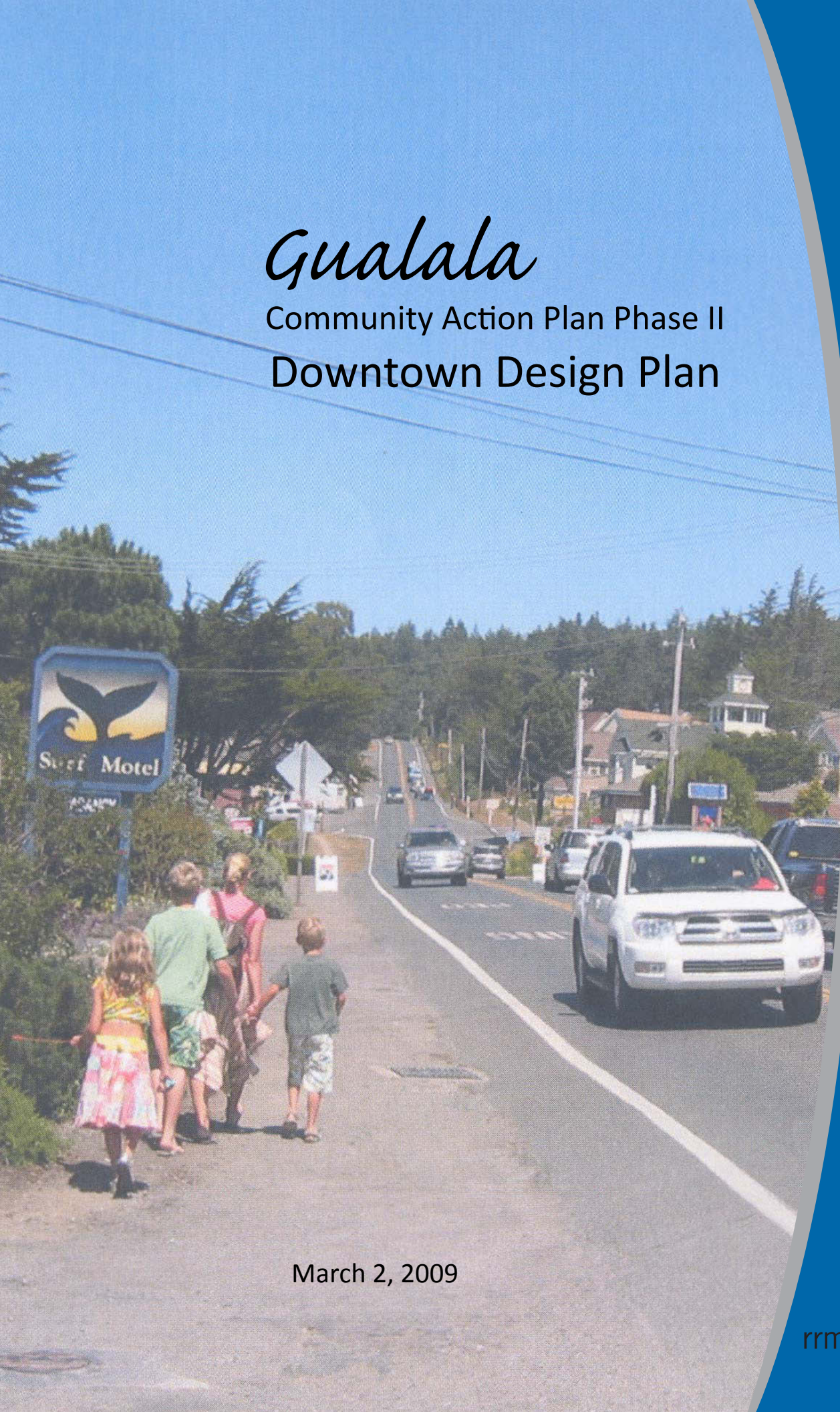


Gualala

Community Action Plan Phase II Downtown Design Plan



March 2, 2009

Acknowledgements

The Gualala Community Action Plan - Phase II is the result of a collective effort on the part of several community members, consultants, and public agencies. We wish to extend our heartfelt thanks to all of those who helped to further define the Downtown Design Plan, including the people of Gualala who participated in another round of public outreach and workshops.

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Chapter 1: PROJECT OVERVIEW

A. Introduction

The purpose of the Gualala Community Action Plan Phase II (CAP II) is to create a Downtown Design Plan as described in the implementation section of the first phase CAP. The Downtown Design Plan includes the following components: a circulation plan, a parking plan, a streetscape design plan, and a phasing and funding strategy.

The focus of the Community Action Plan is the creation of a “livable community”: a place where residents and visitors alike can share a healthful, safe, and convenient system for getting through and around town. To be effective, the plan needs to simultaneously accommodate vehicular and non-motorized travel.

The streetscape design solutions are based on the range of options derived from the Phase I effort and are focused on the downtown area only. When applicable and safe, commentary from the public outreach and research phases of the project are included and refined, and have provided the content for specific recommendations of this Plan.

Over time, project components will be carried out by community members, with assistance from appropriate government and non-government agencies. All components will need to be designed and engineered to meet the requirements of Mendocino County Planning, Caltrans, and the California Coastal Commission.

This document contains five chapters organized as follows:

- Chapter 1 Project Overview: provides an overview of the project, background efforts, the project area, and how the design plan relates to other agency documents.
- Chapter 2 Circulation Plan: discusses circulation issues including vehicular, pedestrian and bicycles both in downtown and possible road way extensions. Proposed Hwy. 1 improvements for a 64’ right-of-way are also included.
- Chapter 3 Streetscape Design Plan: provides a detailed improvement program, meant to enhance Gualala’s downtown, including walkways, crosswalks, garden strips and planted medians, lighting and street furniture.
- Chapter 4 Downtown Parking Plan: Outlines the issues with parking in the downtown, explores options for addressing those issues, and makes recommendations to improve parking in Downtown Gualala
- Chapter 5 Implementation: outlines suggested next steps to implement the design plan, preliminary concept level cost estimates, and funding mechanisms appropriate for consideration.

The appendices at the end of this document offer supplementary information in support of the report's recommendations, including; 11x17 downtown streetscape plan reductions, streetscape amenities, the public outreach strategy, and public workshop results.

B. Background

The Mendocino Council of Governments (MCOG), through a Caltrans Community-Based Transportation Planning Grant, had previously hired RRM Design Group consulting team to conduct an outreach process, and to create a Community Action Plan (CAP) for the town of Gualala.

The purpose of the CAP Phase I was to develop alternative approaches for traffic calming, increased pedestrian and bicycle safety, evaluate parking supply, recommendations to improve parking and travel circulation, beautify the Highway 1 in downtown, as well as identify a strategy and funding sources for implementing the proposed improvements. As part of that strategy the Phase I study also recommended a subsequent Downtown Streetscape Design Plan, as well as address solutions for circulation and parking.

Upon receiving a "Community Based Transportation Planning" grant from Caltrans for this second phase of work, MCOG retained RRM Design Group to work with the community to prepare this Phase II Downtown Design Plan. Once again the community of Gualala was engaged in a participatory process to address and resolve streetscape and parking issues in the downtown. The results of the public workshops for both phases have provided a vital foundation to this document (please refer to the MCOG website and Appendix D for some of the workshop results).

The proposed improvements in this plan accommodate, in spirit, the provisions of the Gualala Town Plan (2002), albeit within a narrower right-of-way for Highway 1 than specified in that Plan. *The Downtown Design Plan was presented to MCOG and the County Board of Supervisors as well as the community of Gualala in (date) for feedback and approval (to include upon adoption of Phase II).*

C. Project Area Description

The project area for the Gualala CAP II Downtown Design Plan is approximately a mile in length, starting at Old State Highway and extending to the Gualala Mobile Court, just north of Ocean Drive. This area includes the "commercial district" of Gualala, and considers access to adjoining residential and emergency services. Since this study was funded by a Caltrans grant, the main focus of the project has been along the Highway 1 corridor.

Highway 1 is both a state highway and a regional arterial that provides north- south access along the Pacific Coast. It is also Gualala's 'Main Street' thus serving many purposes to the community and the region. As a local "main" street, it is the primary pedestrian, bicycle, and transit route serving Gualala and provides access to businesses and residential areas beyond.



Fig. 1-1 Project Area Map

Development in Gualala along Highway 1 is characterized by varied building setbacks and shoulder widths. The shoulders are often used for continuous driveways, and nonconforming pull-in and parallel parking. This increases potential points of conflict between vehicles and pedestrians in the downtown area. There is virtually no sidewalk available to pedestrians, and pedestrians are often forced to walk on the roadway shoulder. The road system that connects residential areas to the downtown is mostly disconnected, which leaves little choice in alternative travel routes. Residents and visitors alike tend to rely on automobiles due to topography and lack of pedestrian and bike facilities. Only one marked crosswalk exists between the post office and Surf Supermarket, and parallel parked vehicles adjacent to the buildings hinder visibility of people attempting to cross the street.

This document recommends a comprehensive rehabilitation of Gualala's pedestrian environment, in combination with certain traffic-calming measures, to provide residents and travelers a safe, functional and pleasant experience as they shop, work, and visit Gualala's downtown core.

D. How to Use this Document

In conjunction with the Gualala Town Plan (2002), and the Community Action Plan (2007), this document should be used as a guide for implementation of improvements proposed in Chapters 2, 3 and 4 of this report. The suggested improvements are at a design concept level and do not constitute construction drawings. This report includes proposed strategies and possible funding sources for construction and maintenance of the design elements. It is recognized that the Downtown Design Plan improvements will take time to achieve and it is presumed that future renovation of some private parcels will be necessary.

To maximize the applicability of the document, it will be presented to the Mendocino Council of Governments and the Mendocino County Board of Supervisors in addition to the community of Gualala. Once accepted by MCOG, it should be made easily accessible to the

public online, at the local library, and appropriate local agency offices, such as Action Network.

Below is an outline of the ways the Gualala CAP II Downtown Design Plan can be useful regarding specific project aspects:

1. Circulation

Chapter 2 addresses the proposed 64' right-of-way improvements and the greater circulation opportunities for the community, and makes recommendations for local road extensions and upgrades.

2. Streetscape Design

Chapter 3 of this document describes design solutions on a conceptual level for travel lanes, medians and turn pockets, walkways, crosswalks, landscaping and street furniture. In addition, many illustrations are incorporated to more clearly communicate streetscape, circulation and parking concepts. When the community of Gualala is ready to go forward with implementation, designers should be able to use this Downtown Design Plan as a foundation to develop detailed, working drawings for streetscape improvements.

3. Parking

It is paramount that Gualala's parking issues be addressed for the streetscape plan to move forward. Chapter 4 discusses the loss of on-street parking and solutions for replacement on private parcels.

4. Implementation

Chapter 5 describes the necessary action items to be taken after acceptance of this plan, and outlines suggested funding sources for construction and maintenance. Capital improvement projects generally require careful planning and coordination with multiple agencies. The initial step is finding and applying for funding to undertake design, engineering, and construction. Chapter 5 discusses several state, county and local grant opportunities that support the kind of improvements proposed for Gualala. This Design Plan, with its detailed descriptions of preferred improvements, will be of fundamental importance when seeking and applying for grants and other sources of public funds.

E. Community Involvement and Leadership

This Plan came to fruition due to concerned and devoted members of the Gualala community. This dedicated group has taken on a leadership role in order to address downtown concerns, spending unpaid, personal time to create and coordinate committees to perform oversight and research.

As presented during the outreach process for the Phase II project, some of the proposed changes for parking and circulation will require private land owners and their tenants to work together to make parking improvements. Suggested modifications in the Downtown Design Plan include innovative ways of sharing spaces at different hours of operation and developing additional public parking spaces.

Part of the purpose in creating this Plan has been to efficiently gather community input, make professional recommendations, and provide current and future leaders with a solid, clearly-defined and well-documented picture of the community's future character. Community leaders will be able to use this plan as a reference to support applications for project funding. In addition, Chapter 5 offers a synopsis of next steps, recommendations, and strategies that charts a course for community leaders to follow.

F. Relationship to Other Agency Documents and Programs

1. Mendocino County Local Coastal Program

As an unincorporated community, Gualala falls under the jurisdiction of Mendocino County and is subject to the Mendocino County General Plan. Its coastal location requires governance by the Mendocino County Local Coastal Plan, which provides general goals and policies regulating development throughout the entire coastal zone. In 1990, the County Board of Supervisors established the Gualala Municipal Advisory Council (GMAC) to advise the Board on development applications, initiate long-range planning efforts, and to update the Mendocino County General Plan as it pertains to the Gualala area.

2. Gualala Town Plan (GTP)

Ten years after its completion some of the goals and policies contained in the GTP are viewed by many to be impractical. For instance, most citizens agree that the Gualala Town Plan should be amended to eliminate the recommended 80 foot right-of-way for Highway 1, which would involve considerable land acquisition in addition to the proposed bike lanes in order to retain parking along the Highway. But, because future grant funding was predicated on being consistent with the GTP, the community appears to have become reconciled with the need to accommodate bicycle paths in downtown Gualala. There is strong support for a narrower 64' right-of-way and removal of on-street parking—if it will result in a recovery of most of those parking spaces removed from along Highway 1, and in the improvements desired to enhance the livability, safety, and attractiveness of the downtown area.

3. The PG&E Utility Undergrounding Study

It is critical that downtown improvements be coordinated with the proposed plan for undergrounding utilities along Highway 1. The undergrounding project is being lead by AT&T in coordination with PG&E. The best possible scenario is that the two projects be planned and implemented simultaneously, in order to maximize efficiency, minimize costs of materials and labor, and shorten the period of disturbance to local residents and merchants. The Downtown Design Plan has been provided to the undergrounding project engineers, and the County is helping to coordinate the location of stormwater facilities, the Gualala Community Services sewer lines, and locations of the Gualala Water Company water lines. Please also refer to the chapter 5 for more discussion.

Chapter 2: THE CIRCULATION PLAN

The circulation plan focuses on vehicular and bicycle circulation in the downtown, as well as community-wide alternative travel routes and connectivity. This chapter begins with a discussion of existing conditions and issues, followed by the recommended changes for Highway 1 travel lanes, turning movements and consolidation of driveways. Road extensions are explained in section D, and transit is described in section E.

A. Existing Conditions

This section discusses the circulation issues pertaining to vehicular and pedestrian safety factors, multiple driveways and turning movements, potential shared access, cross-street connections, commercial vehicle access, and bicycle access.

1. Inventory of Existing Circulation

a. Highways

State Route 1 (Highway 1) is a two-lane north-south State highway that provides regional access between Sonoma, Mendocino, and Humboldt Counties on the Pacific Coast. Highway 1 which is the only north-south arterial that serves Gualala operates as the community's main street. The posted speed limit on Highway 1 in the study area is 25 miles per hour (mph). Actual speeds exceed 25 mph when conditions permit. Highway 1 contains two travel lanes that vary in width from approximately 11 to 12 ft. Variable shoulders that range up to 12 ft are provided through the community. According to Caltrans 2007 Traffic Counts on the California State Highway System, Highway 1 in Gualala between the Gualala River Bridge and the north limits of Gualala has an annual average daily traffic volume of approximately 4,300 vehicles.

b. Connector Streets

Old State Highway is a two-lane local connector that provides access to rural residences located in the hills of the Coast Range east of Highway 1 above town. Old State Highway has a posted speed limit of 35 to 40 mph, travel lanes that are approximately 12 ft wide, variable shoulders that are generally less than 2 ft, and occasional turnouts. Old State Highway is striped with a double yellow centerline and white edge lines. No bicycle, pedestrian, or transit facilities are provided along this rural roadway. Based on machine counts taken for a traffic study in November of 2005, Old State Highway carries approximately 870 vehicles per day south of Moonrise Drive, and experiences two-way peak hour volumes of fewer than 100 vehicles per hour.

c. Local Roads

Center Street is a private two-lane local road approximately 30 ft in width that provides access to the Gualala Community Center and various business and properties east of Highway 1 in southern Gualala.

- Church Street is a two-lane local road approximately 30 ft in width that travels north south on the east side of Highway 1 between Moonrise Drive and Ocean Drive.

- Cypress Way is a two-lane local road approximately 30 ft in width on the east side of Highway 1 that extends north from Ocean Drive to various business and residential properties.
- Moonrise Drive is a private two-lane local road approximately 30 ft in width that provides access to Church Street and properties east of Highway 1 central Gualala.
- Ocean Drive is a two-lane local road approximately 30 ft in width that provides access to commercial and public facilities on the east side of Highway 1 and residential properties on the west side of Highway 1.
- Sundstrom Street is a two-lane private drive that extends from Highway 1 into the Sundstrom Mall. Sundstrom Street varies in width from approximately 30 to 64 ft.

d. Intersections

There are numerous uncontrolled driveway intersections along Highway 1 between Old State Highway and Ocean Drive that impact vehicle, bicycle, and pedestrian operations. The primary congestion point in the community is on Highway 1 at the driveways with Sundstrom Mall and the Surf Market. While operation at these driveways was evaluated, Caltrans standards of significance were not applied since the delay is related to private access points and not public streets.

- Highway 1/Old State Highway is a tee intersection with a stop control on the Old State Highway approach to Highway 1.
- Highway 1/Center Street is a “tee” intersection with a stop control on the Center Street approach to Highway 1.
- Highway 1/Ocean Drive is a four-way intersection with stop controls on the Ocean Drive approaches to Highway 1.

e. Pedestrian Activity

Pedestrian activity is present along each roadway throughout the community of Gualala, with heavier use focused along Highway 1 in the downtown corridor, especially in the vicinity of the post office and market driveways. Despite a lack of pedestrian facilities and, in many locations, the availability of little or no space to walk outside of the vehicle travel lanes, residents and tourists can be found walking along roadway shoulders and/or in the roadway along all streets in the study area, including Highway 1. Well-worn informal pedestrian pathways exist along Highway 1 where no roadway shoulders exist, demonstrating a need for pedestrian facilities.

f. Crosswalks

There is one marked crosswalk in the study area. A ladder-striped crosswalk is provided across Highway 1 between the Surf Market and the Sundstrom Mall. The pedestrian crossing distance at the crosswalk is approximately 52 ft.

Standard yellow advanced pedestrian warning and crosswalk warning signs are provided for the crosswalk.

g. Curb, Gutter and Sidewalks

Curb, gutter and sidewalk facilities are provided in only limited locations throughout the study area. Short stretches of intermittent curb, gutter, and sidewalk exist along the east side of Highway 1 along the frontage of the Sundstrom Mall property. Existing sidewalk segments, which are short and disconnected, range from approximately 4 to 8 ft wide.

h. Curb and Pedestrian Ramps

In general, ADA curb ramps are not provided in the study area.

i. Driveway Aprons

Due to the absence of curb, gutter, and sidewalks, driveway aprons are generally absent from driveway locations in Gualala. Instead, at driveway access points, the pavement widens to large paved and/or gravel apron areas.

j. Bicycle Facilities

There are no formal bicycle facilities in the study area including on-street, off-street and/or bicycle support facilities such as bicycle parking. However, Highway 1 is part of the Pacific Coast Bike Route and it experiences regular recreational use along with a seasonal influx of bicycle tourists during the summer months.

k. Transit Facilities

The Mendocino Transit Authority (MTA) Bus provides public transit in Gualala. Daily AM and PM service is provided to outlying communities and intermodal transit stations. Route 95 provides service between Point Arena and Santa Rosa, and Route 75 provides service between Gualala, Ukiah, and Fort Bragg. MTA currently stops off of Highway 1 in Gualala at the Sundstrom Mall. All MTA buses are wheelchair accessible. Two bikes may be carried on Mendocino Transit Authority intercity buses. Rack space is available on a first-come, first-served basis.

l. Streetlights

There are no known streetlights in Gualala. However, several developments adjacent to Highway 1 provide some illumination of the commercial district.

2. Local Circulation Issues

Highway 1 is the primary transportation route in Gualala. It extends north-south along the coast and accommodates trips ranging from local to interregional. Old State Highway, Center Street, and Ocean Drive are County roads, and Sundstrom Street and Moonrise Drive are private roads that facilitate local circulation within the study area. In general, the local roadway network consists of several short, low volume roadways that extend east-west and provide access to the various businesses and residences congregated along the Highway 1 corridor. Old State Highway, being the exception, provides access to residences on the "Ridge" east of the study area.

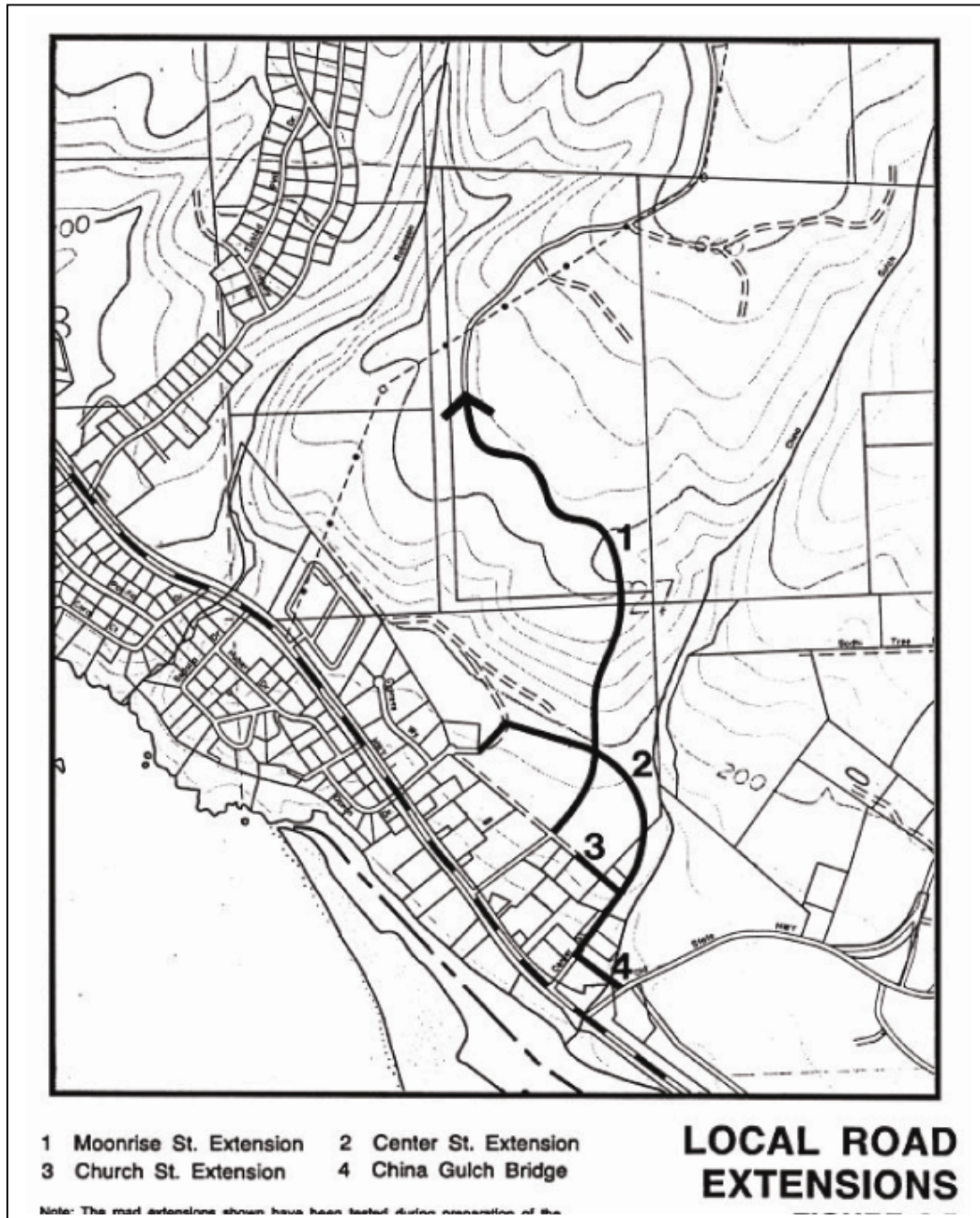


Fig. 2-1 Local Roadway Extension (GTP)

Circulation in Gualala is hampered by limited connectivity of local roadways, both public and private. To address local circulation needs, the Gualala Town Plan indicates that a local road network shall be developed in the districts east of Highway 1 to provide alternatives to travel on the Highway. Four conceptual road extensions were developed in the Plan; they are defined below and shown in Figure 2-1.

