Completed
43	2/24/18 Saturday	The Oaks PCW	tidepool school	35	Alegria	Completed
44	2/26 and/or 2/27	UCLA	research	3	Alegria	Completed
45	2/28/18 Wednesday	Los Berros School	tidepool school		Alegria	cancelled
46	3/8/18 Thursday	CIMWI	sea lion release	8	Agua Caliente	Completed
47	3/22/18 Thursday	Laguna Blanca School	tidepool school	20	Alegria	rescheduled 5/9
48	3/23/18 Friday	Santa Ynez School	tidepool school	27	Alegria	Completed
49	3/23/18 Friday	Mathew Shapero/UC Extension Livestock	Co-Op Ranch Tour	2	Ranch	Completed
50	3/25/18 Sunday	SBMNH Sea Center	tidepool school	25	Alegria	Completed
51	3/26/18 Monday	Solvang School	tidepool school	40	Alegria	Completed
52	3/27/18 Tuesday	Solvang School	tidepool school	40	Alegria	Completed
53	3/28/18 Wednesday	Santa Ynez Valley Christian Academy	tidepool school	42	Alegria	Completed
54	4/6/18 Friday	Marymount School	tidepool school	39	Alegria	Completed
55	4/10/18 Tuesday	Alice Shaw School	tidepool school	38	Alegria	Completed
56	4/11/18 Wednesday	Daniel Morel - UCSB	research	3	Agua Caliente & beaches	Completed
57	4/20/18 Friday	Laguna Blanca School	tidepool school	19	Alegria	Completed
58	4/20/18 Friday	CIMWI	sea lion release	5	Agua Caliente	Completed

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Visitor Number	Scheduled Event Date	Name of Organization	Type of Event	Number of Participants	Location	Registered Visit Status
59	4/21/18 Saturday	The Oaks PCW	tidepool school	34	Alegria	Completed
60	4/23/18 Monday	UCSB PISCO	research	8	Alegria	Completed
61	4/23/18 Monday	Brandon School	tidepool school	31	Alegria	Completed
62	4/24/18 Tuesday	Los Olivos School	tidepool school	32	Alegria	Completed
63	4/24/18 Tuesday	Kellogg School	tidepool school	26	Alegria	cancelled
64	4/25/18 Wednesday	Alice Shaw School	tidepool school		Alegria	cancelled
65	4/25/18 Wednesday	Kellogg School	tidepool school	26	Alegria	cancelled
66	5/7/18 Monday	Ralph Dunlap School	tidepool school	35	Alegria	Completed
67	5/8/18 Tuesday	Patterson Road School	tidepool school		Alegria	cancelled
68	5/8/18 Tuesday	Vista de las Cruces School	tidepool school	30	Alegria	Completed
69	5/9/18 Thursday	Laguna Blanca School	tidepool school	20	Alegria	cancelled
70	5/11/2018 Friday	CIMWI	sea lion release	3	Agua Caliente	Completed
71	5/13/18 Sunday	CIMWI	sea lion rescue	1	Bultio	Completed
72	5/18/18 Friday	UCSB PISCO	research	6	Alegria	Completed
73	5/18/18 Friday	Pine Grove School	tidepool school	38	Alegria	Completed
74	5/21/18 Monday	Santa Ynez Valley Charter School	tidepool school	21	Alegria	Completed
75	5/22/18 Tuesday	Los Berros School	tidepool school	40	Alegria	Completed
76	5/23/18 Wednesday	Goleta Family School	tidepool school	27	Alegria	Completed
77	5/25/18 Friday	The Nature Conservancy	Ranch tour	3	Ranch tour	Completed
78	6/2/18 Saturday	Santa Barbara Audubon	bird watching	20	Drakes & Parcel 70	Completed
79	6/4/18 Monday	Vista de las Cruces School	tidepool school		Alegria	Completed
80	6/4/18 Monday	Olive Grove Charter School	tidepool school		Alegria	cancelled
81	6/5/18 Tuesday	Buena Vista School	tidepool school	42	Alegria	Completed
82	6/15/18 Friday	UCSB PISCO	research	8	Alegria	Completed
83	7/12/2018 Thursday	UCSB PISCO	research	9	Alegria	Completed
84	8/11/18 Saturday	UCSB PISCO	research	3	Alegria	Completed
85	8/17/18 Friday	UCSB PISCO	bird study	2	Cuarta beach	cancelled
86	9/7/18 Friday	UCSB PISCO	research	2	Alegria	Completed
87	10/4/18 Thursday	UCSB PISCO	research	3	Alegria	Completed

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88	10/12/18 Friday	Operation Surf	surf clinic for vets	50	Bulito	Completed
89	11/7/18 Wednesday	UCSB PISCO	research	4	Alegria	Completed
90	12/7/18 Friday	UCLA	research	9	Alegria	Completed

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