1. Moonrise Street extension—connects Ocean Drive, Moonrise, and Center Street to Old State Highway on the ridge
2. Center Street extension—connects to Church Street and Moonrise extension
3. Church Street extension (south)—connects to Center Street
4. China Gulch Bridge—connects Center Street to Old State Highway

The network of proposed extensions was developed to mitigate traffic congestion resulting from anticipated development permitted by the Town Plan. However, the Plan indicates that implementation would occur with new development as the need arises, and that other road network configurations demonstrated to be equally or more effective in mitigating the traffic impacts of new development may be proposed by developers and adopted in lieu of the road extensions listed above.

3. Recommended Roadway Extensions

While major roadway extensions are not proposed as a part of this effort, the following measures are recommended to improve local circulation in the short term.

- Improve Center Street to a 40 foot cross section to meet minimum County standards. Improvements should be designed to accommodate two-way traffic, on-street parking, and include sidewalks to facilitate pedestrian circulation.
- Develop an extension of Center Street behind the Community Center to connect to Jack's Gualala Pharmacy and the greater Sundstrom Mall. This short extension would improve local circulation, establish a connection between the Sundstrom Mall and the Community Center, and provide an opportunity to share parking between the uses.
- To ensure that public access rights are maintained, right-of-way acquisition and/or public easements are recommended for the Center Street extension and the main driveway entrance to the Sundstrom Mall.

Public comment included suggestions to reconfigure circulation within the Sundstrom Mall to allow one-way circulation only. While this suggestion has significant merit, the proposed driveway consolidations, turn lanes, streetscape enhancements along Highway 1 proposed in the Downtown Design Plan will address the issues that led to the development of this suggestion.

4. Driveways, Street Access Points, and Shared Access

Driveway consolidation is a major component of the proposed Streetscape Plan. Presently, curb, gutter, driveway aprons, and sidewalks are generally absent from driveway locations in Gualala. Instead vehicle access and egress from Highway 1 is

provided via paved and/or gravel access points which have little definition and tend to be much larger than necessary. The existing “wide open” driveway configuration leads to constantly changing parking arrangements and circulation patterns within the driveway areas. This dynamic situation results in unpredictable turning movements, creating confusion and conflicts between turning vehicles, through traffic on Highway 1, and pedestrians.



Existing continuous driveway aprons

To address these issues the Streetscape Plan aims to minimize multiple curb cuts in the corridor, upgrade all driveways to conform to minimum Caltrans design standards, provide continuous pedestrian walkways or pathways along both sides of the street, and install ADA curb ramps and pedestrian crossing accommodations at intersections. Moreover, shared driveway access between neighboring parcels has been encouraged to improve operational efficiency, on-site circulation, and to allow for reconfiguration of internal parking plans as a measure to gain additional parking spaces. Driveway consolidations and improvements are proposed at the following locations:

a. Westside of Highway 1

- Close the southern outlet driveway to the Breakers Motel and Bones Restaurant which is located south and off-set from Sundstrom Street.
- Close the southern access driveway to the Surf Supermarket opposite the Sundstrom Mall driveway. It is anticipated that this closure would only occur in conjunction with redevelopment of the site and only if sufficient onsite parking is retained or developed.
- Eliminate the expanse of open pavement in front of the Surf Shopping Center, opposite the 76 Station, as well as the northern driveway which provides access to the back of the building. Note these closures would occur only with redevelopment of the site and are not proposed for implementation until re-development occurs. Since the Caltrans right-of-way is prescriptive here, the owner feels that all on-street parking for the Surf Center must be protected as much as practical.



b. Eastside of Highway 1

- Install ADA curb ramps at Sundstrom Street.

- Consolidate the Gualala Hotel and main Sundstrom Mall driveways. Install ADA curb ramps and driveway apron improvements. To ensure private properties at the site are adequately served, it is recommended that formal easement agreements are developed and/or the driveway be acquired as a public right-of-way.
- Install ADA curb ramps and driveway apron improvements at both entrances to: the 76 Station, and the Chevron Station.
- Install ADA curb ramps at Moonrise Drive.
- Install driveway apron and sidewalks which would eliminate the open pavement condition in front of: the Collectibles Store, Adventure Rents, and Century 21 Realty Office.
 - Pangaea Restaurant.
 - Frank Howard Allen Realtors, Alinder Gallery, and the Florist.
 - Central Valley Cable TV and retail shops.
- Install ADA curb ramps, crosswalks, and intersection improvements at Ocean Drive.
- Install pathway improvements in front of the Cypress Village shopping center.
- Install pathway connector and crosswalk leading from the Cypress Village to the north western Ocean Drive intersection.
- Install crosswalk with refuge island across Highway 1 on the north side of the Gualala Mobile Court driveway.



No walkway at Ocean Drive

All driveway upgrades shall conform to the design guidelines established in Section 205.3 Urban Driveways in the Caltrans Highway Design Manual.

5. Safety Considerations

A variety of safety considerations were identified through the plan process including highway operations, highway access and egress, sight lines, pedestrian circulation and access, bicycle circulation and access, lighting and visibility, and others including community context. The collision history and operation analysis performed for the Phase 1 Community Action Plan guided the recommendations and safety considerations developed for the Gualala CAP II Downtown Design Plan. The proposed Plan includes a combination of turn pockets, medians, and continuous left turn lanes on Highway 1 to facilitate operations, address safety, and maintain acceptable levels of service within the corridor. Continuous sidewalks, Class II bike lanes, and high visibility signs, markings, and treatments have been designed to facilitate pedestrian and bicycle access and to address safety considerations.

6. Commercial Vehicle Access

Commercial vehicle access is important for Gualala's economic vitality. Commercial vehicles generally access the community via northbound Highway 1. It is understood that loading and unloading typically occurs on private property, with occasional access occurring directly from Highway 1. The need to provide staging and turn-around access for large commercial vehicles was identified and the overlook across from the community center has been configured to continue to accommodate this use. Other long recreation vehicles may need to park on side streets or large parking lots.

7. Bicycle Access

Bicycle access is an important component of Gualala's downtown streetscape plan and livable communities in general. While it has been clear through the Phase I efforts and recent public input that a contingency of residents are concerned about the inclusion of bike lanes in the Highway 1 right-of-way over the use of on-street parking, it is inaccurate to describe the situation as selecting one at the other's expense. The Gualala Town Plan, 1995, which was adopted into the Mendocino County General Plan, 2002, calls for the development of the Class II bike lanes along Highway 1 in Gualala. Furthermore, the Gualala Town Plan, Local Coastal Plan, and California Coastal Commission all call for the elimination of on-street parking in downtown Gualala. Additionally, Highway 1 is identified as the Pacific Coast Bikeway and various regional and state plans call for bikeway improvements in the corridor. In addition to the safety improvements they will provide for both local and touring bicyclists in Gualala, bike lanes are widely accepted as providing a variety of community benefits. In general, bike lanes are considered to have a traffic calming effect, without the presence of bicyclists they serve as shoulders for vehicles on the highway, they provide a buffer between vehicular traffic and pedestrians, provide transportation alternatives, and help communities reduce vehicle miles traveled and greenhouse gas emissions.



Bicyclist in travel lane

B. Recommended Highway 1 Right-of-way Improvements

Based on the Phase I CAP effort the new Highway 1 cross section is based on a 64' right-of-way as shown in Figure 2-2 below. The following is a discussion on the traffic analysis as it relates to turn movements, and recommendations to travel lane changes as well as new pedestrian crossings.

1. Center Turn Lanes

Future Year 2020 and 2030 traffic volumes were recently updated and analyzed as part of the Final State Route 1 Corridor Study Update, W-Trans, September 2008. The study generally focused only on the intersections of Highway 1/Old State Highway and Highway 1/Pacific Woods Road in the Gualala area. However, the analysis did

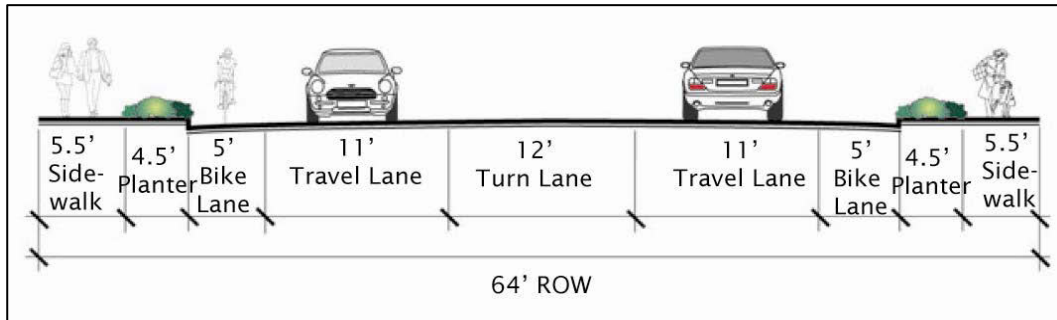


Fig. 2-2 Typical Road Section

result in the traffic volume projections which were used as part of this new Gualala study. Following is a summary of the findings and recommendations from the recent State Route 1 Corridor Study Update:

Although not indicated by the LOS analysis, the preponderance of driveways and commercial activity in Gualala warrants center left-turn channelization.

- Left turn lanes are warranted and recommended on Highway 1 at Old State Highway and Pacific Woods by the Year 2020.
- Intersection #1, Highway 1/Old State Highway - In addition to the southbound left turn lane recommended under Year 2020 Conditions, a two-way left turn lane south of the intersection should be provided to serve as refuge for left-turn movements to southbound Highway 1 by the Year 2030.

Further analysis of the new traffic volume projections indicate that left-turn channelization would be warranted for the following locations in addition to Old State Highway and Pacific Woods Road:

- Southbound left-turn on Highway 1 at Ocean Drive
- Southbound left-turn on Highway 1 at Center Street
- Northbound and southbound left-turn movements on Highway 1 at Sundstrom Mall and Surf Market properties.



No crosswalks at Ocean

Therefore, the recommended streetscape alternatives include left-turn channelization at these locations.

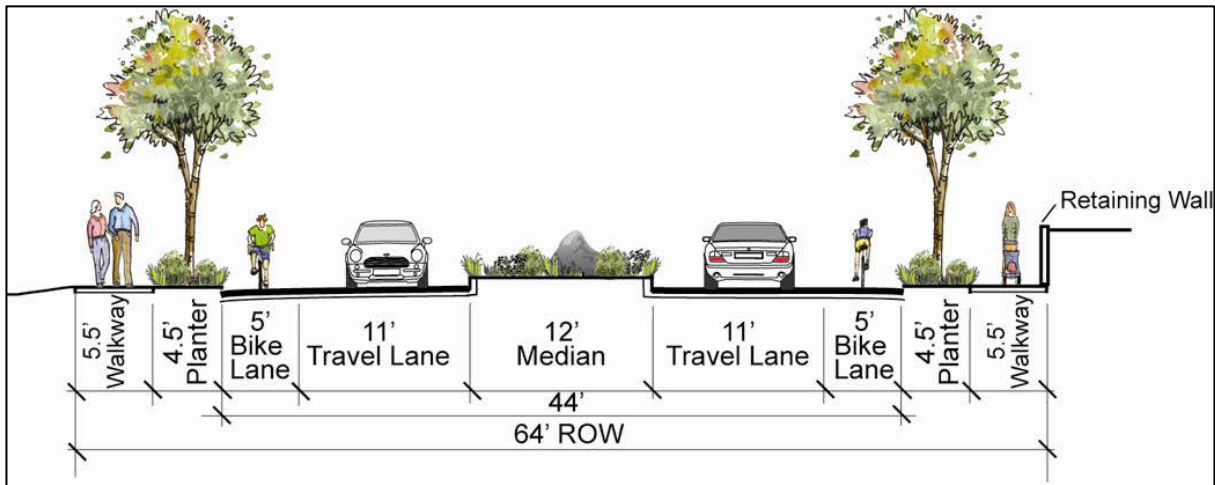


Fig. 2-3 Hwy 1 South of Ocean Drive

2. Recommended Turn Lane Treatments

a. Required

- Southbound left-turn lane on Highway 1 at Old State Highway
- Southbound left-turn lane on Highway 1 at Center Street
- Pedestrian refuge median at Coastal Trail-Highway 1 Crosswalk
- Center two-way left-turn lane on Highway 1 for Sundstrom Mall and Surf Market
- Pedestrian refuge median at Fort Gualala-Highway 1 Crosswalk
- Center Street-Highway 1 Crosswalk located on south side of intersection
- Pedestrian refuge median for Center Street-Highway Crosswalk
- Southbound left-turn lane on Highway 1 at Ocean Drive
- Pedestrian refuge median for Gualala Mobile Home Court



New turn lane at Old State Highway.

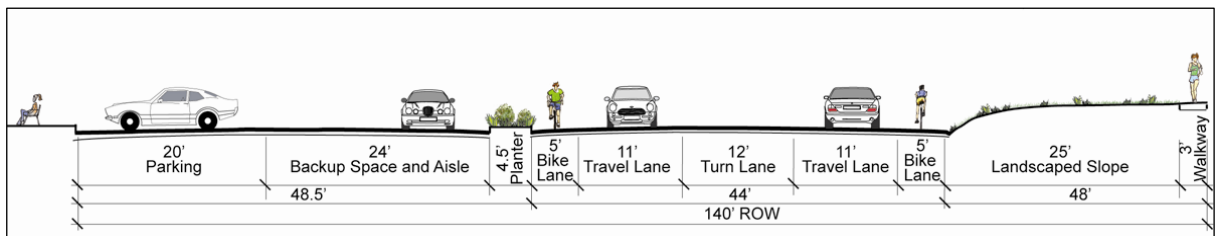


Fig. 2-4 Hwy 1 at the Bluff Parking

b. Optional

- Landscaped median in front of Gualala Hotel
- Extended median at Fort Gualala-Highway 1 Crosswalk
- Landscaped median in front of Pangaea restaurant
- Landscaped median in front of Sea Cliff Center
- Extended median at Ocean Drive-Highway 1 Crosswalk

c. Medians

Landscaped medians in lieu of the center turn lane can provide for traffic calming of traffic on Highway 1 as well as refuge for pedestrians crossing Highway 1.

3. Crosswalks

The Downtown Design Plan includes the development of new marked pedestrian crossings of Highway 1. The proposed crosswalks will help to achieve several objectives. Marked crosswalks will improve pedestrian safety in Gualala by increasing visibility, channelizing pedestrian crossings and reducing ‘jay-walking’, and by providing a visual cue to drivers to reduce speeds. According to workshop participants, crosswalks are most urgently needed at Center Street, near the Seacliff Center, and Ocean Drive. The existing Post Office/Surf Market crossing needs enhancement to make it more pronounced to drivers. In addition to the crosswalk locations identified below, a new crossing was proposed by the business community between the Gualala Hotel and the Breakers Motel. Since crosswalks are proposed within approximately 200 ft to both the north and south of the Hotel property, this proposal is considered redundant. Too many crosswalks may decrease their impact.

4. Crosswalk Treatments

The Gualala Town Plan stipulates that crosswalks shall be treated with smooth unit pavers and concrete bands. However, unit pavers are strongly discouraged by Caltrans due to maintenance and ADA compliance issues. For safety, decorative design treatments should be supplemented with high visibility crosswalk striping at all uncontrolled and mid-block crossing locations. The “continental” treatment (parallel bars) is recommended for greatest contrast as well as reduced maintenance requirements. Reflective delineators should be included on crosswalk rungs to increase visibility in inclement weather and low-lighting conditions. Crosswalks should be a minimum of 8 ft wide, however 10 - 12 ft is recommended. The existing crosswalk between the Post Office and the Surf Market is a sub-standard 6 ft wide.

5. Proposed Crosswalk Locations

a. Community Center to Bluff Trail

Install a mid-block crosswalk with pedestrian refuge island on Highway 1 from the southern trailhead for the Bluff Trail on the south side of the restaurant



Community Center crossing area

to the Gualala Community Center. The crosswalk will improve pedestrian safety between the Community Center and the bluff parking lot area during community events (such as the Pay 'N Take, Farmer's market, and others) as well as join directly to the dedicated Gualala Bluff Trail extension behind the Breakers Inn.

b. Gualala Hotel to Breakers Inn & Bones Restaurant (Optional)

Install a mid-block crosswalk with pedestrian refuge island across Highway 1 from the main entrance of the Gualala Hotel to the Breakers Inn. The crosswalk will improve pedestrian convenience and safety at night, when patrons cross between lodging, restaurants, and retail services. However, this does introduce a new crosswalk in close proximity to the Community Center crossing which could serve the same purpose.

c. Post Office to Surf Market

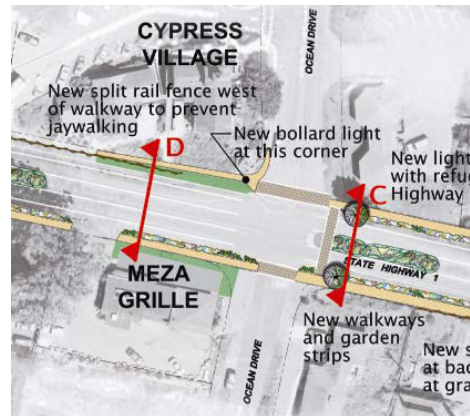
The existing marked crosswalk which extends from the Post Office to the Surf Supermarket will be moved just south of the existing location to increase storage for turning vehicles and reduce vehicle vs. pedestrian conflicts. The crosswalk would be widened and upgraded to the high visibility treatment recommended in the Design Plan.



Post Office substandard crossing

d. Forte Gualala

Install a midblock crosswalk with a refuge island between Forte Gualala and the variety of shops and services on the east side of Highway 1. This location is south of the Sea Cliff Center, approximately midway between Moonrise Drive and Ocean Drive.



New crosswalks at Ocean Drive

e. Ocean Drive/Highway 1 (southern intersection)

Install high visibility crosswalk treatments per the Design Plan, on three legs of the intersection. Crosswalks will be installed parallel to Highway 1 across the minor street and across Highway 1 on the south side of the intersection. This section of highway is located on a grade, therefore a pedestrian refuge island is proposed on the Highway 1 crossing to provide safe refuge and allow pedestrians to negotiate one direction of travel at a time.

f. Northern Ocean Drive/Highway 1 Intersection

Install a crosswalk across Highway 1 to a connector path leading to shops and restaurants at the Cypress Village and parallel to the Highway across the minor street. The crosswalk will connect a pathway along the west side of Highway 1 that will extend north to the Baker Town shopping center and the Gualala Mobile Court.

g. Gualala Mobile Court

Install a high visibility crosswalk with refuge island across Highway 1 on the north side of the Gualala Mobile Court driveway. Place advance “pedestrian crossing” signs to the north of the crosswalk.

C. Alternative Improvements

1. Optional Road Cross Section

For some sections of Highway 1, a center two-way left-turn lane is not required and medians are ‘optional.’ At these locations, the street cross-section can be reduced to two lanes and bike lanes can be added which would allow for less impact to adjacent properties. The section most impacted by this condition is between Moonrise Drive and the Sea Cliff Center where only the pedestrian crossing with refuge would be the full cross-section to accommodate the refuge island.

2. Optional Median Locations

- Landscaped median in front of Gualala Hotel
- Extended median at Fort Gualala-Highway 1 crosswalk
- Landscaped median in front of Pangaea parcel
- Extended median at Ocean Drive-Highway 1 crosswalk to Sea Cliff Center

D. Transit

The Mendocino Transit Authority, MTA Bus provides public transit in Gualala. Daily AM and PM service is provided to outlying communities and intermodal transit stations. Route 95 provides service between Point Arena and Santa Rosa and Route 75 provides service between Gualala (with the bus stop at Sundstrom Mall), Ukiah, and Fort Bragg; including a morning stop at Sea Ranch.

In addition to MTA, some private entities offer ride service in the Gualala area. South Coast Seniors, INC (SCS) provides low-cost, door-to-door demand-responsive transportation using an eight-passenger van. The Redwood Coast Medical Services partners with Community Resources Connection, a volunteer-based, non-profit organization, to provide access to medical facilities in a Dodge Caravan which is in turn provided by MTA. The Manchester-Point Arena Band of Pomo Indians serves tribal members with a medical transport van and senior van.

School age children are currently bused to outlying towns to attend school. The Point Arena school district runs three routes and provides an average of 480 rides a day. The Ridge Route serves students living on the Ridge above Gualala. About 60 students use transportation provided by the Horicon Elementary School District. At this time, children are picked up on Church Street at the Catholic Church parking lot and are dropped off after school downtown near the video store. Previous safety concerns due to a lack of a marked crosswalk or sidewalks will be addressed with the new streetscape improvements.

In 2006, a very thorough and informative study titled Redwood Coast Community Transit Plan was prepared by LSC Transportation Consultants, Inc. on behalf of Gualala's Action Network. This plan recommends developing a transit plaza to provide a safe, attractive, and centralized location for present and future ridership of various local transportation services. Recommended components include a loop driveway to provide an opportunity for transit vehicles to turn around, bays for a minimum of two vehicles, a shelter enclosed on at least three sides by glass to offer protection and visibility, lighting, bicycle racks, benches, signage, and a wall surface for posters and brochures. The plan also recommends providing consistent, significant signage as well as bus benches and shelters at stops to increase awareness of the service and traveler comfort. If a transit plaza is still desired by the community, further study regarding the potential development of a transit plaza is encouraged.

Sundstrom Mall (existing), Action Network, the Community Center, south of restaurant, and the Church on Church Street, were cited as appropriate places for new bus stops.

Chapter 3: DOWNTOWN STREETScape DESIGN PLAN

This section outlines the types of design treatments recommended for Highway 1 through downtown Gualala, from Old State Highway to the entry of the Gualala Mobile Court. This includes the location and types of materials for walkways, garden strips, crosswalks, planted medians and the limited and selective use of street furniture and lighting. This section begins with a brief description of the utility undergrounding issue to be addressed as part of the proposed streetscape improvements. The streetscape design improvements described in sections B through G below are reflected in the concept plan maps in Appendix A.

A. The Utility Undergrounding Issue

For some time, downtown Gualala has been on the list as the highest priority project in Mendocino County for undergrounding utility lines throughout downtown Gualala. While the funds have been set aside for pursuing this undergrounding and while AT&T has indicated as the leader of the undergrounding effort that they have completed their preliminary design for at least the first phase of an undergrounding project, the utility companies have been unable to release the drawings.

Apparently, the utility companies, working with the PUC and officials from Mendocino County have decided to recommend a four phase approach to the undergrounding with the first phase of that approach scheduled to occur between Center Street and Pacific Woods Drive. However, there are those in the community who do not want a piecemeal undergrounding project and would prefer it be installed in its entirety. There are others who would rather not wait any longer and have phase one be completed now, with the assurance that the other phases would be quick to follow.

Given the timing of this streetscape design effort, RRM Design Group was hoping to be able to coordinate the Streetscape Design Plans with the utility undergrounding plans – especially since the utility undergrounding needs to occur either before or at the same time as the street improvements are installed.

Due to the time sensitive nature of the grant funding for the Streetscape Design project, RRM Design Group has been directed by its client, the Mendocino Council of Government (MCOG) to complete this work and finish this report without the undergrounding information. This leaves this effort with two choices:

1. To complete the streetscape design effort with the proviso that the design may be subject to change due to the undergrounding design that will have to be resolved after the Streetscape design has been completed, or
2. To complete the Streetscape Design Plan with the expectation that the utility companies would work around the streetscape design improvements as proposed.

Since the utility companies have not been forthcoming in providing their undergrounding alignment plans, this document recommends that the utility companies design their improvements around the streetscape design contained in this chapter.

B. Highway 1 “Main Street” Improvements

As stated in the Circulation chapter the recommended improvements are based on a 64’ right-of-way with two 10’ pedestrian zones containing a 5.5’ walkway and a 4.5’ garden strip, two 11’ travel lanes, one 12’ center planted median with turn pockets, and two 5’ bike lanes. Please refer to Chapter 2 for more details on circulation.

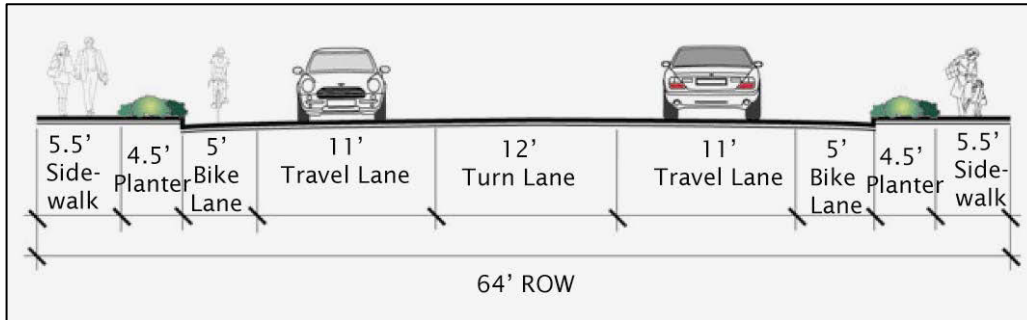


Figure 3-1. New road section for Highway 1

C. Pedestrian Walkways

The priority for improving livability in Gualala is to increase walkability and safety via a continuous network of pedestrian paths throughout the project area. The community has expressed a preference for a continuous separated walkway system along the highway, and that walkway should reflect the rural, casual, coastal town character. There is strong support for walkways on both sides of the highway from Center Street, on the south end of town, north to Ocean Drive at Cypress Village intersection. From Ocean Drive north the walkway should only be provided on the west side of the highway. The improvements described below are shown in the Streetscape Concept Plans in Appendix A.

Implementing defined walkways in the downtown core will also clearly delineate driveways so that vehicular turning movements in and out of parking areas are more controlled. All pedestrian facilities within the highway right-of way will need to be approved by Caltrans and meet ADA requirements.

1. Walkway Material

As favored by the community the path will be 5.5’ wide and constructed of a compacted stabilized soil mixture such as “Granitecrete”, in keeping with the casual coastal character. The manufacturing of this product will include local native soil and a close color match to the native soil. The “Granitecrete” color preference is a golden sand color and the path edges can be contained by a concrete curb or metal strip. Such material has been successfully used by other coastal communities and California State Parks due to its easy installation, durability, permeability, minimal maintenance requirements, and ADA compliance.



Desired walkway character

The path will end where it meets crosswalks and asphalt driveways. When there is a grade change and for ADA accessibility, standard concrete ramps or texture strips will be constructed as needed, using a similar color concrete to the path. Due to the pathway being set back from travel lanes by the garden strip, the area for traversing driveways should be fairly flat.

2. Walkway Locations

a. from Center Street to Moonrise Drive

The walkway alignment is very similar throughout this area, with the exception of the southern end of the segment near Center Street. It will begin at the north of the bluff parking lot on the west, and will eventually provide a connection to the Gualala Bluff Trail alignment that may start at this parking lot (discussed further in Trail Connections section G. below).

Crossing over the highway at the north end of the parking lot, the walkway will then join up with a path on the eastern side of the highway, just south of Sundstrom Street. The path will angle up to the top of the gentle slope bank on the Gualala Community Center parcel and follows the top of bank to Center Street. This is to retain the drainage and the slope bank on the east side of Hwy 1. The bank could be well landscaped as part of an entry statement to town.

The 5.5' walkway will continue on both sides of the highway from Sundstrom Street to Moonrise Drive, separated from the travel lanes with a 4.5' garden strip.

b. From Moonrise Drive to Ocean Drive

- 5.5' wide path on both sides of the highway from the Surf Market to Ocean Drive (with breaks at driveways).
- Preserve the mosaic at the Chevron station sidewalk and align new walkway in front of the mosaic.

c. From Ocean Drive (south) to Ocean Drive (north)

- 5.5' wide path on the west side of the highway from the southern portion of Ocean Drive to the northern portion of Ocean Drive.
- 3' wide path on the east side to join with the Cypress Village path on the top of bank. This is to replace the existing dirt volunteer path in that area. (To be constructed of the same compacted soil material as the other downtown walkways.)

d. From Ocean Drive (north) to Gualala Mobile Court

- 3' wide meandering path on the west side of the highway from Ocean to Sedalia Drive. The path alignment should be cut to keep grade changes to a minimum, preferably under 5% to comply with ADA regulations. The Caltrans right-of-way varies dramatically in this segment, and in some portions allows for larger curves in the path. Due to the topography, this

segment will require field verification to assure a feasible alignment, probably following the existing trail.

- No pathway will be provided on the east side in this area due to the drainage and terrain constraints.

D. Pedestrian Crosswalks

More crosswalks will allow safer crossing choices for residents and visitors and help to reduce jay-walking, as well as provide a visual cue to drivers to reduce speeds. According to workshop participants, crosswalks are most urgently needed at Center Street, near the Sea Cliff Center, and Ocean Drive (south). The existing Post Office Surf Market crossing needs enhancement to make it more pronounced to drivers.



Ornamental crosswalk treatment

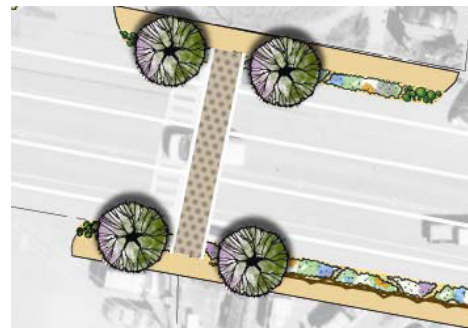
In terms of impact and efficiency, the most desirable process would be for all crosswalks in the downtown core to be implemented simultaneously. The crosswalk at Gualala Mobile Court is less of a priority and could be installed later. Please see the Streetscape Plan maps (Appendix A) for more detail. The proposed improvements are within the parameters of the Caltrans Highway Design Manual.

1. Crosswalk Treatments

The GTP stipulates that crosswalks shall be treated with smooth unit pavers and concrete bands. However, unit pavers are currently strongly discouraged by Caltrans due to maintenance and ADA compliance issues. Workshop participants indicated a preference for a “paver like” stamped concrete, which would be close to the same light color of the walkways, and contrast with the asphalt for more visibility. For safety the crosswalk would be bordered by 12” wide, highly-visible, bright, white stripes. The crosswalks will be a total of 10’ in width.

2. Crosswalk Locations

- a. Center Street
- b. Post Office/Surf Market
- c. Forte Gualala
- d. Ocean Drive (South)
- e. Ocean Drive (North)
- f. Gualala Mobile Court



New crosswalk at Post Office

E. Streetscape Landscaping

Landscaping will be provided in linear planters or garden strips adjacent to the walkways, and in medians. This will provide separation from the traffic, visually integrate the built environment into the surrounding landscape, and help establish a unifying element unique to Gualala. All publicly landscaped areas will follow a naturalistic yet recognizable theme, similar to the landscaping of the Post Office frontage. Plant materials will be dominantly coastal native grasses and shrubs, low-maintenance, and drought tolerant. They will be low growing, planted in informal clusters, and largely preserve views to the coast and businesses.

There is an opportunity to establish bioswales in the linear planters along the road. Bioswales are sunken planter areas that are densely planted, and designed to slow down, capture, and filtrate storm water run-off from the street. The bioswale would be 4' wide but can only be approximately 6-9" deep. Planters that run continuously for 100' are ideal. The bioswales could work in conjunction with the existing storm drainage system.

The slopes along the street vary between 0.5% and 10%. The slopes that are 4% or less, which occur from Ocean Drive to Old State Highway, are the easiest for swale installations and functions. North of Ocean Drive check dams may be necessary, approximately every 50 ft, to slow down the water velocity as it flows down the length of the swale. These check dams would be approximately 3-4" high and could be constructed of stone or concrete cross-channel structures that prevent the bottom of the swale from eroding. The check dams can be quite attractive and form an interesting cadence to the landscape. Similar projects have been constructed in Portland, Oregon. Caltrans would need to be consulted to approve the design and installation of the bioswales.

A plan for funding and scheduling of maintenance will need to be established to keep up the attractive appearance of such areas. This can be accomplished through the existing municipal facilities district or by forming a new entity such as a Private Business Improvement District. Local businesses or interest groups may be interested in "adopting" an area and contributing to its upkeep.

1. Garden Strips

a. Materials

The garden strips will be planted with a mixture of native grasses, evergreen low-lying shrubs, and flowering perennials. Ceanothus will be the accent plant used at crossings and intersections to provide visual cues to motorists and pedestrians.

b. Locations

- Generally the 4.5' wide linear planters run parallel to the walkways adjacent to the bike and travel lanes, throughout the



Garden strips and planted median

downtown. Breaks in the planter strips will coincide with the breaks of the walkways at driveways and intersections.

- A stand alone planter strip is provided at the southern bluff parking lot, south of the Breakers Inn. This 4' strip provides an attractive edge to the roadway as part of the entry statement to downtown. Additionally, the planter strip defines the access and egress to the parking lot, to help reduce traffic conflicts at the Center Street intersections.

2. Landscaped Medians

Similar to the garden strips, the medians will be planted with a mixture of native grasses, evergreen low-lying shrubs, and flowering perennials, and will also include random clusters of boulders and stones. Ceanothus will be the accent plant used where medians meet crossings and intersections to provide regular visual cues to the motorist and pedestrians.

The median locations are discussed in Chapter 2 The Circulation Plan.

3. Fencing

The purpose of a fence is three-fold: to increase safety by limiting jaywalking in critical areas of downtown, to provide protection from falling at grade changes next to the walkway, and to promote the rural ambiance of the town. The open fence design promotes good visibility into the adjacent properties. The fence design is inspired by the fencing along Highway 1 to the south.

a. Materials

The fence will be 3' high and constructed of redwood or cedar for durability, with two or three horizontal split rails. The rails will attach to a single 3.5' high cedar posts with a rough finish, placed at 6 -8' intervals



Split rail fence character

b. Locations

- Surf Supermarket parking lot- future grade change
- Sea Cliff Center- parking lot grade change
- Cypress Village Highway 1 frontage

4. Gualala Plant Types

The streetscape plantings for Gualala are designed to be beachy and natural in appearance, emphasizing native plants which will be drought tolerant and low maintenance. The community also showed a strong preference for natural boulders in the medians and occasional accent trees and shrubs. It's important to be aware that many drought tolerant native plants that go dormant do not look their best in late summer,



Colorful coastal plantings

but they do perk up again in fall. This can be compensated for by including some late summer performers, and providing strong foliage texture and color contrasts. Since it is not a verdant, high water use garden, it will not appear bright green all the time, but will have seasonal variety, change and interest. In this early conceptual design phase, we have selected the following plants to be featured in the streetscape design;

Low Groundcover Shrubs	Perennials (cont.)
Arctostaphylos nummularia	California Fuchsia, Zauschneria septrionale 'Mattole Select'
Sagebrush, Artemisia 'Silvermound'	Western Columbine (part shade), Aquilegia Formosa
Sonoma Sage, Salvia sonomensis hybrids	Iris douglasiana 'Pacific Coast Hybrids'
Little Sur Manzanita, Arctostaphylos edmundsii	Penstemon heterophyllus, Foothill Penstemon
Ceanothus gloriosus, California Glory Bush (Ceanothus)	Sisyrinchium bellum, Blue Eyed Grass
Thymus praecox arcticus, Mother of Thyme	
	Grasses and Sedges
Perennials	Idaho Fescue 'Siskiyou Blue'
Seaside Daisy, Erigeron glauca	Red Fescue, Festuca rubra
Coast Buckwheat, Eriogonum latifolium and others species	Meadow Sedge, Carex pansa
Silver Lupine, Lupinus	Gray Rush, Juncus patens
Golden Yarrow/Oregon Sunshine, Eriophyllum lanatum	Accent Trees and Shrubs
Chilean Strawberry, Fragaria chiloensis	Shore Pine, Pinus contorta
Yarrow, Achillea filipendula	Pacific Reed Grass, Calamagrostis nutkaensis
Coyote Mint, Monardella villosa 'Russian River'	Strawberry Tree, Arbutus marina

Please refer to Appendix B for images of the suggested plant types.

5. Possible Water Moratorium

New water connections may not be available due to a potential Department of Drinking Water moratorium on new meter installations. Only a very few irrigation-only meters exist in the CAP area. This means commercial customers will pay higher GCSD fees for landscape irrigation.

Depending on what time of year the new landscaping is installed it may require temporary irrigation. A possible solution is rain water harvesting in the winter months and store the water for summer irrigation use. Once the plants are established they will no longer require watering.

F. Streetscape Furniture

The street furniture includes benches and trash receptacles in limited locations to provide a place to wait, enjoy the scenery and people watch. Optional materials and styles were visited many times by the community, each time with a different outcome regarding preferences. However, there is consensus that the furnishings should reflect a casual coastal character and be made of recycled or recyclable materials that are durable in the coastal zone and require little maintenance. Please refer to Appendix B for suggested street furniture styles.

1. Furniture Style

The bench seat will be made of recycled plastic material that looks like natural colored wood slats in a contemporary style. The slats will be supported by a simple coated metal frame with a muted green color coating to blend with the native landscaping.

2. Locations

Benches will be located at:

- Two at the bluff parking lot interpretive exhibit area, facing the ocean/river,
- the Post Office at the crosswalk,
- the mini-park in front of the Surf Motel adjacent to the walkway,
- the northeast corner of the Ocean Drive intersection, close to the crosswalk at Cypress Village,
- the Surf Market entry plaza



Desired bench character

G. Streetscape Lighting

The purpose of street lighting within the downtown is to improve pedestrian safety while assuring night sky protection. The community requests that pole-type lighting be limited to busy intersections, crosswalks, and the midblock crosswalks. Bollard lighting was requested for other crossings and walkway dark spots where there is no ambient light from adjacent buildings. Solar-powered lighting is optimum. Lighting is not provided near gas stations or buildings with night security lights adjacent to the walkway. Please refer to Appendix B for the lighting styles.

Electrical service to the new lights needs to be coordinated with the AT&T/PG&E utility undergrounding project by providing potential future tie-ins to the grid, at the designated locations, through the use of “stub-outs.”



Solar street lamp character

1. Pole Lights

Pole lights will be used to light crosswalks on both ends of the crosswalk in limited areas. The poles will be the shortest pedestrian scale possible to cast light on the crosswalk and the light source will be directed downward to preserve the night sky.

a. Style

A 12' high post, with solar powered lamp. The primary choice would be a cypress or redwood post left to age to a grey color. If a wood post is not available with the solar powered lamp, a light grey coated or galvanized metal post will be substituted.

b. Locations

Pole lights will be located at:

- The bluff parking lot at the south end of town/Community Center crosswalk,
- The Post Office crosswalk,
- The Forte Gualala crosswalk,
- The Ocean Drive crosswalk,
- The Gualala Mobile Court crosswalk.

2. Bollard Lights

Low bollard lights will serve two purposes: to light the pedestrian crossings at cross streets to the highway, and to light dark spots along the walkway.

a. Style

2' high square vented wooden post, with light directed downward.

b. Locations

Bollards will be located at:

- East side path on top of the Community Center slope bank,
- Sundstrom Street on both sides of the crossing,
- The bench at Surf Motel mini park,
- West side walkway between Forte Gualala and Sea Cliff Center,
- East side walkway south of the Smoke Shop lot,
- Northeast corner of Ocean Drive intersection,
- Both sides of Ocean Drive (north),
- Under the trees before the restaurant (pizza),
- After the pizza restaurant,
- Top of the hill before the Mobile court,

H. California Coastal Trail (Gualala Bluff Trail)

The Gualala Bluff trail is part of the California Coastal Trail system.

1. Current Bluff Trail

The first section of the Gualala Bluff Trail (phase 1 of trail construction) extends from behind Sea Cliff Center to the Surf Motel. Vertical access is available through the parking lot of the Surf Motel where the trail currently exists. The second segment of this trail (phase 2) should extend from the Surf Motel south to behind the Breakers Inn and Restaurant. Unfortunately a portion of



Gualala Bluff Trail section behind Inn

the trail behind the Surf Supermarket, at the south end of the parcel, has washed out and is in extended negotiations for repair with the Coastal Commission. A temporary trail is located behind the Surf Center, and behind the Breakers Inn and restaurant.

Negotiations are currently underway between the owner of Breakers Inn and Restaurant (Bones) and the Coastal Commission to determine the location and nature of vertical access easement to the trail between the Inn and the restaurant. A trail connection has been proposed from the southern bluff parking lot (across from the Community Center) to the trail either via a stairway or a horizontal access behind and below the restaurant. These alignments are currently being evaluated by the Coastal Commission.

2. Future Bluff Trail Connections

Some workshop participants requested additional vertical access to this trail:

- The north side of bluff parking lot at the south end of town across from the Community Center.
- If possible formalize the bluff trail access through the Sea Cliff Center.
- The Forte Gualala parcel adjacent to the northern property line with the Seacliff Center.

However, these additional vertical accesses will require negotiation with the property owners for dedication of a public access easement, or relocation. Also, some portions of the trail and its vertical accesses should be improved to meet ADA accessibility standards, such as a viewing area. It should be noted that it is not feasible to make the majority of the trail ADA accessible because of the natural topography constraints. A flat area behind the Surf Center offers one of the few areas suitable for ADA access and an ADA parking spot.

I. Way Finding Signage

A system of way finding signage should be designed and used to direct people to important services, recreational opportunities, and points of interest in Gualala. The materials and locations as discussed below are a result of the public input received during the outreach process. Highway regulatory signage (speed limits, no parking, bike lane, etc.) should be clustered together on the same pole to avoid visual clutter of multiple poles and signs along the street.

1. Materials

The signage system should be comprehensively designed and made of carved wood with white raised lettering.

2. Locations

The signs should be located at key pedestrian areas such as crosswalks, and direct people to:

- Coastal Access
- Shopping



Sign style example

- Community & Emergency Services
- Community Landmarks
- Public Parking Areas



Aerial of downtown Gualala

Chapter 4: DOWNTOWN PARKING PLAN

The Parking Plan focuses on the properties and commercial uses fronting the Highway 1 corridor between Center Street and Ocean Drive. This chapter discusses the existing parking conditions, the current parking issues facing the community and businesses, and options and implications of potential parking solutions such as reconfiguration of the street section and reconfigured parking options on private properties. It then concludes with recommendations for resolving the parking issues.

The first section describes the more technical aspects of the parking conditions and recommendations from a traffic planning perspective. An inventory of the available parking supply in the project study area was performed including both on-street spaces and off-street supplies in private lots, to better understand existing conditions. Available parking supply data was collected through field reconnaissance, utilizing existing plans, aerial photography, and other available parcel data.

A. Existing Parking Conditions

Future parking needs resulting from recommended CAP Phase II improvements and future development as identified in the Gualala Town Plan was evaluated based on standard parking generation rates.

Currently, parking in downtown Gualala is provided in surface lots serving individual businesses, a limited number of on-street spaces are provided on Highway 1, and overflow parking occurs on vacant parcels. As shown in Table 1, based on field reconnaissance and available plans and data, approximately 565 formal parking spaces are provided in existing private lots serving individual uses in the downtown core between Center Street and Ocean Drive. No formal public parking areas are provided; however, there is room for approximately 35 parked vehicles between existing driveways along the Highway 1 frontage. Therefore, there are a total of approximately 600 parking spaces in the study area

Table 1 Summary of Existing Parking Spaces			
Parking Zone	Estimated Building Square Footage	Approximate # of Existing Parking Spaces	Estimate Parking Spaces Required per Coastal Zoning Code
1. Community Center	10,500	55	105
2. Gualala Hotel	13,500	48	45
3. Sundstrom Mall	39,750	186	133
4. Highway 1 Strip Commercial (Moonrise Dr to Ocean Dr)	13,550	60	45
5. Breakers Motel & Restaurant	11,500	65	65
6. Surf Supermarket and Shops	20,750	40*	69
7. Surf Motel	8,250	30	22
8. Forte Gualala	2,500	10	8
9. Sea Cliff Center	11,250	71	38
Sub Total		565	530
On-Street Spaces		35	0
Grand Total		600	530
Note: *Surf Market includes approximately 40 formal parking spaces in the front. Room for more parking spaces is available behind the building.			

To assess the existing parking supply and demand, the study area was broken into manageable zones that have been numbered 1 through 9. The zones, which are shown in Figure 4-1, consist of several larger discrete parcels, along with groupings of smaller parcels. Parking supply was then projected by zones based on collected parcel specific information and available data relative to land uses and building sizes.

As shown in Table 1, the parking analysis determined that many of the identified parking zones and/or individual uses in the study area have adequate parking supplies to meet their existing demand on a daily basis. However, two significant land uses at the south end of the core area are under



Figure 4-1 Parking Evaluation Area

parked; the Community Center and Surf Market. While according to the Zoning Code the Community Center appears to be under parked, the existing supply is adequate to meet typical demand on a daily basis, and it appears that parking demand could be met on-site with some modifications and/or reorganization of the site. Peak use and parking demand for the site occur during major events which typically take place in the evening or on weekends. Such events often result in overflow parking on Center Street and adjacent properties. Especially large events result in overflow parking on Highway 1 which can impact highway operations.

The Surf Market complex also appears to be under parked according to the Zoning Code. While approximately 40 marked parking spaces are provided in front of the market complex, development of the market's operations and ensuing success over time combined with an inefficient parking layout have resulted in a lack of convenient parking spaces for patrons and employees. This situation results in people parking on Highway 1 and in nearby lots including businesses across the highway. While there are a limited number of marked parking spaces in front of the complex, a large reservoir of space is available behind the complex. Currently, the area behind the market is used for employee parking, deliveries, and storage. However, the area could potentially accommodate overflow customer parking if it were made more convenient for customers to access the Market. It does not serve customers of the market well because of unpaved gravel surface and inconvenient distances to the Supermarket entrance. Bluff protection measures may be needed, site drainage, and improved access to the store entrance from this area should be pursued in order to make full use of this parking area.

There is a general perception of a lack of convenient parking in downtown Gualala. While the under parked properties described above contribute to this perception, there are more significant land use and circulation issues that impact parking and result in operational inefficiencies in the downtown core.

- First, a heavy concentration of destinations with high parking turnover rates in the core area including the post office, two markets, two gas stations, restaurants, bars, a video store, and several tourist serving businesses create a high parking demand.
- Next, undefined driveways, unpaved and unmarked parking areas, and inefficient parking layouts, result in spontaneous parking where one or two randomly parked vehicles has the ability to significantly change parking layouts and circulation patterns – blocking access and creating conflicts and safety concerns for pedestrians and motorists.
- Combined, these issues result in inefficient operations and underutilization of existing parking areas. The Downtown Design Plan proposes streetscape elements and shared parking strategies to address these issues.

B. Defining the Parking Issue

Perhaps the greatest challenge to implementing the Downtown Streetscape Design Plan for Gualala is resolving the removal of on-street parking along the frontage of Highway 1 between Center Street and Ocean Drive. With its adoption of the Gualala Town Plan (GTP) and its Local Coastal Program (LCP) for Gualala, Mendocino County approved policy documents that called for the elimination of



Downtown prescriptive parking

on-street parking along Highway 1 and the provision of Class II bicycle lanes on each side of the roadway.

Because amending the Gualala Town Plan that was only just adopted in 2002 would take years to complete, the recommended reduced width road section of 64' would likely be viewed by county and state agencies as consistent with the Gualala Town Plan and the Local Coastal Plan. The 80' ROW is viewed as having too many physical impacts on properties and development would therefore make streetscape improvements impractical. Given projected traffic volumes, this reduced road-width section would be capable of handling traffic demand while dramatically improving pedestrian and cyclist safety and the attractiveness of the streetscape through the downtown street corridor in keeping with its rustic coastal character.

While some of the commercial property owners along Highway 1 favor retaining on-street parking and eliminating the Class II bicycle lanes, it appears that the greater community of Gualala is supportive of the recommended street sections. Short of an effort to formally amend the GTP and the County's LCP, removing the Class II bike lanes in favor of retaining on-street parking would likely be viewed as inconsistent with these planning documents for Gualala. Also with the State's recent ratification of the Complete Streets Act on September 30th, 2008 requiring pedestrian and bicycle access on all streets, the non-inclusion of the bike lanes could be found to be inconsistent with State law.

Because of the economic challenges facing Mendocino County and the property owners along Highway 1 in downtown Gualala, the Streetscape Design Plan that has emerged from this effort should be as grant eligible as possible for construction. By including the Class II bike lanes as part of the streetscape, it will optimize its competitiveness for Caltrans and Coastal Conservancy grants to implement the pedestrian and bicycle improvements envisioned for the Highway 1 corridor through downtown Gualala.

There is little chance that these granting agencies would help fund improvements that would be inconsistent with the GTP, the County's LCP, and State law. That being said, the following issues regarding the elimination of on-street parking have surfaced during the completion of the Streetscape Design Plan:

1. Some of the frontage along Highway 1 through downtown Gualala is prescriptive in nature. As such, Caltrans will need to negotiate with some of the property owners where it appears prescriptive rights may exist to formally secure the necessary legal rights-of-way to accommodate the streetscape design project. The exact locations of the prescriptive right of ways or access easements on the highway will need to be verified during design development of the streetscape improvements. During preparation of this report there were



Parking on highway and shoulder

discrepancies between the old Caltrans maps (1950's and 60's) and the recent Mendocino Department of Transportation survey maps for the downtown parcels and highway right-of-way that will need to be reconciled during precise design.

2. Some of the property owners and businesses along Highway 1 have developed a sense of entitlement over use of the excess State rights-of-way and/or the prescriptive rights-of-way for Highway 1 for on-street parking to serve them, despite the fact that in some cases that right-of-way is owned by the people of the State of California and not by those property and business owners.
3. Removing all on-street parking along this stretch of Highway 1 would effectively eliminate up to 35 parallel parking spaces, and some of the property owners and their advocates have expressed the need not only to recapture those spaces that would be lost by eliminating on-street parking, but provide parking above and beyond that total to accommodate parking for special events, before undertaking any streetscape improvements that would eliminate on-street parking.
4. Some of the businesses and property owners have more than enough adequate parking, i.e. the Sundstrom Mall, whereas others are short of meeting the parking requirements of Mendocino County associated with their developments, i.e. the Surf Market and the Meza Grille. Other parking areas are not visible from the Highway.
5. While there are a number of vacant or underutilized parcels that could serve as a future resource for off street parking, there is yet no entity in Gualala that would be able to acquire, improve, operate, or maintain public parking facilities.
6. While some of the downtown properties have ample off street parking to serve their businesses and uses, some of their parking lots are laid out inefficiently and could be re-planned and re-striped to yield more parking spaces than they do today. Property owners could work together with reciprocal parking and access agreements to re-plan their parking facilities. Some of these property owners are willing to explore this opportunity, i.e. the Sundstrom Mall and the Gualala Hotel.
7. There are but a few property owners who own significant holdings in and around downtown Gualala that could be part of the solution by trading properties to provide parking in support of their businesses.



Surf Market-existing parking in rear

In view of the fact that there have been some business and property owners in downtown Gualala who have insisted upon resolving the parking issue before making any of the streetscape improvements envisioned in the Streetscape Design Plan, there are a number of options and associated implications to consider as part of the Gualala Downtown Design Plan:

C. Options and Implications of Potential Parking Solutions

1. Eliminate Bicycle Lanes

This option would involve eliminating the two 5-foot wide bike lanes on each side of the street in favor of creating two 8-foot wide on-street parking lanes on the highway frontage through downtown Gualala. The implications associated with such an option are as follows:

- a. Elimination of bike lanes in favor of on-street parking would be viewed as inconsistent with the State's Complete Streets Act, the Gualala Town Plan and the Mendocino County Local Coastal Program. Therefore this is not an option.
- b. Eliminating bike lanes in favor of on-street parking would trigger the need to amend the Gualala Town Plan and the Mendocino County Local Coastal Program as it affects Gualala if a streetscape project is to be developed in a manner consistent with those plans.
- c. Eliminating 10 ft worth of bicycle lanes and replacing it with 16 ft of parallel parking on both sides of the street would require acquisition or dedication of an additional 3 ft of right-of-way on each side of the street beyond the recommended 64'.
- d. Eliminating the bicycle lanes would also be viewed inconsistent with the Coastal Act by the California Coastal Commission and would remove the most attractive feature for grant funding from Caltrans and the California Coastal Conservancy in making capital improvements to the streetscape.
- e. Should such a revised streetscape section prove to be no longer competitive to obtain grants for construction, funding the streetscape improvements would likely fall upon the individual property owners along Highway 1 as they improve and upgrade their properties.
- f. With on-street parking on both sides of the street, the street will have a far more urban feel than the street section recommended in the Streetscape Design Plan and may be inappropriate to the rustic coastal character of Gualala.

2. Create a Multi-use Path System

This option would involve improving a 10-12 foot wide two-way multi-use path that could be used by both pedestrians and cyclists and that would be separated from the roadway by a planter strip (see Figure 4-2). Such an approach would eliminate the need for on-street bicycle lanes.

The minimum specification for a multi-use path under Caltrans standards is 10 ft wide, with a preference for 12 ft wide, with 2 ft shoulders to minimize pedestrian/cyclist conflicts. The implications of this option are as follows:

- a. By eliminating the Class II bike lanes along Highway 1 in favor of a 12-foot wide multi-use path on the west side of Highway 1, bikes and pedestrians

could still be accommodated within the existing right-of-way for the 64' street section.

- b. Providing on-street parking in addition to the multi-use path would require a 79' ROW requiring the additional acquisition or dedication of 7.5 ft of ROW on each side of the street beyond the ROW recommended in the Streetscape Design Plan (see Figure 4-3).
- c. There would be increased potential for pedestrian-bicycle conflicts in pursuing a multi-use path option, whereas following the recommended streetscape design section, there would be no pedestrian-bicycle conflicts.
- d. By eliminating the Class II bike lanes on Highway 1, it would bring traffic much closer to pedestrians, those using the pedestrian path or multi-use paths on Highway 1.

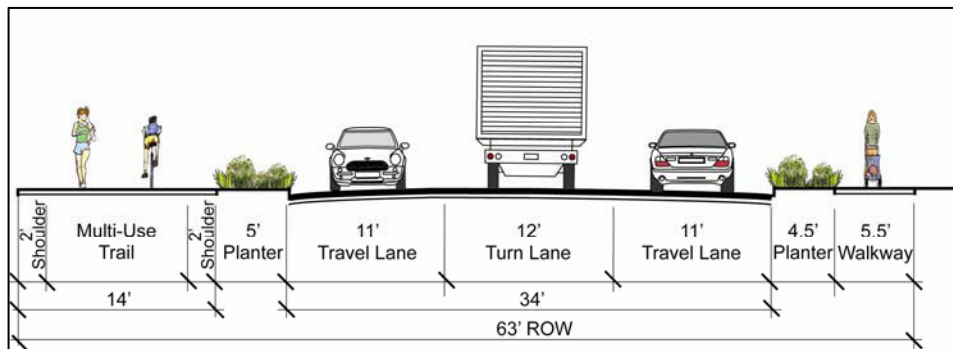


Fig. 4-2 Class I without On-Street Parking

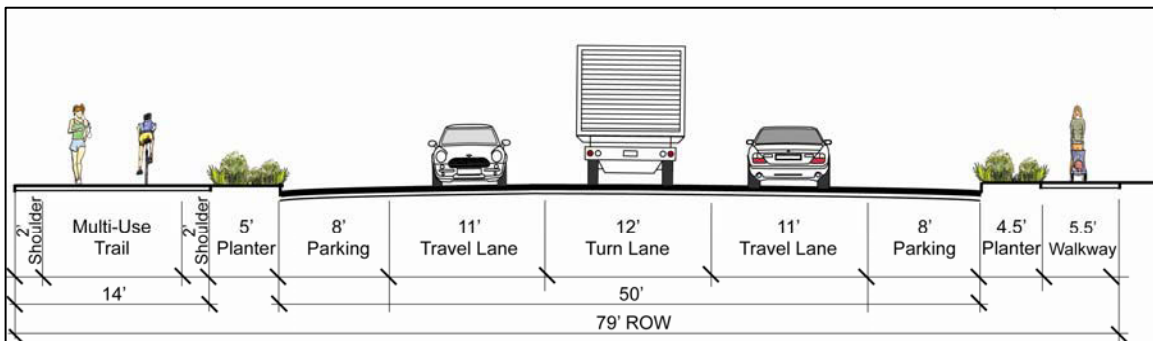


Fig. 4-3 Class I with On-Street Parking

3. Retain Bike Lanes and Provide Parallel Parking Pockets

This option would involve providing pockets of on-street parallel parking in addition to the bike lanes at certain strategic locations along the Highway 1 corridor where the elimination of on-street parking would present a clear hardship to certain property owners and business owners, i.e. the Gualala Hotel and Pizza business, the Meza Grille, etc. Figure 4-4 depicts how this would work in front of the Gualala Hotel.

The implications of this option would be as follows:

- a. This option would likely require the affected property owners to dedicate an additional 8' wide right-of-way to accommodate on-street parallel parking spaces, the garden strip, and the sidewalk on their side of Highway 1.
- b. While providing some on-street parallel parking may be viewed as inconsistent with the Gualala Town Plan and the Mendocino County Local Coastal Program, retaining the Class II bike lanes on Highway 1 may overcome this concern.

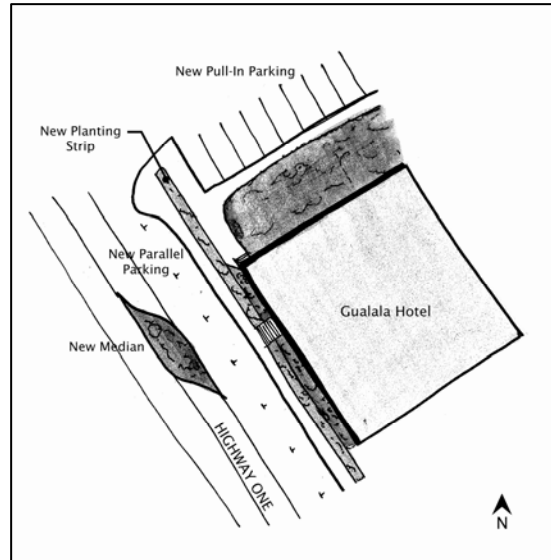


Figure 4-4. Parallel parking bays idea

- c. This option would allow some parking for the pizza business adjacent to the Gualala Hotel, which would otherwise have none.
- d. While this option would still eliminate some of the parking access directly in front of the Meza Grille, it would provide for at least some on-street parking in front of the grill while allowing for a potential outdoor terrace adjacent to Highway 1 for diners at the grill.

4. Encourage Parking and Access Agreements

There are a number of parking facilities on adjacent properties that have inefficient layouts due to the need to contain the parking required for each use on each legal parcel. If the property owners were to work together to execute common access and parking agreements between each other, they could reconfigure their parking areas to dramatically increase their efficiency and yield by working across each other's boundaries. A case in point is the Sundstrom Mall property, the Gualala Hotel property, and the property owned by the Gualala Community Center. The owners of these adjacent properties have indicated an interest and willingness to explore creating more efficient parking arrangements to serve their properties collectively. The implications of this option are:

- a. Would require the development of a Master Parking Plan to demonstrate how one collective parking lot would result in the significant increase in parking spaces. Property owners could work amongst each other on a mixed use district that may actually decrease the parking requirements of Mendocino County for the uses as a whole rather than the individual uses on each property.

- b. This would require the development a detailed parking plan to improve access and parking facilities between these three properties and to eventually ratify common access and parking agreements between these three owners to legally bind them to the shared parking and access arrangements.
- c. While the Gualala Hotel has indicated a willingness, their interest in improving their property with 14 additional units will require some sort of binding agreement between them, the County, and if need be the Coastal Commission to allow any parking spaces provided to be used as credit for parking for the expansion of the Gualala Hotel.
- d. It would still be a question of who would pay to develop the common access and parking facilities and whether in these economic times it would either justify the investment of the property owners themselves in improving additional parking resources or whether they could provide an easement over their properties to be acquired by or donated to a parking entity to improve the parking facilities.



Fig. 4-5 Potential Shared Parking Sites

5. Redevelop Key Properties for Parking

- a. Surf Market Property

It is our understanding that there are plans to eventually redevelop certain properties in downtown Gualala, particularly the Surf Center property. With respect to the Surf Market property, conceptual plans have been prepared to demolish all the buildings between the Surf Supermarket and the Surf Motel

and to convert the central portion of the property into a parking facility sufficient to serve the uses of the redeveloped property.

However, the property owner has applied for a coastal permit that has been appealed to the California Coastal Commission. That appeal is currently in process and the property owner has indicated that redevelopment of the site cannot proceed until the bluff stabilization issue can be resolved. The parking that would be provided by the Surf Market redevelopment would meet County parking requirements for the uses proposed and would obviate the need for on-street parking in front of the market. The implications of this option are:

- 1) Complete redevelopment of the Surf Center property would solve the parking problem for this particular parcel for its present and future uses. Redevelopment of the site would not only improve ocean views from Highway 1 and many parts of downtown Gualala, it would improve downtown pedestrian and automobile circulation and accommodate many elements of the current downtown design plan that would otherwise be difficult to implement.
- 2) Due to the lack of resolution of the soil retention project currently under review by the California Coastal Commission, it is uncertain when, if ever, redevelopment of the property per the conceptual sketches shown to the community would occur.
- 3) The Surf Center property owner may need the support of the community and the California Coastal Commission to redevelop this property if the community is to realize the streetscape improvements within expected time frames rather than many years later.

b. An Interim Solution for the Surf Market Site

The redevelopment of the Surf Market property has been delayed due to the lack of resolution on the river bluff stabilization and drainage project that is currently being appealed to the California Coastal Commission. However, there is a quick interim solution that could ameliorate some of the lack of parking for the Surf Market. The central building or the Old Pharmacy could be demolished which we understand is largely vacant and the site smoothed out so that the remainder of the area could be used for overflow parking. Implications of this option would be:

- 1) The property owner applied for and has been issued a demolition permit to take down the Old Pharmacy and to smooth out the site to provide a temporary gravel overflow parking area and enhance visibility to the parking area and ocean. The permit has not been activated at the time of this report's creation.
- 2) Mendocino County Planning Department has indicated that this action could be taken without a Coastal Development Permit or any conditional use permits from the County.

- 3) While this would require expenditure by the owner to demolish the building and regrade the parking lot, it would be a small expenditure compared to that associated with the redevelopment of his entire property.
- 4) This action would also benefit the community of Gualala by providing additional parking for a popular market, opening up the central portion of the property to views of the Pacific Ocean, and allowing the streetscape improvements along Highway 1 to be installed without having to wait for the full redevelopment of this property.
- 5) The property owner has expressed a concern that demolishing the property without guarantees the retail square footage can be replaced in new construction would make this option unviable.

c. The Gualala Hotel Property

With respect to the Gualala Hotel, the owners have expressed an interest in working with the adjacent Sundstrom Mall property to develop a more effective parking layout, but are concerned about losing the right to expand the Gualala Hotel with 14 additional units that they hope to add adjacent to the existing building to the south and east of that building. The owners of the hotel have expressed a willingness to allow the use of their property for parking provided they get credit for that parking toward the future additional units. The implications of this option are:

- 1) In order to utilize the portion of the property behind the Gualala Hotel, the owners will need to be assured by Mendocino County (and if need be the Coastal Commission) that they will be able to use and share the parking provided behind their business in support of a future 14 room expansion of the hotel.

6. Develop Public Parking Lots

This option would empower a to-be-determined entity to acquire land to develop, improve, operate, and maintain public parking facilities in support of downtown businesses. Figure 4-6 has identified a number of parcels that could serve as parking resources in and around downtown Gualala. The question is what entity would acquire, develop, operate, and maintain these facilities? While the implementation section of this report evaluates a number of potential tools to improve public parking facilities in downtown Gualala, the most promising route would be to expand the purposes and powers of the existing Gualala Community Services District (GCSD) to allow it to acquire, develop, improve, and maintain public parking facilities. The implications of this option are as follows:

- a. The improvement of some of the candidate parcels identified in Figure 4-5 with parking facilities could dramatically increase parking in support of businesses and users of the Coastal Trail in downtown Gualala.

- b. Expanding the powers of the Gualala Community Services District would require a public vote to do so, and one would need to explore the political viability of taking such an action.
- c. Public acquisition of coastal properties in and around downtown Gualala is likely to be an expensive undertaking, as will be funding for capital improvements and ongoing maintenance and operation of those facilities. As such, it may require an additional assessment to go along with the expansion of powers of GCSD that may or may not be approved by voters within the boundaries of the Community Services District.
- d. Those parking facilities close to the Coastal Trail may be grant-eligible by the California Coastal Conservancy for acquisition and improvement.

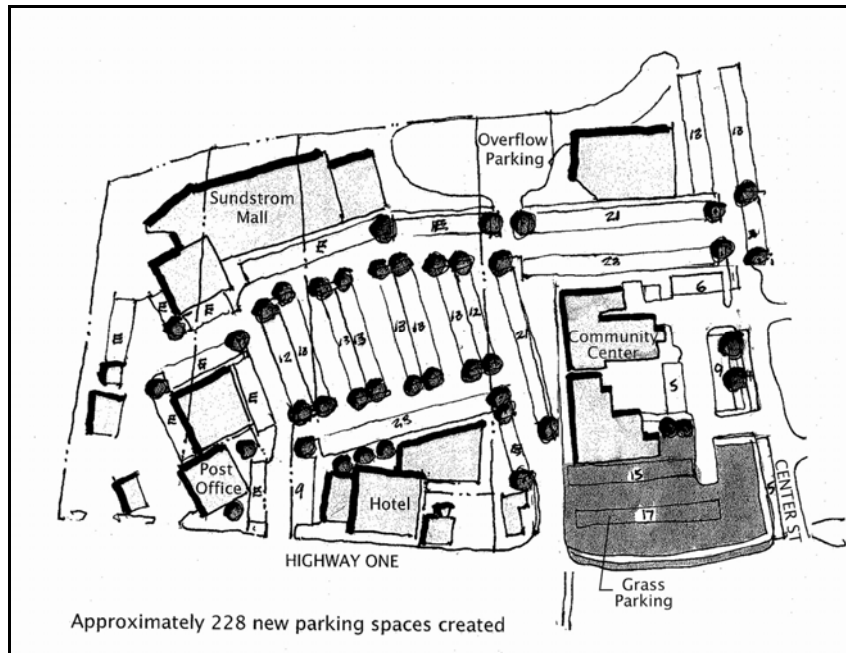


Fig. 4-6 Possible Consolidated Parking

7. Create a Public Parking Entity

At present, there is no entity in Mendocino County that would be able to acquire, improve, operate, or maintain parking facilities in Gualala. This option would involve creating such an entity by the residents of Gualala (or GMAC). In discussing the creation of a special district, Mendocino County's LAFCO (Local Agency Formation Commission) has indicated that it is reluctant to approve any new special purpose districts, but would be open to expanding the powers of existing community services districts like the Gualala Community Services District, which currently has powers limited to providing sewer facilities and services.

This option would expand the powers and purposes of the Gualala Community Services District to be able to acquire, improve, operate, and maintain the parking facilities within its present boundaries. This would have to be done by a vote of the

people who reside within the boundaries of the existing Gualala Community Services District. Implications of this option would be as follows:

- b. It would require residents within the existing boundaries of the Gualala Community Services District to vote to approve the expansion of powers to provide parking facilities in downtown Gualala. Alternatively the GCSD could create a sub-district with these powers.
- c. If an assessment is required, it would require the approval of 2/3 of those voting within the boundaries of the Gualala Community Services District to approve any additional levies to support the provision of parking facilities, which may be very difficult to achieve in Gualala.
- d. The creation of assessment districts and Zones of Benefit associated with those assessment districts can be a complex, expensive, and time consuming undertaking.
- e. Expanding the powers of an existing district would be far easier under Mendocino County LAFCO's policies than creating its own special purpose district for parking.
- f. In expanding the powers of GCSD, an in-lieu fee program could be developed requiring developing properties to pay an in-lieu fee to be collected by the GCSD to acquire, improve, operate, and maintain parking facilities in downtown Gualala.
- g. If the streetscape improvements would have to wait until a parking district could be formed, and until that district could provide additional parking facilities, it will be a long wait before any streetscape improvements could occur.

8. Encourage Land Swaps between Property Owners

One or more of the sites identified for potential parking facilities could be acquired through a trade for land elsewhere in Gualala. The redevelopment of the Surf Market site would result in a parking facility that would meet County code requirements with the uses envisioned for the property. However, this parking facility could be attractive for tourists to use as well, and to access the Gualala Bluff Trail rather than just patronize the businesses. If the property owner was willing and the area behind Forte Gualala building was improved as a parking facility, it would dramatically improve the parking situation on the west side of Highway 1. It is close enough to the Surf Market and the downtown core to provide employee parking, and could also serve Seacliff Motel as well as provide access to the Gualala Bluff Trail. If the owner of the Surf Market were willing to do so, he could negotiate with the owner of the Forte Gualala to swap the vacant property for other property in Gualala. The implications of this option would be:

- a. Drainage issues affecting the Sea Cliff Center, bluff erosion, and the bluff trail should be considered.
- b. Separating Forte Gualala's business from the vacant parcel would require a lot

split or boundary line adjustments as Forte Gualala and the empty area are part of the same parcel.

- c. Swapping for the vacant property behind Forte Gualala would require a willing buyer and a willing seller.
- d. Improving the property behind Forte Gualala would likely require a Coastal Development Permit from the County of Mendocino.
- e. It could solve employee parking needs for the Surf Market without having to spend public dollars to do so.
- f. It could be pursued quickly but may not solve all the customer parking needs at the Surf Center, and could allow the streetscape improvements to move forward sooner rather than later.

9. Provide a Remote Employee Parking Facility

The Surf Market property owner has indicated that he would eventually be willing to provide a parking facility inland from the Highway 1 corridor and to the south of his Gualala Water Company offices near the Catholic Church. There appears to be ample flat land available to support a significant parking area that could either be used for employee parking or event parking just upland from downtown Gualala. The implications of this option would be:

- a. Construction of a parking facility on an upland property would dramatically increase parking to serve downtown, and these improvements could be made at no cost to the public.
- b. While this parking facility is walking distance from downtown Gualala, the roads leading down to downtown Gualala are not ADA accessible. As such, ADA accessible parking to serve the businesses will need to remain close to those businesses or a shuttle system will need to be used to convey disabled people into downtown Gualala from the remote parking facility.
- c. The parcel owned by Mr. Bower offers the potential of providing the greatest amount of offsite parking of any other location identified in this study.

Please refer to Chapter 5. Implementation, section B. Recommended Strategies, for strategies and phasing of the proposed solutions above.

D. Findings and Recommendations on Parking

1. Proposed Streetscape Plan

The proposed downtown streetscape plan is expected to result in a projected loss of 35 on-street parking spaces along the approximately ¼ mile stretch of Highway 1 between Center Street and Ocean Drive. The estimated loss includes 11 spaces on the east side of Highway 1, and 24 spaces on the west side of Highway 1. Additionally, 14 on-site pull-in spaces in front of the Gualala Hotel and Upper Crust Pizza will be lost. Since no public parking lots are proposed in the downtown core as

a component of the plan, 'shared parking' strategies were considered as a method to address parking demand and improve efficiency amongst adjacent properties and businesses in conjunction with the driveway consolidations and physical reorganizations that are proposed.

According to the Urban Land Institute, "the concept of shared parking is the use of a parking space to serve two or more individual land uses without conflict or encroachment. The ability to share parking spaces is the result of two conditions: variations in the accumulation of vehicles by hour, by day, or by season at the individual uses; and relationships among the land uses that result in visiting multiple land uses on the same auto trip." The goal of shared parking is to strike a balance between providing adequate parking for a given development, and minimizing the negative aspects of devoting excessive land and resources to parking. Mixed use developments that share parking result in greater building densities, improved "walkability", and a reduced reliance on driving. For example, improved access between the Community Center and the Post Office would allow downtown patrons the opportunity to park once in order to complete a series of errands to destinations in the downtown core such as the Community Center, pharmacy, market, post office, and video store.

2. Recommendations

- Gualala's downtown core is compact with many of the necessary qualities to achieve shared parking and a quality pedestrian environment. The downtown spans approximately ¼ mile between Center Street and Ocean Drive, which with adequate pedestrian infrastructure translates into an easy walk of 10 minutes or less for most pedestrians.
- Given the compact nature of the downtown and ability to serve pedestrian trips, shared parking strategies should be employed to address future parking facilities. These strategies could include various agreements to link commercial properties and provision of through-access for vehicles and pedestrians.
- Existing parking in zones 1,2,3,5, & 8 should either be striped or re-striped to increase the number of available on-site parking spaces.
- Through the public process, zones 1 and 8 have been identified as potential areas to develop public parking. The development of a public parking area, potentially at the Community Center, would increase the supply of available parking in the downtown core.
- The projected loss of 35 on-street parking spaces on Highway 1 associated with the Downtown Streetscape Plan can be regained for certain areas through re-organization strategies in existing parking areas.
- Marking parking stalls and designating and enforcing employee parking areas in existing lots has the potential to significantly improve parking efficiency and ensure convenient spaces remain available for patrons. Reorganization

strategies would result in an overall projected parking supply increase of 20 - 45%, benefitting those uses in the vicinity.

- A stakeholder meeting held to discuss parking and other issues identified the potential to develop a remote parking area for downtown employees. Given the remote location of the Church Street site, it may be necessary to provide a shuttle service if employee parking were established at this location.
- Shared parking strategies which would link commercial properties by promoting through-access for vehicles and pedestrians would have the potential to reduce parking supply needs by 12 to 15%, and would allow visitors to park once and be able to patronize multiple businesses in the downtown district. The following properties which are shown in Figure 4-6 have been identified through the Design Plan process as opportune locations for shared parking arrangements. Surf Market, Sundstrom/Gualala Hotel/Drugstore, Community Center, on Gualala Redwoods land behind Country Inn, Forte Gualala, and parcel west of Meza Grille.

Table 2 provides a summary of the existing and potential parking supply in the study area with Zones 1, 2, 3, 5, and 6 grouped together to form the downtown core and Zones 4, 7, 8, and 9 grouped together to form the balance of the downtown district. As shown in Table 2, there are an estimated 579 existing parking spaces in the downtown district, including 413 in the downtown core and 166 outside of the core area. 35 on-street spaces and 14 off-street spaces would be lost with the downtown streetscape plan. Accounting for these losses, potential parking gains were calculated by assuming a 25 percent increase in available parking supply with parking lot reorganization. The projections indicate that 135 new parking spaces can be gained in the study area through parking lot reorganization (for a net gain of 100).



Figure 4-1 Parking Evaluation Area

Table 2 Summary of Projected Parking Spaces			
Parking Zone	Existing Parking Spaces	# of New Spaces Created	Potential Parking Gains
Downtown Core Area (Zones 1,2,3,5,6)			
On-Street	19	-	-19
Off-Street	394	98	492
Subtotal	413	98	
Remaining Zones (Zones 4,7,8,9)			
On-Street	16	-	-16
Off-Street	171	37	187
Subtotal	187	37	
Grand Total	600	135	679

Chapter 5: IMPLEMENTING THE DOWNTOWN PLAN

This chapter describes the important next steps toward implementing and budgeting for the Downtown Design Plan improvements followed by a section presenting several possible funding sources for construction and maintenance of the improvements.

A. Recommended Actions for Resolving the Parking and Undergrounding Issues

In view of the fact that the community of Gualala would like to accomplish the streetscape improvements along Highway One sooner rather than later, this study recommends the following actions to resolve the parking and undergrounding issues that are threatening to delay implementation of the project in the short term, but to also resolve them for the greater community good in the greater downtown area in the long term.

1. Short Term Action

Some of the recommended short term actions outlined below require action by Mendocino County and the GMAC while others rely upon those private property owners who have parking problems to solve their own problem without requiring public expenditure. Relying exclusively upon public funds to make any and all improvements to parking facilities will definitely extend the amount of time it will take to implement the streetscape project in downtown Gualala.

Therefore, it is recommended that MCOG, Mendocino County, and the community of Gualala undertake the following short term actions:

- a. Have the MCOG Board accept the recommendations and the Streetscape Design Plan as presented in this document upon its completion.
- b. Ask Mendocino County to provide direction to the utility companies to complete their underground engineering work by working with this Streetscape Design Plan as soon as possible.
- c. Have Mendocino County consider allowing on-street parking parallel parking bays for those businesses that would otherwise have no parking, contingent upon the willingness of those property owners to dedicate the additional rights-of-way in order to accommodate the parallel parking bays as well as the planter strip and pedestrian sidewalk. Those agreements with property owners who are interested in this option should be secured as soon as possible to allow for the proper design of the undergrounding project and prior to beginning work on construction documents for the streetscape.
- d. Request the owner of the Surf Center property move forward with his redevelopment plans of the Surf Market site.
- e. Encourage a downtown consortium of property owners from the Chevron north on the east side of Highway 1 and Surf Center north on the west side of Highway 1 through Meza Grille and Cypress Village to purchase and construct

additional parking at an eligible site such as Forte Gualala or on Church Street. This may qualify for Coastal Conservancy funding for access to the new section of the Gualala Bluff Trail and parking.

- f. Encourage the owners of the Sundstrom Mall, the Gualala Hotel, and the Gualala Community Center to work together to optimize parking layouts through reciprocal access and parking agreements. This would require Mendocino County to provide the owner of the Gualala Hotel with the assurance that when he adds the additional 14 units to his hotel that he will be given a credit for the number of parking spaces required for that addition.
- g. Begin a dialogue with the Gualala Community Services District about expanding their powers and purpose to acquire, improve, manage, and maintain public parking lots in downtown Gualala.
- h. With consultant assistance explore the legal and financial feasibility of expanding powers of Gualala Community Services District to provide parking facilities and to maintain landscaping and lighting associated with the streetscape design plan.
- i. Apply for appropriate grants to assist in the funding of the preparation of design development and construction documents for the streetscape improvements in downtown Gualala. Once that funding can be obtained, proceed with the development of construction documents for the project.

If these short term actions could be taken within the next year or two, the streetscape improvements and the construction documents for it could be completed within that time frame either at the same time as the utility undergrounding work is done or shortly thereafter.

2. Long Term Actions

Should the property owners be unable to proceed with the Short Term Actions “d” and “e” to solve existing parking problems, and then the community should proceed with expanding the powers of the GCSD. Should the GMAC and the Community Services District determine that it is interested in and willing to consider the expansion of the powers of the district to provide, operate, and maintain parking facilities in downtown Gualala, take such action as necessary to place the matter on the ballot and to put any assessment district levy that might be necessary to provide those parking facilities on that same ballot. Once those powers can be expanded, the GCSD should proceed to prioritize which properties it would want to acquire and improve as future public parking facilities.

With respect to Forte Gualala, if the property owner is willing and with expanded powers, the GCSD might be able to apply for a Coastal Conservancy Grant to assist it in making improvements to a parking facility given its proximity to the Gualala Bluff Trail.

B. Phasing of Action Items

The next steps of action are provided in descending order of importance. However, some steps will need to be executed simultaneously and have been indicated as such:

Step 1: Acceptance of the CAP II Downtown Design Plan

The first step to implementing the Downtown Design Plan is to have the GMAC, MCOG, and the Mendocino County accept the plan. Once accepted, these groups and agencies will have a foundational document to utilize in applying for and obtaining grants to implement the Plan.

Step 2: Resolve the Design of the Downtown Gualala Utility Undergrounding Project

Direct the utility companies to design their undergrounding project to respect the Streetscape Design Plan contained in this document and to implement the undergrounding project as soon as possible.

Step 3: Private Property Owners Negotiations

As soon as the Downtown Design Plan has been accepted, negotiations should begin right away for public access and right-of-way acquisitions. As funding becomes available, Gualala should initiate the Parking Master Plan discussed in Chapter 4 under shared parking.

a. Parking Master Plan

Should the owner of the Surf Center property be unwilling or unable to solve the existing parking problem, and/or should the GMAC determine that it wants to pursue a more public solution to the parking issues, it will need to investigate the viability of expanding the powers of the Gualala Community Services District to address parking needs and prepare a parking master plan sooner rather than later. Some of the steps involved with this initiative include the following:

- 1) Have the GMAC facilitate an effort by the owners of the Sundstrom Mall, the Gualala Hotel, and the Gualala Community Center to improve the efficiency and joint use of their parking areas.
- 2) Have the GMAC begin a dialogue with GCSD to expand their powers and explore the feasibility and the steps necessary to do so.
- 3) If GMAC and GCSD are willing to move forward together to expand those powers, take such steps as necessary to expand those powers and provide funding for using them to acquire, improve, operate, and maintain public parking facilities in downtown Gualala.

b. Right-of-Way Acquisition Plan

The GMAC, again working closely with the Mendocino County Planning Department and the County Board of Supervisors, will need to develop a plan of action that identifies the exact limits of public improvements and targeted properties where public and private cooperation are necessary for street improvements, access driveways, and public walkways, and additional rights

of way for those properties that want to preserve on-street parallel parking bays.

c. Right-of-Way Agent

With this information on hand, utilizing the services of a professional right-of-way agent would probably be the most efficient negotiator between public and private entities, especially if there seem to be major conflicts. If the County is unwilling to incur the expense of a professional right-of-way agent, then it should look towards the members of the GMAC to facilitate these negotiations.

Step 4: Resolve a Funding Strategy

a. Determine Which Funds to Pursue

The GMAC, acting on behalf of the town of Gualala, in cooperation with the Mendocino County Planning Department and the County Board of Supervisors, should target funding streams for the capital improvements and maintenance of streetscape improvements. Earmarking funds today will establish a base of matching funds for grants in the near future.

b. Grant Administrator

The GMAC will need to appoint or hire a person or team to begin actively pursuing public grant monies or request MCOG to continue acting in that capacity to implement the project. The grant administrator will need to act on Gualala's behalf to oversee the application process and to make sure the terms of any grants awarded are fulfilled. The grant team will need to identify specific funding opportunities, coordinate specific grants with the appropriate portions of the project (e.g., bike lanes, walkways, coastal trail parking), and complete grant applications within the required time frame.

Step 5: Apply for Grants to Fund the Construction Documents for the Downtown Design Plan

The GMAC and/or the County of Mendocino should apply for grants from Mendocino Department of Transportation (MDOT), Caltrans, and the California Coastal Conservancy to fund preparation of design development and construction documents for the Streetscape Design Plan for Downtown Gualala. This includes the preparation of engineered road and streetscape improvement drawings and specifications in order to construct the new road improvements as delineated in the Downtown Design Plan. A phased approach is recommended that allows for staggered funding cycles and coordination with other public improvements projects, like the utility under-grounding effort.

Step 6: Environmental Review and Permitting (same time as Step 7)

Any publicly-funded project is required by law to comply with the terms of the California Environmental Quality Act (CEQA), another potentially lengthy process, before construction can begin. The GMAC should begin applying for permits and undergoing environmental review during the design and engineering phase as soon as a definite scope of improvements has been determined. This will allow a resiliency in both processes: the review will consider all of the potential impacts and designs will have potential to change based on review. Costs associated with environmental review vary based on the scope of work and permits required.

All new encroachments onto the State Highway will require an encroachment permit from Caltrans. More information on Encroachment Permits can be found at <http://www.dot.ca.gov/hq/traffops/developserv/permits/>. This includes applications for “design exceptions” to Caltrans standards for new lane widths.

Step 7: Prepare the Streetscape Design Construction Document Package

Upon obtaining grant funding, proceed with hiring an engineering and landscape architecture firm, and producing engineered construction drawings and specifications for the Downtown Streetscape Design Plan. The right of way survey is completed, which will allow public/private negotiations to go forward (establishing ownership and feasibility). The Mendocino County Planning Department will process permits. The construction documents will need to be reviewed by Caltrans and MDOT.

Step 8: Further Studies and Actions

a. Transit Strategy Plan

The GMAC will need to review the Management/Institutional Alternatives in Chapter 8 and the Transit Development Plan in Chapter 9 of the *Redwood Coast Community Transit Plan* to develop a strategy for Transit improvements. The bus stops and the proposed Transit Plaza are particularly important to address, so that locations, allowances, easements and components may be incorporated into future improvement plans. Cooperation with MTA, Action Network, the Redwood Coast Community Transportation Coalition, and MCOG would be a vital component of this effort, which would build on the considerable foundation laid in earlier studies by the Redwood Coast Community Transportation Coalition.

Step 9: Establish a Maintenance Plan (same time as Step 3)

Before construction begins a plan for the maintenance of the public improvements should be established. It should include landscaping, lighting and walkway maintenance. The GMAC will need to examine the alternative methods available and decide on the most affordable and feasible one for Gualala.

a. Caltrans Maintenance Agreement may apply to crosswalks and travel lanes.

b. Expand Powers of Gualala Community Service District

c. Private Business Improvement District

c. Assessment of Benefits

Step 10: Streetscape Construction

Once construction documents are completed and approved and construction funding is in place the construction documents will be put out to bid and installation of public improvements can begin. Part of this process will require a construction manager to oversee the phasing of installations and coordinate the improvements with Caltrans, MDOT, and AT&T and PGE’s undergrounding project.

C. Budgeting for Implementation of the Streetscape Design Plan

This section of the report attempts to provide a planning level, order of magnitude budget to implement the Streetscape Design Plan. It provides certain assumptions associated with capital improvements and maintenance of these improvements and provides quantities and unit costs based on information contemporary with the time frame in which this report has been completed.

The reader must understand that this order-of-magnitude budget does not include costs associated with the following:

- The costs of acquiring additional rights-of-way.
- The costs of undergrounding utilities in downtown Gualala.
- The costs of expanding the powers of the GCSD or for the formation of any assessments associated with the expansion of these powers.
- The costs associated with acquiring the properties in the downtown and to improve them as parking facilities.
- The costs associated with constructing any new on-street parallel parking bays on certain properties desiring these improvements.
- The costs associated with any private improvements that may be made to improve their parking facilities, their landscaping, or other such improvements that fall outside of the public right-of-way.

With these understandings, the budget for implementing the Streetscape Design Plan is outlined below.

1. Budgeting Assumptions

a. Capital Cost Assumptions

A breakdown of unit costs for infrastructure improvements identified in the Downtown Design Plan is presented in Tables 5-1 and 5-2 below. Costs were developed by researching the latest unit costs experienced by local jurisdictions on the North Coast in 2008, and were cross referenced by reviewing the National Cooperative Highway Research Program's *Guidelines for Analysis of Investments in Bicycle Facilities*¹.

It is important to note that in recent years, actual costs have risen significantly as the cost of construction materials has climbed, and the costs below are intended to be planning level estimates. They are unit costs for construction and do not include contingencies, design, administrative costs, right-of-way acquisition, or inflation factors. Furthermore, unit costs may vary considerably depending on the size of the job and the location. For example, the unit cost of striping only 1,000 linear ft can easily cost two to three times that of a 15,000 foot project. The same 'economy of scale' can be applied to sign installation and signal modification projects. Pavement widening costs also vary considerably depending on the terrain and other variables, such as presence of utility poles, monuments, and drainage issues.

¹ Transportation Research Board, National Cooperative Highway Research Program's *Guidelines for Analysis of Investments in Bicycle Facilities*, 2006

TABLE 5-1 Construction Cost Assumptions for Pedestrian Improvements		
Capital Project	Unit	Cost
Pedestrian Infrastructure		
Concrete Sidewalk	Square Foot	\$10.00
GraniteCrete Natural Path	Linear Foot	50.00
Curb and Gutter	Linear Foot	\$37.00
Pedestrian Ramp	Each	\$4,000 - \$7,000
12" White Thermoplastic Striping	Linear Foot	\$6.00
In Street Pedestrian Crossing Signs	Each	\$375
5-foot A/C Pedestrian Pathway	Linear Foot	\$50.00
Street Lights	Each	\$2,000 - \$4,000
Traffic Signal	Each	\$250,000
Pedestrian Flasher (overhead)	Each	\$50,000
Radar Speed Feedback Sign	Each	\$16,000
Traffic Calming Devices	Each	\$2,000 - \$60,000
<i>Note: The above unit costs are for construction. These planning level estimates do not include contingencies, design, administrative, right-of-way acquisition costs, or inflation factors.</i>		

TABLE 5-2 Construction Cost Assumptions for Bikeway Improvements		
Capital Project	Unit	Cost
Class I: Multi Use Trail		
Construct Multi-Use Pathway	Mile	\$550,000
Pathway Rehabilitation	Mile	\$125,000
Trail Entry Improvements (may include bollards, signs, minor paving, & concrete driveway apron)	Each	\$2,000 - \$6,000
At Grade Roadway Crossing (Varied range of improvements)	Each	\$10,000 - \$90,000
Trail Bridge (Prefabricated steel bridge 10 - 12 ft wide by 100 ft long)	Each	\$200,000

Class II: Bike Lanes		
Install Signs, Striping, & Stencils	Mile	\$30,000
Reconfigure Roadway Striping, add Bike Lanes	Mile	\$75,000 - \$90,000
Install Loop Detectors	Each Intersection	\$2,500 - \$5,000
Intersection Striping (bike lane pockets, combined turn lanes, advanced stop bar/pocket)	Each Intersection	\$2,000 - \$6,000
Class III: Bike Route		
Install Signing (Up to 10 signs per mile)	Mile	\$2,500
Shoulder/Roadway Widening (One side, 6 foot)	Mile	\$325,000
Shared Roadway Markings / Pavement Legends	Each	\$175 - \$300
<i>Note:</i> The above unit costs are for construction. These planning level estimates do not include contingencies, design, administrative, right-of-way acquisition costs, or inflation factors. <i>** Costs are highly variable depending upon conditions</i>		

b. Maintenance Assumptions

Systems maintenance needs include cleaning, asphalt resurfacing, striping maintenance, sign replacement, pavement repairs, drainage work, refuse removal, graffiti removal, and landscape maintenance. While some maintenance needs such as re-striping or re-surfacing can be placed on a schedule of every one to five years, other needs such as fixing potholes, addressing signal detection sensitivity, and trimming overgrown vegetation require immediate attention. Table 5-3 below provides a recommended timetable for regular maintenance activities associated with the downtown streetscape improvements and Table 5-4 provides annual maintenance costs per mile for differing bicycle path installations.

TABLE 5-3 Systems Maintenance	
Maintenance Item	Schedule / Frequency
Pavement / pathway sweeping	Monthly - annually as needed
Signal detection sensitivity	Bi-annually - or as needed on a request basis
Trash disposal	Weekly - as needed
Graffiti removal	As needed
Potholes	As needed - on a request basis
Sign replacement/repair	1 to 3 years - as needed

Pavement marking replacement	1 to 3 years - as needed
Pavement sealing	Every 5 years - as needed
Lighting (replacement/repair)	Annually - or as needed on a request basis
Clean drainage system	Annually - or as needed on a request basis
Maintain furniture, bus stops, railings	Annually - or as needed on a request basis
Fountain/restroom cleaning/repair	Weekly - monthly as needed
Bridge/ Underpass inspection	Annually
Maintain emergency telephones, CCTV	1 year
Replenish shoulder material	Annually
Landscape Maintenance	
Tree, Shrub, & grass trimming/fertilization	5 months- 1 year
Maintain irrigation lines/replace sprinklers	1 year
Irrigate/water plants	Weekly - monthly as needed
Shoulder and grass mowing	Seasonally as needed
Vegetation maintenance	Annually - or as needed on a request basis
Weed control	Monthly - as needed

**TABLE 5-4
Bicycle Path Maintenance Cost Assumptions**

Facility Classification	Estimated Annual Cost Per Mile	Notes
Class I	\$9,500	Assumes maintenance associated with Class I trails, trail amenities, and landscaping
Class II	\$2,000	Assumes regular/periodic lane sweeping, sign and stripe/stencil maintenance, signal detection, and minor surface repairs
Class III	\$1,000	Assumes sweeping and minor surface repairs
Sidewalks	\$2,500	Assumes landscape/vegetation maintenance and surface repairs

2. Budgeting for Capital Costs

Based on the above budgeting assumptions for capital costs, Appendix C provides an overall budget estimate for those costs in implementing the Streetscape Design Plan for downtown Gualala.

D. Funding the Downtown Improvement Program

In implementing the Gualala CAP Phase II Downtown Design Plan, it will be essential to develop long term funding strategies to design, construct, and maintain the improvements envisioned in this Plan.

The primary purpose of this section is to identify and briefly describe potential funding sources and financing vehicles for the public costs associated with the Improvement Program recommended by the Gualala CAP Phase II Plan. Much of the information presented below is based in part on discussions with representatives of the County, Caltrans and MCOG.

1. The Process Overview

Keeping track of potential funding sources is a full time job. Many cities retain a full time staff person for this function. There are literally thousands of potential sources. There are also hundreds of publications and web sites that have information on these sources, and each source has different requirements for the activity, matching funds, application procedures, qualifying criteria and so forth.

Many of these funding programs are undergoing constant changes in their rules and guidelines. In some cases this means that even the participating lenders are not familiar with the current rules and must be guided through the process. It will require an ongoing effort to seek out and apply for various grants and loans as implementation proceeds.

There are several important points to be kept in mind with regard to all of these funding sources:

- Except where indicated, most of these sources can be used for implementation and construction activities.
- Many sources require that a specific number of jobs be created at certain levels of funding and many funding sources are specifically aimed at existing businesses.
- Some sources may require a matching contribution from the recipient or from the private sector.
- All of these programs are very competitive and generally receive between 5 and 10 applications per grant award.

2. Who Applies for Funding

Applications for most grant programs would need to be submitted by the County, MCOG or a non-profit corporation. Applications that demonstrate a partnership between agencies are viewed favorably. Utilizing any of the financing vehicles for local funding would require working through the County to set up the financing vehicle, particularly for long-term maintenance. In most cases additional planning

would be required to establish assessment district boundaries or conduct a nexus analysis to impose fees to cover ongoing maintenance expenses.

Table 5.5 presents a summary of the salient characteristics of each funding source and the agencies administering these funds.

Table 5-5 KEY CHARACTERISTICS OF POTENTIAL FUNDING SOURCES for Gualala Downtown Streetscape Design Plan			
Agency/Program	Focus on Bike/Ped	Maximum Grant	Next Round
A. MCOG Programs			
State Transportation Improvement Program (STIP)		varies	cyclical (Dec 2009)
Regional Surface Transportation Program Funds (RSTP)-special projects		\$100,000 total	annual
Transportation Enhancement Program (TE)-Regional	X	\$2 m total	2010
Transportation Development Act (TDA)-bike funds	X	\$50,000	annual
B. Mendocino County			
Surface Transportation Program [STP d(1)]		\$600 m total	annual
Prop 42 1B			
C. Caltrans Programs			
State Highway Operations and Protection Plan (SHOPP)		fully committed	cyclical
Transportation Enhancement Program (TE)-Inter-Regional	X	none stated	2008
Safe Routes to School (Highway2S)	X	\$1 m	annual
Bicycle Transportation Account (BTA)	X	\$1.25 m	annual (Dec 2008)
Environmental Enhancement & Mitigations Program (EEM)		\$350,000	annual (Dec 2008)
Federal Exchange and State Match Programs		\$100,000	annual
D. State Treasurer Programs			
Sustainable Communities Grant and Loan Program (SCGL)		\$350,000	annual
E. Coastal Trail and Planning Grants			
Grants-for Coastal Trail	X	none stated	ongoing
F. State Housing and Community Development Programs			
Community Development Block Grants (CDBG)-Economic Development		\$500,000	ongoing
G. Federal Programs			
USDA-Rural Business Enterprise Grants (RBEG)		\$200,000	annual
Highway Safety Improvement Program (HSIP)		\$900,000 m	annual
Safe Routes to School Program (HighwayTS)	X	\$1 m	annual
Community-Based Transportation Planning and Environmental Justice: Context Sensitive Planning Grants		\$300,000	Annual or 2 years

Recreational Trails Program (RTP)			Annual (Oct 2009)
H. Private Funding Programs			
Foundations		varies	ongoing
Corporate Sponsors/Fundraising			
I. Pacific Gas & Electric Company Programs			
Undergrounding			
J. Local Financing Vehicles			
Development Impact Fees (DIF)			
Benefit Assessments			
Private Business Improvement District (PBID)			
Mello-Roos Community Facilities Act			
Gualala Community Service District			

3. The Programs

a. MCOG Programs

1) STIP Funds

STIP - Bicycle & Pedestrian 5% Program. In 1998, MCOG adopted a modal split funding formula which dedicated 5% of the region's State Transportation Improvement Program (STIP) funding to bicycle and pedestrian projects. A total of \$391,000 was awarded to local agencies for bicycle and pedestrian projects in the 2000 Regional Transportation Improvement Program (RTIP) through a local, competitive process. In the 2002 STIP, bicycle and pedestrian projects received \$1,262,000 in funding, which included funding reserved from the 2000 STIP Augmentation. Unfortunately, no new funding was made available to the region in the 2004 or 2006 STIP cycles. The modal split will be reconsidered by MCOG when sufficient STIP funding is once again available to the region. Future cycles of the Bicycle & Pedestrian 5% Program represent an outstanding opportunity to implement improvements identified in the Plan.

2) RSTP Funds

Most shares are passed through to the County and cities on a formula basis. MCOG retains up to \$100,000 per year for partnering on important regional projects.

3) Transportation Development Act (TDA) Article 3 Funds

Transportation Development Act (TDA) Article 3 funds are generated from State gasoline sales taxes and are returned to the source counties from which they originate to fund transportation projects. Article 3 funds provide a 2 percent set aside of the County TDA funds for bicycle and pedestrian projects. Eligible projects include right-of-way acquisition;

planning, design and engineering; support programs; and construction of bicycle and pedestrian infrastructure, including retrofitting to meet ADA requirements, and related facilities. MCOG awards approximately \$50,000 per year from TDA funds to bike and pedestrian projects. These funds can be used as matching fund requirements for state and federal grants.

Administering Agency: MCOG
Project Type: Construction, Planning, Maintenance, Education Programs
Eligible Projects: Bicycle, Pedestrian
Application Deadline: Varies, Contact MCOG
Web Link:

b. Mendocino Country

1) STP d(1) Prop 42 1B

Prop 1B – The Governor’s budget proposes to appropriate \$4.7 billion of new funding for local roads and high-priority projects. Impact to Mendocino County is approximately \$2.6 million from 2007-08 deferred funding expected to be received sometime in the next few months. There is no additional funding proposed for 2008-09.

Administering Agency: Mendocino County
Project Type: Road Construction
Eligible Projects:
Application Deadline:
Web Link:

2) County Transportation Funds

County Transportation Funds must be used on county roads. Currently there are more projects identified than they can fund. However, if the Gualala projects for Center Street upgrades and community road extensions can demonstrate benefits to the County, these funds could be considered.

Administering Agency: Mendocino County
Project Type:
Eligible Projects:
Application Deadline:
Web Link:

c. Caltrans Programs

1) State Highway Operations and Protection Plan (SHOPP)

The State Highway Operations Protection Program (SHOPP) is a multi-year program of capital projects whose purpose is to preserve and protect the State Highway System. Funding is

comprised of state and federal gas taxes. SHOPP funds capital improvements related to maintenance, safety, and rehabilitation of state highways and bridges. Just over \$1 billion is allocated to SHOPP annually. Funding is based on need, so there are no set distributions by county or Caltrans district. There are no matching requirements for this program. Projects include rehabilitation, landscaping, traffic management systems, rest areas, auxiliary lanes, and safety improvements. Caltrans Projects are “applied” for by each Caltrans District. Each project must have a completed Project Study Report (PHighway) to be considered for funding. Projects are developed in the fall of every odd numbered year.

Administering Agency: Caltrans
Project Type: Construction, Rehabilitation, Maintenance
Eligible Projects: Bicycle and Pedestrian
Application Deadline: Fall of odd numbered years
Web Link:
<http://www.dot.ca.gov/hq/transprog/shopp.htm>

2) Transportation Enhancement (TE) Program

TE is a Federal funding source that provides for transportation-related capital improvement projects that enhance quality-of-life, in or around transportation facilities. TE projects must fall within twelve specific categories, including the provision of facilities for pedestrians and bicycles, the provision of safety and educational activities for pedestrians and bicyclists, and preservation of abandoned railway corridors (including the conversion and use thereof for pedestrian or bicycle trails). The TE program is authorized by the Federal government in 6-year cycles under the federal surface transportation bill.

Administering Agency: Caltrans / MCOG
Project Type: Construction
Eligible Projects: Varies
Application Deadline: Varies
Web Link:
<http://www.dot.ca.gov/hq/TransEnhAct/TransEnact.htm>

Regional TE

These funds are awarded by MCOG. The entire recent round of funding has been awarded. The next round of funding is not expected until 2010.

Inter-regional TE

These funds are awarded by Caltrans for projects on State highways. This is a reimbursable capital-improvement program. Projects must comply with federal environmental requirements and other federal regulations, including those for considering disadvantaged business enterprises in consultant selection and for

paying prevailing wages during construction. Transportation Enhancement activities must have a direct relationship – by function, proximity or impact – to the surface transportation system. Activities must be over and above normal projects, including mitigation.

- 3) Caltrans Sidewalks Program
Caltrans District 1 has a current policy to pay half of the cost of sidewalks along State highways.

- 4) Caltrans-Safe Routes to School (Highway2S)

Established in 1999. Caltrans, in consultation with the California Highway Patrol (CHP), makes grants available to local governmental agencies under the program based upon the results of a statewide competition. The goals of the program are to reduce injuries and fatalities to school children and to encourage increased walking and bicycling among students. The program achieves these goals by constructing facilities that enhance the safety for pedestrians and bicyclists. By enhancing the safety of the pathways, trails, sidewalks, and crossings, the likelihood of attracting and encouraging additional students to walk and bike increases. Funds awarded annually. Applications solicited in October. Caltrans staff indicates this is an unlikely source of funds because there is no school in Gualala.

Administering Agency: Caltrans
Project Type: Construction & Non-Infrastructure
Eligible Projects: Bicycle and Pedestrian
Application Deadline: Varies by cycle
Web Link:
<http://www.dot.ca.gov/hq/LocalPrograms/saferoutes/saferoutes.htm>

- 5) Caltrans-Bicycle Transportation Account-BTA

The Bicycle Transportation Account (BTA) is an annual statewide discretionary program that is available through the Caltrans Bicycle Facilities Unit for funding bicycle projects. The BTA provides state funds for city and county projects that improve safety and convenience for bicycle commuters. To be eligible for Bicycle Transportation Account (BTA) funds, a city or county must prepare and adopt a Bicycle Transportation Plan (BTP) that addresses items a – k in Streets and Highways Code Section 891.2. MCOG prepares the Regional Bikeway Plan for Mendocino County and all four cities. BTP adoption establishes eligibility for five consecutive BTA funding cycles. Funding is available through a statewide competition. \$7.2 million was available for FY 2009/10. Applications for 2009/10 BTA funds are due to Caltrans Districts by December 1, 2008.

Administering Agency: Caltrans

Project Type: Construction
Eligible Projects: Commuter Bicycle Projects
Application Deadline: December
Web Link:
<http://www.dot.ca.gov/hq/LocalPrograms/bta/btawebPage.htm>

6) Caltrans Transportation Planning Grants

Caltrans Transportation Planning Grants are intended to promote strong and healthy communities, economic growth, and protection of our environment. These planning grants (Environmental Justice: Context-Sensitive Planning, Community-Based Transportation Planning, Partnership Planning, and Transit Planning) support closer placement of jobs and housing, efficient movement of goods, community involvement in planning, safe and convenient pedestrian and bicycle mobility and access, smart or strategic land use, and commute alternatives.

Administering Agency: Caltrans
Project Type: Planning
Eligible Projects: Bicycle, Pedestrian, Transit
Application Deadline: January
Web Link:
<http://www.dot.ca.gov/hq/tpp/grants.html>

7) Highway Safety Improvement Program

Section 1401 of the Safe, Accountable, and Flexible Efficient Transportation Equity Act - Legacy for Users (SAFETEA-LU) amended Section 148 of Title 23 to create a new, core Highway Safety Improvement Program. This new Highway Safety Improvement Program (HSIP) replaces the Hazard Elimination Safety Program, (23 U.S.C §152). This new stand-alone program reflects increased importance and emphasis on highway safety initiatives. Funds can be used for safety improvement projects on any public road or publicly owned bicycle or pedestrian pathway or trail. A safety improvement project corrects or improves a hazardous roadway condition, or proactively addresses highway safety problems. The States that adopt and implement a strategic highway safety plan are provided additional flexibility to use Highway Safety Improvement Program (HSIP) funds for public awareness, education, and enforcement activities otherwise not eligible if they are consistent with a strategic State highway safety plan and comprehensive safety planning process.

Administering Agency: Caltrans
Project Type: Construction
Eligible Projects: Bicycle and Pedestrian
Application Deadline: February
Web Link:
<http://www.dot.ca.gov/hq/LocalPrograms/hsip.htm>

8) Caltrans Environmental Enhancement and Mitigation Fund Program

Caltrans has established a state fund (\$10 million statewide) called the Environmental and Mitigation Fund to fund beautification improvements to roadsides to mitigate the effects of transportation projects. Typical grants range from \$200,000 to \$250,000. Up to 25% local matching is usually required. Preliminary discussions indicate that these funds are not likely to apply to the Gualala project.

Administering Agency: CA Resources Agency
Project Type: Construction
Eligible Projects: Bicycle and Pedestrian Improvements
Application Deadline: November
Web Link: <http://resources.ca.gov/eem/>

c. State Treasurer Program

1) Sustainable Communities Grant and Loan Program (SCGL)

This program is sponsored by the State Treasurer's Office in their role as the California Pollution Control financing authority. The grants are intended to encourage sustainable development which includes infill development, proximity to transportation, and promotion of economic development in low income areas, support alternative transportation and so forth. The funds can be used for planning or implementation. The maximum grant amount is \$350,000. Total annual amount statewide is \$2.5 million. Counties and cities are eligible. Counties can submit one application per round. Application solicitation is currently awaiting funding authorization but is expected by the end of the year.

d. Coastal Trail and Planning Grants

1) California State Coastal Conservancy

The California State Coastal Conservancy manages several programs that provide grant funds for coastal trails, access, and habitat restoration projects. The funding cycle for these programs is open and on-going throughout the year. Funds are available to local governments as well as non-profits. The Conservancy has provided significant funds for study and implementation of public access to our coast, rivers, and streams and for resource conservation in Mendocino County. In Gualala the shoulder of State Highway 1 is considered to be part of the Coastal Trail. The Conservancy may also provide grant funding to assist in the planning and design of the Downtown Streetscape Design Plan and the Circulation and Parking Plan for Downtown Gualala.

Administering Agency: CA Coastal Conservancy

Project Type: Construction, Planning
Eligible Projects: Trails, Habitat Restoration
Application Deadline: On-going
Web Link:
<http://www.scc.ca.gov/Programs/guide.htm>

e. State Housing and Community Development Programs

1) Community Development Block Grants (CDBG)

The CDBG program is a flexible program that provides communities with resources to address a wide range of unique community development needs. The program provides money for streetscape revitalization, which may be largely comprised of pedestrian improvements. Federal Community Development Block Grant Grantees may “use CDBG funds for activities that include (but are not limited to): acquisition of property for public purposes; construction or reconstruction of streets, water and sewer facilities, neighborhood centers, recreation facilities, and other public works; demolition; rehabilitation of public and private buildings; public services; planning activities; assistance to nonprofit entities for community development activities; and assistance to private, for profit entities to carry out economic development activities (including assistance to micro-enterprises).”

Administering Agency: CA Dept. of Housing and Urban Development
Project Type: Construction
Eligible Projects: Various Public Works Improvements
Application Deadline: On-going
Web Link:
<http://www.hcd.ca.gov/fa/cdbg/about.html>

2) CDBG Planning & Technical Assistance

These Planning and Technical Assistance grants offer up to \$35,000 each. Each county is eligible for two grants per year, one for General Allocation projects (housing and infrastructure) and one for Economic Development projects.

f. Federal Programs

1) USDA-Rural Business Enterprise Grants (RBEG)

These grants are available to cities and non-profits. The primary criterion is the creation of jobs and economic development, with an emphasis on small businesses. They can be used for training, RLFs, technical assistance, capital expenditures, parking, façade improvements and other uses. Not all costs are eligible for Rural Business Enterprise Grant funds. RBEG funds are intended to jump-

start new projects to meet the critical needs portion of the project. They typically range from \$100,000 to \$200,000. Notification of Funding Availability for the next round is expected in December. These grants are generally very competitive.

2) National Recreational Trails Program

The Recreational Trails Program (RTP) provides funds to states to develop and maintain recreational trails and trail-related facilities for both non-motorized and motorized recreational trail uses. Examples of trail uses include hiking, bicycling, in-line skating, equestrian use, and other non-motorized as well as motorized uses. Recreational Trails Program funds may be used for a variety of purposes including acquisition, construction, maintenance, development, operations, and educational programs.

Administering Agency: CA Dept. of Parks
Project Type: Construction
Eligible Projects: Recreational Trails
Application Deadline: October
Web Link: http://www.parks.ca.gov/?Page_id=24324

g. Private Funding Programs

1) Corporate Sponsors/Fundraising

Corporate sponsorship has become a major source of funding for large-scale projects with substantial public exposure. Corporate sponsors are potential sources of funding for facilities, where they can put their name on the facilities and/or special events they can be identified with. Possible sponsors include tourism-related companies (such as hotels) or local companies seeking goodwill in the community. Some communities have successfully used local fundraising campaigns to fund community amenities such as trails and landscaping. This might provide an opportunity to encourage participation by residents of The Sea Ranch, who might not otherwise contribute to the improvements.

2) Foundations

Foundation giving is governed by specific guidelines that stipulate purposes for which grant money can be used, areas of foundation interest and geographic jurisdiction. Competition for foundation funding has become exceedingly competitive, with many foundations deciding to focus on social problems (housing, poverty, medical care, literacy, education, etc.). In most cases they are guided by some affinity for the project, such as location near a company facility or employee sponsorship. However, there are still foundations that provide funding for community facilities, amenities and beautification. A preliminary search conducted by Action Network identified several examples: American Express;

America the Beautiful Fund; Keep America Beautiful, Inc.; The Pew Charitable Trusts; PepsiCo Foundation; and State Farm Mutual Contributions.

h. Pacific Gas & Electric Company Programs

1) Undergrounding

AT&T, with PG&E, has an ongoing program to underground electrical wires under Rule 21A of the Public Utilities Commission (PUC). The streetscape improvements should coordinate in every way possible with that project. It might be possible through coordinated timing and design to have PG&E pay for some parts of the CAP street improvements as part of PG&E's normal restoration of the area. This might include sidewalks, landscaping and so forth.

i. Local Financing Vehicles

1) Development Impact Fees

AB 1600 regulates the way that impact fees are imposed. It requires that a nexus or connection be made between a fee and the type of development on which the fee is imposed. A development fee cannot be imposed to correct an existing problem or pay for improvements needed for existing development. Development Impact Fees do not require a vote of the people. Thus, in the case of Gualala a nexus study would need to be conducted to demonstrate that future development will require certain improvements. Then assuming that an impact fee is approved, the funds would not be available until the new development occurred.

2) Benefit Assessments

These are levies imposed within a designated district to finance a specific maintenance or capital improvements. The improvements must specifically benefit the properties. The levy can vary among properties depending on square ft or property frontage. To form an assessment district, 50% approval is required from the property owners. In some cases there are different tiers within the district which pay different assessments.

3) Private Business Improvement District (PBID)

A PBID is financed through special assessments on commercial properties. Passage requires a 50% approval by the property owners in the District. The assessment must be re-approved every five years. Typically these revenues are used for public space maintenance, security, and promotion.

4) Mello-Roos Community Facilities Act

The Mello-Roos Community Facilities Act was passed by the Legislature in 1982 in response to reduced funding opportunities brought about by the passage of Proposition 13. The Mello-Roos Act allows any county, city, special district, school district or joint powers of authority to establish a Community Facility Districts (CFD) for the purpose of financing of public improvements and services. The services and improvements that Mello-Roos CFDs can finance include streets, sewer systems and other basic infrastructure, police protection, fire protection, ambulance services, schools, parks, libraries, museums and other cultural facilities. By law, the CFD is also entitled to recover expenses needed to form the CFD and administer the annual special taxes and bonded debt. CFDs must be approved by a two-thirds margin of qualified voters in the district. Property owners within the district are responsible for paying back the bonds. Pedestrian facilities are eligible for funding under CFD bonds.

Administering Agency:	Local Agency
Project Type:	Construction/Maintenance
Eligible Projects:	Various Public Works Improvements
Application Deadline:	None
Web Link:	None

5) Mitigations/Exactions

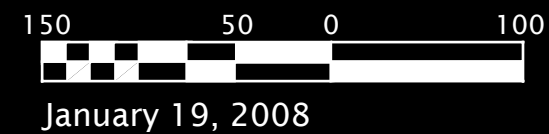
Mitigations can be imposed whenever a development requires approval by a local entity. Mitigations are imposed as a condition on a tentative map for private development projects. These conditions reflect on and off site mitigations that must be completed in order to be able to develop. Development agreements are another form of mitigation. Mitigations can include providing adequate pedestrian access, setbacks, parking requirements, lighting, signage, sidewalks, landscaping and so forth. (Note that development standards and design guidelines often can be used to accomplish the same objectives.)

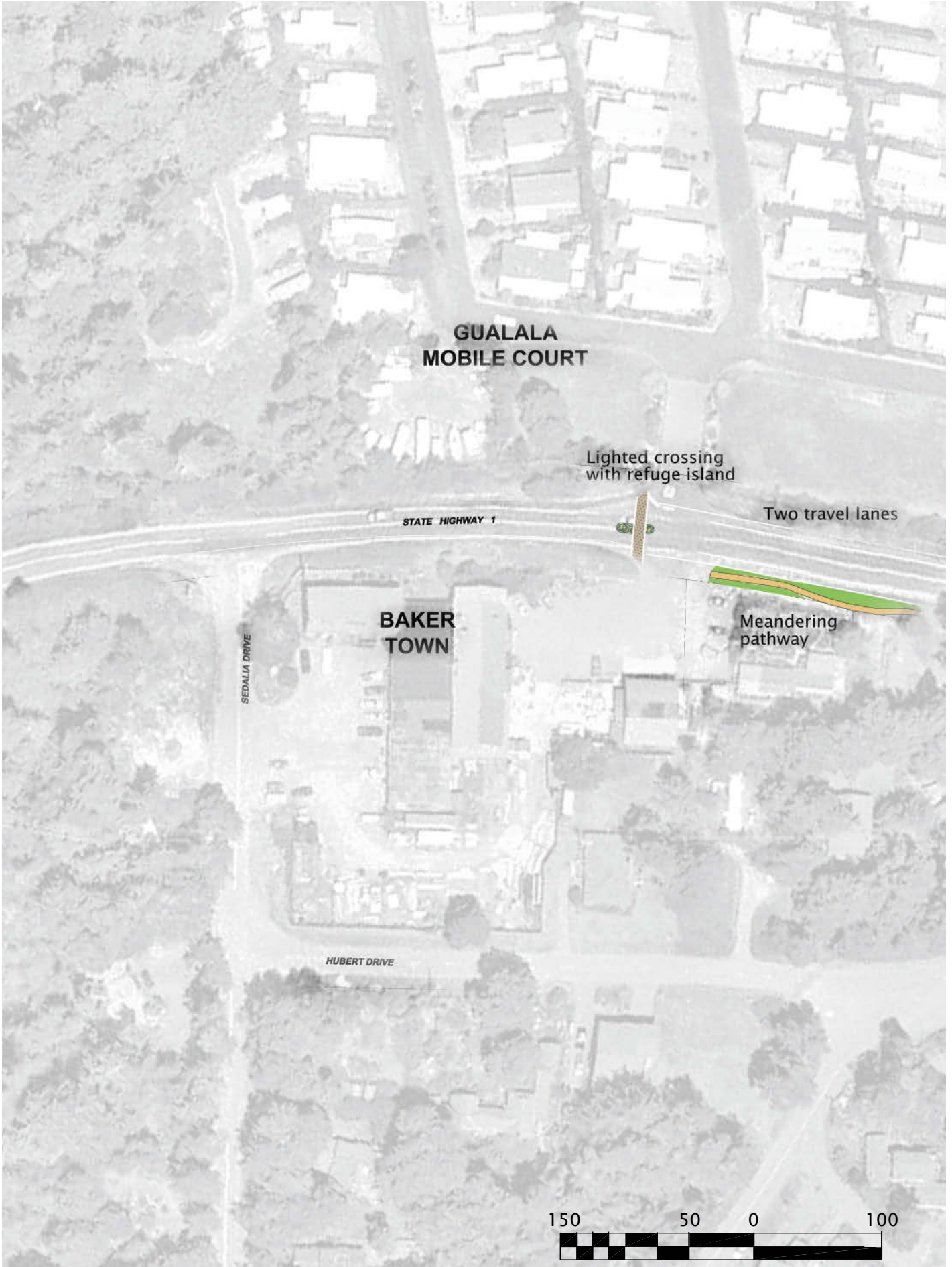
**Appendix A
Downtown Design Plan Streetscape Concepts**

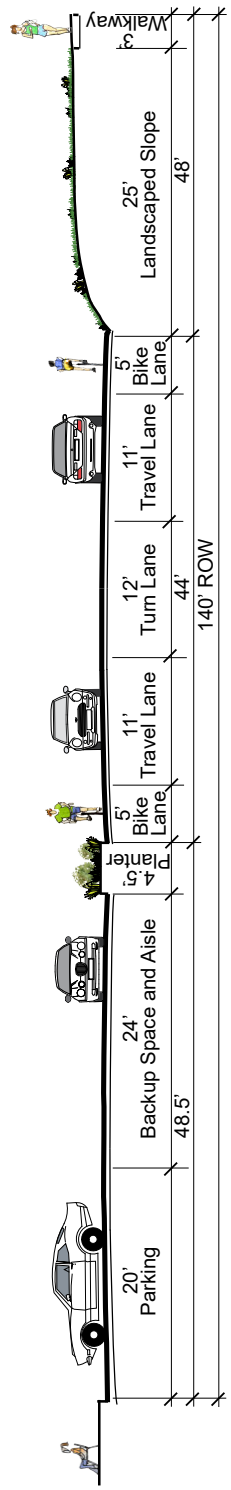
**Community Action Plan Phase II
Downtown Design Plan**



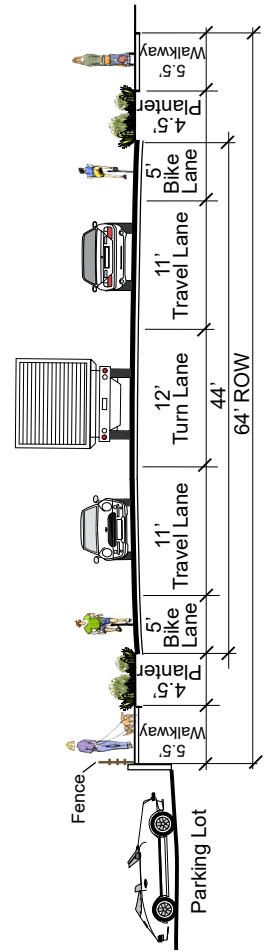
January 19, 2008



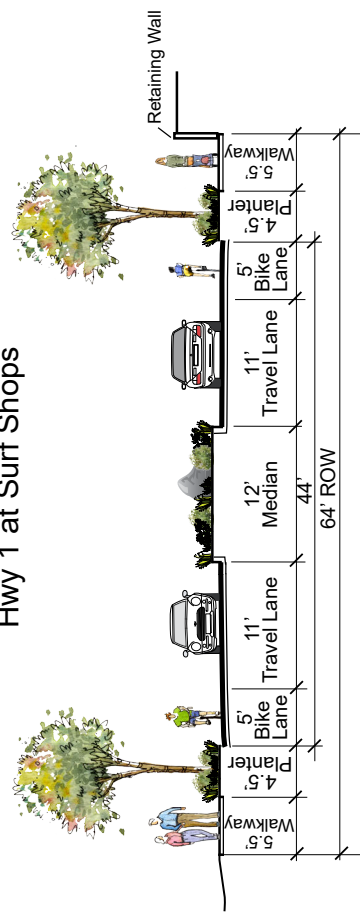




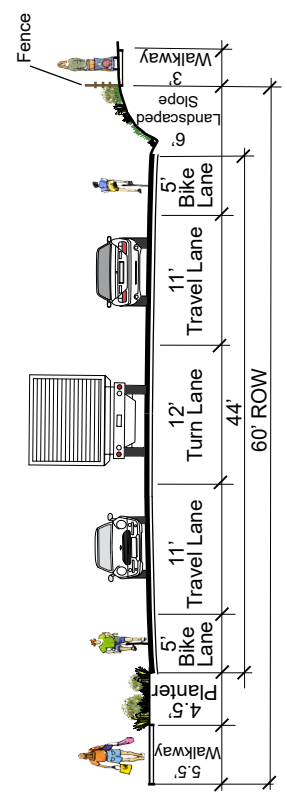
Hwy 1 at the Bluff Parking



Hwy 1 at Surf Shops



Hwy 1 South of Ocean Drive



Hwy 1 at Cypress Village

**Appendix B
Streetscape Amenities**

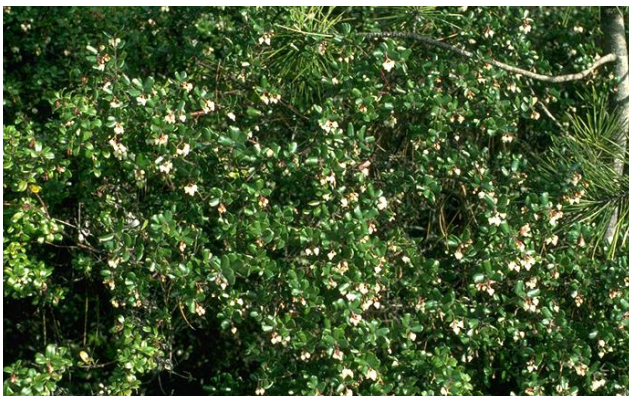
**Community Action Plan Phase II
Downtown Design Plan**

Low Groundcover Shrubs (Under 3')

Sheet: 1 of 2



Little Sur Manzanita, *Arctostaphylos edmundsii*



Glossyleaf Manzanita, *Arctostaphylos nummularia*



California Glory Bush, *Ceanothus gloriosus*

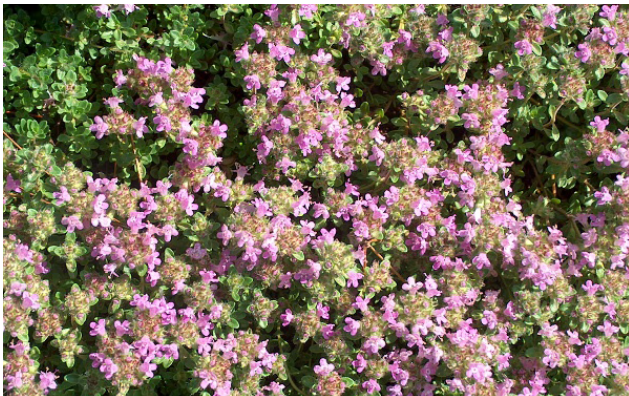


Low Groundcover Shrubs (Under 3')

Sheet: 2 of 2



Silvermound Artemisia, *Artemisia schmidtiana*



Mother of Thyme, *Thymus praecox arcticus*



Sonoma Sage, *Salvia sonomensis* hybrids



Perennials (Under 3')

Sheet: 1 of 4



Seaside Daisy, *Erigeron glauca*



Coast Buckwheat, *Eriogonum latifolium*



Silver Lupine, *Lupinus albifrons*



Perennials (Under 3')

Sheet: 2 of 4



Golden Yarrow/Oregon Sunshine,
Eriophyllum lanatum



Chilean Strawberry, *Fragaria chiloensis*



Yarrow, *Achillea filipendula*



Perennials (Under 3')

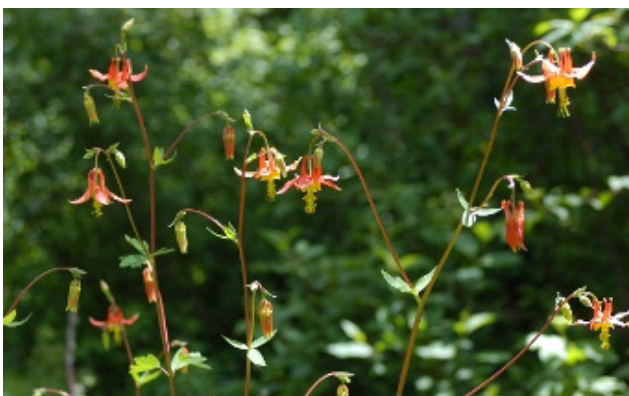
Sheet: 3 of 4



Coyote Mint, *Monardella villosa* "Russian River"



California Fuschia, *Zauschneria septentrionale*



Western Columbine (part shade), *Aquilegia formosa*



Perennials (Under 3')

Sheet: 4 of 4



Pacific Coast Iris, *Iris douglasiana*



Foothill Penstemon, *Penstemon heterophyllus*



Blue Eyed Grass, *Sisyrinchium bellum*



Grasses and Sedges (Under 3')

Sheet: 1 of 2



Idaho Fescue, *Festuca idahoensis*



Red Fescue, *Festuca rubra*



Meadow Sedge, *Carex pansa*



Grasses and Sedges (Under 3')

Sheet: 2 of 2



Gray Rush, *Juncus patens*



Accent Trees and Shrubs (Over 3')

Sheet: 1 of 1



Shore Pine, *Pinus contorta*



Pacific Reed Grass, *Calamagrostis nutkaensis*



Strawberry Tree, *Arbutus "Marina"*



Discera Solar



Discera Solar offers a sleek architectural form in a solar powered configuration featuring 39 watt metal halide light source for excellent light source with well defined symmetrical distribution. Engineered to achieve many years of low maintenance, self-contained performance. Sealed gel batteries and "smart controller" held aloft in PVC easy access compartment.

Pole Lights

Source: http://www.selux.com/cms/products/exterior/discera_solar.php#



Home > Products > **3100 Louver Bollard**

3100 LOUVER BOLLARD
Bollards

The 3100 Series Bollard provides simplified geometric forms that will both compliment and blend with a variety of architectural settings. Rugged in design and functional in performance, these bollards will meet even the most demanding installation requirements.

- Specification Sheets
- Installation Instruction Sheets
- IES File Download
- Photometric Data Reports
- Replacement Parts
- Product Catalog and Application Guide

Next Series > 4540 Bollard

Bollard Lights

Source: <http://www.hydel.com/products/Family.asp?Family=3100%20Louver%20Bollard&ProductTy>

Benches - Homestead Series

Model 8

[▶ view all featured products in series](#)

[Previous](#) | **4 of 5** | [Next](#)

[▶ printable page](#)



Model 8: Homestead Series Bench

Model 8: With its clean lines and sturdy construction, it is easy to understand the popularity of our Model 8 Homestead bench. Shown here in standard 6-foot (1.8 m) length with 2 x 4 (38.1 x 88.9 mm) patented 2nd Site Systems® reinforced recycled plastic slats and optional gull-wing legs.

Lengths:

Available as standard in 4-foot (1.2 meters), 6-foot (1.8 meters) and 8-foot (2.4 meters) lengths.

Options:

Optional steel-bar armrests with wood trim are available for all Homestead Series benches with backs.

Standard:

All fabricated metal components are steel shotblasted, etched, phosphatized, preheated and electrostatically powder-coated with TGIC polyester powder coatings.

Benches

Source: <http://www.victorstanley.com/products/?mode=prodDetail&id=101&catId=1>

Litter Receptacles - GreenSites Series™

RHF-24

[▶ view all featured products in series](#)

[Previous](#) | **2 of 2** | [Next](#)

[▶ printable page](#)



Model RHF-24: GreenSites Series™ Litter Receptacle

Model RHF-24: A popular litter receptacle that fits naturally into outdoor settings and almost any site design. The RHF-24 has twenty-four 2 x 3 (38.1 x 63.5 mm) recycled slats in a cylindrical configuration. Shown with optional formed lid.

Standard Capacities:

RHF-24: 24-gallon (90 liter)
RHF-324: 36-gallon (136 liter)

See the H Series [HF-24](#) Litter Receptacle for alternative slat options.

Standard:

All fabricated steel components are steel shotblasted, etched, phosphatized, preheated, and electrostatically powder coated with TGIC polyester powder coatings.

Note:

High-density plastic liner is included with the receptacle.

Interior plastic liners for our litter receptacles offer substantial value and are produced on molds that we designed and own. These plastic cans are reinforced, ribbed, and molded for durability, ease of use, and greater capacity.

Trash Receptacles

Source: <http://www.victorstanley.com/products/?mode=prodDetail&id=398&catId=0>

Bench 131

Plastic Benches with Backrest



- **PROFILED SLATS FOR ADDED COMFORT**

Materials

Slats: 3" x 4" nom. and 3" x 6" nom. recycled plastic

Supports: 1/2" x 3" HR steel

Fasteners: Stainless steel

Finish: See our [options page](#) for choice of recycled plastic color and polyester powder finish (shown with Hunter Green finish/"Cedar" plastic).

131-60PL 6' long, 3 supports, 275 lbs.

131-80PL 8' long, 3 supports, 320 lbs.

Support Options

S-1 Embedment

S-2 Surface Plate

S-3 Gull-Wing

S-4 Sub-Floor

[View Specifications](#)

[131 SERIES PL](#)

Benches

Source: <http://dumor.com/benches/bench-131.shtml>

Receptacle 70PL

Plastic Receptacles



- **MATCHING ASH URN AND LITTER RECEPTACLE**
- **BOTH UNITS FACTORY-ASSEMBLED**

Materials

Slats: 1-1/2"-thick recycled plastic with color molded in

Frame: 3/16" steel

Top: Polyethylene with vinyl-coated cable and 10"-diameter opening

Liner: 22-gallon plastic

Finish: Black polyester powder coat

Size: 25-1/2"-diameter x 30-1/2" high

70-22PL Recycled Plastic, 133 lbs.

[View Specifications](#)

[70-22PL](#)

Trash Receptacles

Source: <http://dumor.com/receptacles/receptacle-70r.shtml>



Stabilized Compacted Material

Source: <http://www.granitecrete.com/index.html>

**Community Action Plan Phase II
Downtown Design Plan**

**Appendix C
Master Plan Budget**

**Community Action Plan Phase II
Downtown Design Plan**

GUALALA STREETScape IMPROVEMENTS MASTER PLAN BUDGET		Unit Price	Unit of Measure	Quantity	Total Amount
		\$			\$
1. Project Management Costs					
	Project Administration	5%	0.00	0.00	\$ 93,283.18
<i>Subtotal Project Management Costs</i>					93,283.18
2. Site Preparation					
	Mobilization	\$50,000.00	Allow	1	\$50,000.00
	Demolition	\$ 35,000.00	Allow		\$ 35,000.00
	Traffic Control	\$ 48,894.00	LS	1	\$ 48,894.00
	Stormwater Pollution Prevention	\$ 7,000.00	LS	1	\$ 7,000.00
	Export Cut	\$ 20,000.00	Allow		\$ 20,000.00
	Construction Area Signs	\$ 5,000.00	LS	1	\$ 5,000.00
	Rough and Fine Grading	\$140,000.00	Allow		\$ 140,000.00
	Erosion Control	\$ 6,000.00	LS		\$ 6,000.00
<i>Subtotal Site Preparation</i>					\$ 311,894.00
3. Installed/Constructed Site Elements					
	Asphalt Surfacing (Streets)	\$ -	Allow		\$ 400,000.00
	Roadway Striping	\$4	LF	14,400	\$ 57,600.00
	Stormdrainage	\$400,000.00	Allow		\$ 400,000.00
	Bike Lane legends	\$ 275.00	EA	24	\$ 6,600.00
	Install 12' at grade PCC Band at Planting Strips	\$ 21.00		3900	\$ 81,900.00
	Install Ped Ramp (Assumed Quantity)	\$ 2,500.00	EA	8	\$ 20,000.00
	Install Decorative Cross Walks	\$ 15.00	SF	4,800	\$ 72,000.00
	Cross Walk Striping (thermoplast)	\$ 6.00	LF	960	\$ 5,760.00
	PCC Curb (Medians)	\$ 37.00	LF	750	\$ 27,750.00
	Granitecrete Paving (Walkways)	\$ 6.00	SF	16155	\$ 96,930.00
	PCC Curbs Retaining Walkway Paving	\$ 11.00	LF	7180	\$ 78,980.00
	Retaining Wall	\$ 40.00	LF	80	\$ 3,200.00
	Meter Main w/ Panel and Lighting Control	\$ 15,000.00	Allow	1	\$ 15,000.00
	Street Lamps	\$ 3,000.00	EA	10	\$ 30,000.00
	Lighted Bollards	\$ 1,500.00	EA	10	\$ 15,000.00
	Cedar Split Rail Fence	\$ 13.50	LF	420	\$ 5,670.00
	Decorative Benches (Assumed Quantity)	\$ 1,500.00	EA	6	\$ 9,000.00
	Waste Receptacles (1 per bench site)	\$ 900.00	EA	3	\$ 2,700.00
	Recycling Containers	\$ 900.00		3	\$ 2,700.00
	Directional Signage (Assumed Quantity)	\$ 750.00	EA	6	\$ 4,500.00
	Signs-ped, bike & regulatory	\$ 25.00	EA	30	\$ 750.00
	Topsoil Stormwater Management/Planters	\$ 35.00	CY	650	\$ 22,750.00
	Topsoil Medians	\$ 35.00	CY	122	\$ 4,270.00
	Median Plantings	\$ 4.50	SF	4576	\$ 20,592.00
	Landscape Strip Plantings	\$ 4.50	SF	8390	\$ 37,755.00
	Irrigation Controller, Backflow	\$ 14,000.00	LS	1	\$ 14,000.00
	Drip Irrigation	\$ 1.50	SF	44645	\$ 66,967.50
	Soil Amendment and Mulching	\$ 1.00	SF	44645	\$ 44,645.00
	15 Gallon Trees and Lg Shrubs	\$ 450.00	EA	15	\$ 6,750.00
<i>Subtotal Site Elements</i>					1,553,769.50
6. Contingency					
	Contingency (20%)				391,789.34
	Design and Engineering (17%)				317,162.80
	Inspection (5%)				93,283.18
<i>Subtotal Contingency, Design and Inspection</i>					802,235.31
				Grand Total	2,761,181.98

Note: The above budget scenario is for preliminary budgetary purposes only. Estimated unit prices, lump sums, and allowances for elements shown on plans are based upon past project experience, and are not based upon detailed design plans or construction documents. In some cases the quantities are estimated as well due to the conceptual nature of the plans, and construction details have not yet been determined, so component elements have been assumed. The dimensions and locations of site elements may be modified during the design development process and the creation of construction documents. This statement of master plan budget does not account for unforeseen site conditions including but not limited to such items as replacement of existing drainage structures, hazardous materials testing and disposal, permitting or permit processing, traffic signalization, utilities, wells and pumping systems, broken concrete disposal, miscellaneous subsurface drainage, project phasing and construction over time.

**Appendix D
Publicity and Outreach Strategy**

**Community Action Plan Phase II
Downtown Design Plan**

RRM Design Group
10 Liberty Ship Way, Ste.300
Sausalito, CA 94965
P: (415) 331-8282
F: (415) 331-8298

Gualala Community Action Plan Phase II - Downtown Design Plan

Publicity & Outreach Strategy
July 10, 2008

1. INTRODUCTION

1.1 Purpose and Intent

The purpose of this Publicity and Outreach Plan is to describe the process that will be used to inform and involve the community of Gualala in the Gualala CAP Phase II process. This publicity and outreach effort is designed to involve the various citizens, communities, and interest groups of Gualala with special efforts to include representatives of the Hispanic or Latino and Native American populations. This includes informing other public agencies such as the Coastal Conservancy about the project. Initial steps to achieve this are described in this document using the following methods and strategies:

- Building trust in the public process.
- Educating the public about this planning process.
- Involving participants in the Gualala Community Action Plan Phase II process.
- Soliciting input and feedback on the Phase II Downtown Design Plan.

1.2 Background

The Mendocino Council of Governments (MCOG), through a Caltrans Community Based Transportation Planning Grant, had previously hired RRM Design Group consulting team to conduct an outreach process and to create the Community Action Plan (CAP) for the town of Gualala. The purpose of the CAP was to develop design approaches and a strategy for traffic calming, increase pedestrian and bicycle safety, develop a more efficient parking supply, improve parking and travel lane delineation as well as identify economic development opportunities.

The Phase II of the CAP involves creating a Downtown Design Plan as described in the implementation section of the first phase CAP. This design plan includes the following components: a parking plan, a circulation plan, and a streetscape plan, and a funding strategy. The streetscape design solutions will be based on the range of options derived from the Phase I effort, focused in more detail on concepts for the downtown area only.

1.3 Target Population

The target population for the public outreach effort includes all of Gualala and Sea Ranch residents, property owners, and business owners. Efforts will be made to include representatives of the various minority demographic populations (including Hispanic or Latino, and Native American). Public workshops ideally should be conducted in English and Spanish to ensure input and feedback from the Gualala's English and Spanish speaking populations alike.

1.4 Goals of Public Outreach

- To engage the community and maximize public participation in order to gain consensus on the Community Action Plan - Phase II
- To distribute the message
- To solicit, collect, and interpret public input
- To assist in the development of a Downtown Design Plan
- To maintain the momentum needed to implement the project

1.5 Advantages of Public Outreach

- Better decisions – through outreach, participants learn about the perspective of others, which facilitates the development of common ground, and becomes the basis for creative solutions that serve all users.
- Better implementation opportunities – people are less likely to oppose a plan or project which reflects their input and ideas. In fact, people will often make a further commitment to participate in the implementation of a project they feel ownership of as a result of their involvement in the outreach process.
- Education – The public outreach process can educate participants on problems, issues, concerns and a palette of possible solutions.
- Manage diversity – diverse communities can improve inter-group relations, build trust and find common ground on a project through public outreach.
- Agency Collaboration – the open communication of public outreach can effectively involve multiple governmental and non-governmental parties on issues that cross jurisdiction lines and ensure that everyone has the same understanding of the issues and solutions available.

1.6 How to Achieve Success

Below are options to consider to help ensure the largest turnout possible to public workshops. In addition to these options, minority populations identified in Section 1.3 above should receive notice either by: a phone bank, fax, email, and/or mail, formally inviting them to participate in the process. This also provides the opportunity to describe the process in more detail and address questions that these groups might have.

- Facilitation will be more successful if it is not only bi-lingual but bi-cultural. The translator needs to understand the concepts and jargon of site planning and transportation planning.
- Prepare participants as to how the workshops will be run and what is expected of the participants.
- Have meetings in locations familiar and convenient to the target population.
- The participants should feel a sense of pride participating in this process.
- Create an atmosphere that enables people to feel comfortable and safe expressing their ideas. Ask them to present their ideas and they will.
- People will attend and stay longer if refreshments are provided.
- Set up the room to allow facilitator to walk into audience and interact with participants, creating an open atmosphere.
- Word of mouth is one of the strongest methods to get people to participate.
- Utilize “phone trees” and local organizations to attract people from the Hispanic community to attend.
- Recruit a leader from each community group to contact, remind and help get participants to meetings. The leaders should call their participants before the meeting to ensure they will attend.
- Provide a fact sheet addressing walkability, livability and traffic calming so that each workshop does not need to revisit the educational presentation.
- Consider local school schedules and other public events and meetings when setting meeting dates.
- Keep up momentum! When too much time lapses between meetings or workshops, enthusiasm naturally slips.

- If desired turn out is not achieved, stress the importance of their participation, and reevaluate the public noticing.

2. COMMUNICATING THE PROJECT TO THE PUBLIC

Choosing the right forms of communication plays an important role in reaching as many people as possible. The extent of the publicity outreach is also dependent on a budget set aside for this purpose. To develop an effective and targeted communication strategy, it is important to provide a clear and consistent message to the community of Gualala, to the residents and business owners alike. A combination of one or more of the following communication strategies will be used.

Strategy # 1: Develop a clear message and mission for the project and utilize the Action Network as a primary point of contact or spokesperson for the project at the local level to distribute that information. This occurred at the TAG meeting #1.

Strategy #2: Distribute flyers to local organizations and ask them to post the dates of public meetings in their newsletters, in an email to a group distribution list, or on their websites, and during their meetings. (e.g. GMAC meetings, Action Network Newsletter). This will occur throughout the process.

Establish a media (the Independent Coast Observer) partner for outreach and communication. The primary media contact or spokesperson for the project should prepare and maintain a media contact list, with particular emphasis on reporters covering local issues. Identify submission deadlines (time of day or day of week) for each media outlet. (Prior to workshops 1 and 2)

Strategy #3: Work with the Tide and the Coast radio stations, Independent Coast Observer (covers Gualala and Sea Ranch), La Voz, and the Lighthouse Peddler weekly papers. Include meeting dates, locations, and information sources in each press release. (Prior to workshops 1 & 2) *Note: Only workshop #2 will be published in the La Voz due to monthly publication deadlines.*

The following is a list of other creative information outlets:

- Include flyers in utility bills (not everyone is on the public water system)?
- A local contact person should post Flyers at:
 - Bus stops and in buses
 - Local library
 - Post office
 - Grocery store
 - Local businesses
- Create a project website on MCOG (best way to provide most current information and work products to the public). A designated person at MCOG will be responsible for posting updates.
- Create and post on a community website (Action Network).

Strategy #4: RRM will design a flyer to inform the community about the intent of the Phase II project, the workshops and overall project schedule. With the assistance of the Action Network the flyers will be translated into Spanish. It will then be necessary to assign the distribution of the flyers to a local organization, or local newspaper. The flyers may be mailed to P.O. Boxes to maximize the number of recipients.

Distribute to the Hispanic or Latino, and Native American populations through a local contact or organization.

(Prior to workshops 1 and 2, and the GMAC meetings)

3. ORGANIZED OVERSIGHT & COMMUNICATION

3.1 Technical Advisory Group (TAG)

The TAG has been established and will continue to support the consultant team, provide agency objectives and perspectives, and oversee the content of work products prior to public distribution. Regular check-in meetings will be held throughout the process, and reduce the need for redesign. The TAG will make recommendations to MCOG

3.2 Gualala Municipal Advisory Council (GMAC)

This committee consists of a broad base of community members intended to represent a wide range of local interests. It will be focused on working with MCOG, the TAG and RRM to represent the Gualala community and keep the community informed about the CAP Phase II process. The council will participate in workshops, and draft Downtown Design Plan creation and reviews in order to guide design solutions. RRM Design Group will present at the GMAC monthly meetings to update the council on the process.

RRM will meet with the TAG/GMAC prior to public workshops to anticipate community reaction to the work product. The GMAC will assist in organizing the workshop venues and promoting public participation in the project, by sending flyers and talking with residents and business owners.

4. PUBLIC CONSENSUS BUILDING METHODS

The methods listed below will be used to assist the community in reaching consensus. While Section 1.6: "How to Achieve Success" addresses how best to attract the target population to the events, this section describes the approach and content of the events.

4.1 Workshop 1 - Visual Preference Survey

RRM will show a variety of slides on potential types of public improvements for pedestrian, bike and vehicular routes, to include landscaping, paving and sidewalk and crossing treatments. Workshop participants will use a report card to indicate their preferences on the images presented.

4.2 Workshop 1 - Design Charrette

The last part of the first workshop will be devoted to a design charrette wherein workshop participants will brainstorm design ideas for the downtown area including pedestrian paths and sidewalks, bike routes, travel lanes and parking areas. The consulting team will work with the groups and help to sketch out design ideas on aerial photographs and will assist participants in presenting results of the design brainstorming exercise.

4.3 Workshop 2 - Review the Draft Downtown Design Plan

During the second public workshop RRM will present the features of the Downtown Design Plan including proposed treatments identified during the Workshop 1 design charrette. Workshop participants will participate in a voting exercise that allows them to suggest specific changes and identify ideas that they support.

4.4 Present the Final Downtown Design Plan and Report

The community will have opportunity to comment on the Plan when the consultant team will present the Final Plan to GMAC and obtain feedback for further refinements and adjustments in creating a final Downtown Design Plan to be presented to MCOG.

5.0 APPROVAL PROCESS

- 5.1 Draft Phase II Downtown Design Plan - GMAC**
RRM Design Group and W-Trans will prepare for and attend the GMAC meeting to present the Draft Plan with a PowerPoint presentation to obtain further input on the Plan. During this meeting the public will have the opportunity to make recommendations on how the Draft Downtown Design Plan might be improved.
- 5.2 Final Phase II Downtown Design Plan - TAG**
The TAG will make recommendations to MCOG on the Final Downtown Design Plan.
- 5.3 Presentation of Final Downtown Design Plan - MCOG**
RRM will make a PowerPoint presentation of Final Downtown Design Plan to the MCOG for acceptance at a public meeting. RRM will also present it to the Mendocino County Board of Supervisors at a public hearing.

**Community Action Plan Phase II
Downtown Design Plan**

**Appendix E
Summaries of Public Workshop Results**

**Community Action Plan Phase II
Downtown Design Plan**

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Gualala CAP Phase II Downtown Design Plan Public Workshop #1: Visual Preference Survey, and Design Brainstorming July 21, 2008 Workshop Results Summary & Proposed Streetscape Elements

I. Introduction

On Tuesday, July 15, 2008, the first public workshop for the Gualala Downtown Design Plan was held at the Gualala Water Company meeting room. The 33 participants were mostly residents, with a few business owners of Gualala, with one person from Sea Ranch.

The purpose of this initial workshop was to obtain public input for refinements to the proposed improvements in phase one of the Community Action Plan (3/2007) and to conduct a design brainstorming session to help shape the future design of the draft streetscape, circulation, and parking plan for the Downtown area. W-trans also made a presentation on their preliminary findings for parking and circulation conditions in the downtown, and ideas on solutions. A lively discussion about parking ensued, and is elaborated on below in section three.

The Visual Preference Survey used images of materials and styles of sidewalk treatments, crossing treatments, landscaping, and street furniture, and participants recorded their preferences on a questionnaire. Participants were then asked to work in groups at the available six tables to do some design brainstorming and locate their preferred streetscape elements on aerial maps of downtown Gualala on Highway 1.

This report summarizes the outcome of the Visual Preference Survey exercise, as well as the outcome of the design brainstorming session noting areas of commonalities and differences. This report also recommends the elements of a draft streetscape and parking plan to be presented at the next public workshop scheduled for August 19, 2008.

II. Visual Preference Survey

RRM Design Group's facilitators went through a slide show of images for sidewalk and crosswalk materials, traffic calming techniques, street furniture, transit stop design, lighting, landscaping for planter strips and medians, and way-finding signage. Participants chose their preferences on a questionnaire, and some added comments.

The following summarizes the preferences including comments, in the same order given in the slide show. The data for the entire results are included as an attachment.

A. Pedestrian Facilities

1. Sidewalk Materials- The vast majority preferred the stabilized natural appearing path for sidewalk treatments (to match the existing soil color). A few comments included where this should occur north of downtown.
2. Crosswalks- The majority preferred the white stamped asphalt pattern. Some stating at the Post Office crosswalk. A close second was the bright white stripes.
3. Rumble Strip- Vast majority did not want this traffic calming method used. Motion activated at-grade lights were suggested.
4. Pedestrian Refuge Island- Nearly equal support and non support for pedestrian refuge spots in the median/ turn lane.
5. Street Furniture Material - The majority preferred the bench made of recycled material (Trex) and metal. Assure that it is comfortable and durable.
6. Transit Stop Style- The vast majority preferred the custom rural shelter made of wood. Comments included provide wind protection.
7. Corner Sidewalk Bulb-outs- The majority prefers a combination of furniture and native plantings.

B. Streetscape Lighting

1. At-grade Path Lights- There was much support and a majority preferred these lights in limited areas (not specified). This would be in addition to bollards and pole lights at crossings.
2. Bollard Style/ Materials- The majority preferred wood bollards.
3. Light Pole Style/Materials - The majority preferred wood, in a contemporary rural style. With notes to direct light downward.

C. Landscaping

1. Green Streets/bioswales- The vast majority found these appropriate for downtown.
2. Medians- The vast majority prefer boulders, grasses and wildflowers.
3. Sidewalk trees- The vast majority prefer no trees, in order to preserve ocean views.
4. Sidewalk Plantings - The vast majority prefer low costal shrubs, grasses and wildflowers.
5. Intersections Accents - A slim majority prefer low flowering native shrubs, with a close second preferring a combination of small trees, shrubs and flowering perennials.

D. Wayfinding Signage

1. The vast majority prefer the wooden two-pole monument with carved lettering.
2. Existing Coastal Trail sign- It was announced at the workshop that a new sign has been constructed and would be installed shortly. The majority liked the existing sign.

- E. Controversial Issues-** Pedestrian refuge islands will require further discussion since there was not agreement on them.

III. Circulation and Parking Issues

The following are concerns and ideas expressed during the workshop in regards to high visitor season traffic and parking problems, and the loss of on-street parking impacts on business:

A. Parking

- W-Trans stressed the importance of creating more efficient parking on private lots. Provide the opportunity to park once and shop.
- The community needs to agree to share parking on-site.
- Parking is about convenience for the customer, it is believed that if they can't park at the shop they will go elsewhere to do business.
- Employees need parking (the Surf Market has 30+), competes with patron parking.
- Limitations on market sites include space for delivery trucks, may be as many as two deliveries per day during the high season.
- Even if parking were at the rear of markets- there are no back entrances to the store.
- Parking cannot encroach on the coastal trail or its easement.
- Bulb-outs must be designed so as not to interfere with the bike lane (on sides streets only).
- It was suggested the business owners be interviewed to get a complete understanding of the issues.

B. Circulation

- The benefits of consolidating the driveways are increased parking, increased sidewalk landscaping, and more medians.
- Consolidating driveways limits turning movements.
- The center turn lane allows left turns, a waiting refuge when making a turn, crossing refuge for pedestrians, and increased landscaping.
- There are tradeoffs for congested areas; cant have all the above at once location.

IV. Design Brainstorming Exercise

Six tables of 4 to 6 people each participated in the design brainstorming exercise. These tables added benches, street lighting, sidewalks, bulb-outs, trees, crosswalk locations, coastal trail connections, and pedestrian island locations. The following discussion describes the features included on the charrette maps.

A. Sidewalk Treatments

The overall preference for sidewalk material along Highway 1 is stabilized soil (or decomposed granite -DG), and five out of six tables drew this type of sidewalk on both sides of the highway, while one table added DG up along Cypress Way.

On the west side, five tables show the sidewalk extending from the Gualala Mobile Court entrance to: Ocean Drive (3 of 5 tables), to Sundstrom Street (1 table), or to Center Street (1 Table). All show the DG sidewalk extending from Sedalia to Sundstrom.

On the East side of Highway 1, the sidewalk extended from Gualala Mobile Court to Ocean (2 tables), and from Sedalia to Center (1 table). Two other tables drew the DG sidewalk from the Cypress Village area to Center Street. One table chose a sidewalk up Ocean Drive and all along Cypress Way to connect back into the Gualala Mobile Court.

Two tables drew concrete sidewalks in limited areas. One table shows it on the west side from Ocean Drive to Ocean Song restaurant, and the east side from Ocean Drive to the Post Office entrance. The other table shows it from Center Street to Ocean Drive on the west side only.

B. Crosswalk Locations

All six tables drew a crosswalk at the Ocean Drive four-way intersection in varying degrees. One table drew a three-way crosswalk, with a walk not located on the south portion of the four-way intersection.

Other Crosswalk locations included: Entrance to the Gualala Mobile Court (4 Tables), Center St (3 Tables), the current Post Office crosswalk (3 Tables), Sundstrom Street (2 Tables), and a mid-block crossing between Center and Sundstrom (1 Table). One table drew a crosswalk for Center Street parallel to Highway 1.

D. Street Furniture and Lighting Locations

Four tables placed benches on their maps and the locations were focused mostly in and around the Post office crosswalk area and also the Coastal Trail viewing area near the Ocean Song restaurant. One participating table placed a few benches in the area of the Gualala Mobile Court to the Bones Restaurant.

For lighting, five tables drew lights in the area of the Post Office and the existing crosswalk. One table drew lights in the areas of bench location, and this same table is the one who placed benches from the Mobile Court to Center Street.

E. Coastal Trail Connections

The common theme for new Coastal Trail connections was an entrance from the area south of Ocean Song restaurant, and another in the area of Fort Gualala. Other new trail connections were shown between the Surf Motel, and the Surf shops, on the south side of the Sea Cliff Center, and through the Breakers Hotel.

F. Wayfinding Signage

Out of the six tables, only three placed wayfinding sign at specific locations. Two tables placed signage at the four-way intersection of Ocean Drive, and one at Center Street and Highway 1. The third table chose both of these locations for the signage, as well as four other locations: Sundstrom Street, the Post Office, Pangea Restaurant, and near the Gualala Mobile Court. One group expressed a need to provide signs along the corridor to help visitors find points of interest.

G. Streetscape Landscaping and Medians

As stated earlier in the Visual Preference Survey Results, the majority of the participants at the workshop are against having tall trees on the west side of Highway 1 in order to retain ocean views. Two tables did respond to tree locations. One wrote in 'No trees to maintain views' and the other table placed trees only on the east side of Highway 1, from Ocean Drive to Pangea Restaurant, and from Sundstrom to Center Street.

Landscaped medians were not a choice on the Charrette Map legend, but one table did color in a green stripe down the center of Highway 1, from Center Street up to the Gualala Mobile Court. Please refer to Visual Preference Survey for more on landscaped medians.

H. Sidewalk Extensions and Pedestrian Islands

Sidewalk extensions, or bulb-outs as they are commonly referred to, were drawn on one of the six maps. This table placed the bulb-outs extending from the Post Office to the Gualala Hotel, and on the east side of the Sundstrom Street intersection.

As for pedestrian refuge islands, four tables drew locations for them. One table chose to place the island at the relocated crosswalk just south of the Post Office. The second table placed islands at the same locations as they put wayfinding signage at: Sundstrom Street, the Post Office, Pangea Restaurant, and near the Gualala Mobile Court, Ocean Drive, and Center Street. The other table placed an island at similar locations: at Center Street, on Ocean Drive in front of Cypress Village, and in front of the Gualala Mobile Court.

V. What Does It All Mean?

From the results of the Visual Preference Survey and the design charrette, it is evident that participants were eager to keep a rural, seaside community feel in downtown Gualala, and to create a much more distinct and naturalistic, walkable and pedestrian safe downtown. To beautify Highway 1 by means of low native landscaping, an informal natural appearing path, low level lighting, and preserve ocean views, are all elements with high priority.

A. Findings

The findings and conclusions derived from this first workshop include the following:

1. The consultant will continue to study the possible consolidation of driveways and more efficient parking. The community is aware that shared parking will be key to the new arrangement for circulation on the street.
2. There was overwhelming support for using stabilized native soil for all walkway materials.
3. The Downtown streetscape should contain rural like qualities, such as wooden transit stop structures, bollards, and street poles, as well as simple at-grade lighting to reflect the coastal woodland character.
4. There was great support for informal native low landscape treatments along the streets, medians, and intersections.
5. Pedestrian refuge islands are a split topic amongst the public, and this will require further consideration.
6. Green streets are a welcome stormwater management method to include in the streetscape.

B. Recommended Streetscape Elements

The following list of elements is based on the findings as discussed above.

1. Incorporate a “Green” street with low level native landscaping, and sustainable methods such as swales and permeable paving.
2. Provide landscaped medians and turn pockets at all intersections. The median should receive naturalistic landscaping with a mix of boulders, grasses, and wildflowers.
3. Create a consistent and continuous network of walkways with a natural appearance, made of an inexpensive and easy to maintain stabilized, compacted, permeable native soil.
4. Crosswalks need to be safe and therefore visible and distinct. The mid block crossing at the Post Office could be finished in white stamped asphalt with white reflective bands. Other intersection crosswalks will be consistent with the naturalistic theme of the sidewalks and be finished in a light colored concrete that has a “paver” appearance, bordered with white reflective bands.

5. Landscape the planters along the walkways with low flowering coastal shrubs, grasses, and native wildflowers. Bulb-out plantings should include a combination of low growing flowering shrubs and native perennials, and small trees that do not block sight distances or views to the ocean.
6. Provide street furniture consistent with a rural coastal woodland community using wood materials for a bench and trash receptacle made of recycled material such as Trex, with a simple contemporary and durable metal frame.
7. Use a rural coastal theme for street lighting to include: short (10-12') contemporary wooden street lamp posts, and wooden bollards.
8. Use at-grade lighting in limited areas to improve safety along the pedestrian paths.
9. Create unique wooden transit stops that will protect patrons from the elements.

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Gualala Downtown Design Plan Community Workshop #2: Considering the Draft Streetscape; Circulation & Parking Findings August 26, 2008 Workshop Results Summary

I. Introduction

On Tuesday, August 19, 2008, the second public workshop for the Gualala Downtown Design Plan was held in the Gualala Community Center. The 31 participants were a combination of residents, business owners, and property owners of Gualala.

The purpose of Workshop #2 was to present the Draft Streetscape Plan demonstrating streetscape treatments for Highway 1 from Sedalia Drive to Old State Highway based on the feedback from Workshop #1, and to conduct a report card survey of the streetscape elements as shown.

RRM began the meeting with a presentation of the Visual Preference Survey results from Workshop #1. The Draft Streetscape Plan Maps were then introduced in a PowerPoint presentation. This was followed by another PowerPoint presentation by W-Trans that gave a parking and circulation update and discussed how the on-street parking spaces removed by the Draft Streetscape Plan could be regained by the reconfiguration of private parking lots. After a question-and-answer session, participants were invited to view the exhibits and maps and asked to fill-out report cards to evaluate the Draft Streetscape Plan and street furniture.

This report summarizes the outcome of the report card exercise and identifies preliminary conclusions that will be incorporated into a Preferred Downtown Design Plan.

II. Report Card Exercise

Participants were given handouts that asked a total of 13 preference questions, some of which were multiple-choice and some of which requested comments. The results are presented below.

Attendee Demographics

Of the 31 submittals, 71% were residents of Gualala, 42% were business owners in Gualala, 61% were property owners of Gualala, and 10% were others.

Draft Streetscape Plan

Participants were asked what they liked about the Draft Streetscape Plan and what they would improve about the Plan, in regards to the following topics.

- A. **Parking.** Parking was one of the more controversial topics. Many participants supported the removal of parking on Highway 1 and the consolidation of off-street parking, but many also questioned whether property and business owners would agree to work together to share their parking spaces. The greatest concern was over whether there would be enough parking for the businesses in the Downtown, especially in the long-term. Also, there was concern with whether the proposed parking could accommodate larger vehicles such as trucks and RVs. In general, the sense was that participants would support the removal of parking from Highway 1 only if there was strong evidence that the reconfiguration of private parking could work.
- B. **Driveways.** Most participants supported having fewer driveways, as long as they could be consolidated through agreements between property owners.
- C. **Travel Lanes.** In general, most participants supported the travel lanes as shown. One person suggested widening the lanes to accommodate RVs and other larger vehicles.
- D. **Walkways.** The majority of participants supported the walkways as shown, as well as the walkways to the Gualala Bluff Trail and between Ocean Drive and Center Street. Another suggestion was to add a path south of Gualala Mobile Court.
- E. **Crossings.** The majority of participants liked the additional crossings proposed by the Draft Streetscape Plan, and one suggested including more crosswalks than shown.
- F. **Medians/Refuge Islands.** The majority of participants supported the medians as shown on the Draft Streetscape Plan. Numerous participants mentioned the importance of having low-maintenance medians/refuge islands that would not impede truck turning. Most participants thought the number of medians/refuge islands shown was sufficient and did not want more.
- G. **Landscaping.** The majority of participants supported the landscaping as shown, but there was again concern with maintenance and possibility of the landscaping blocking drivers' views. A few people were opposed to adding trees. In general, participants liked the idea of having low landscaping.
- H. **Bike Lanes.** Participants were split on bike lanes, some supporting the addition of bike lanes, others begrudgingly accepting them as a necessary requirement, and still others opposing them. Some

participants suggested alternatives such as having off-street bike paths or having a bike lane only on one side of the street.

- I. **Other Ideas or Concerns.** Participants provided additional comments that had the following common concerns: cost and maintenance; parking needs and uncertainty toward the proposed reconfigured parking; bike lanes; the need for community acceptance and cooperation among property owners; the practicality and safety of refuge islands. Other concerns included: the need for underground rather than above-ground power lines; the Plan might be too ambitious to be implemented successfully; add a unique element (lights, trees, plant species) that will unify the streetscape.

Street Furniture Preference

- A. **Bench Style.** The majority of participants (55%) preferred the “recycled material and coated metal bench” style. The second most preferred style, with significantly fewer votes (16%) was “redwood and concrete boulders.”
- B. **Trash Receptacle.** “Square wood trash receptacles” garnered the most votes at 38%. In second was “recycled material” at 31%.
- C. **Locations of Low Level Light Post Lighting.** 32% of the votes went to “none,” indicating that about a third of the participants did not want low level light post lighting at any of the suggested locations. The options that received the second most votes were “midblock crossings (e.g. post office),” and “all of the above,” both at 21%.
- D. **Locations of Low Level Bollard Lighting.** 31% of the votes went to “none,” indicating that about a third of the participants did not want low level bollard lighting at any of the suggested locations. The options that received the second most votes were “midblock crossings (e.g. post office),” and “all of the above,” both at 21%.
- E. **Location of Walkway at Grade Low Level Lighting.** 44% of the votes went to “none,” indicating that about a little less than half of the participants did not want at grade low level lighting at any of the suggested locations. However, the next most popular option, “Ocean Drive to Center Street,” had 41% of votes.
- F. **Street Pole Lamp Style.** 37% of participants preferred the “solar powered” pole lamp style. “Craftsman” came in second at 33% of the votes.
- G. **Bollard Light Style.** 32% of votes went to wooden “louvered vent.” The second most popular option was “cylinder” style, at 21% of votes.

- H. **Crosswalk Treatment.** Most participants (36%) preferred “white stripes with stamped concrete paver,” one of the less expensive crosswalk treatments. In second was “white stamped asphalt” (25%), which was also a less expensive option but would be inconsistent with rural walkways.
- I. **Fence Style.** The majority of participants (55%) preferred the “3’ split rail” fence style option. 38% of participants voted “none.”
- J. **Additional Medians.** The overwhelming majority of participants (71%) did not want the option discussed by W-Trans that would add more landscaped medians to the presented Draft Streetscape Plan. No explanations were offered on why.

III. Conclusion

The major issue to be addressed by the Downtown Design Plan is the assurance that there will be no loss of parking and that more parking would be optimum. The streetscape plan as shown was met with good support and the idea of more landscaped medians needs further discussion. It is assumed the reservation for more medians is the added cost for construction and maintenance, since this was mentioned as concerns on other items. The rationale for more medians is to reduce the length of turn lanes and reduce the visual width of the new road to be more in keeping with the intimate scale of the town. The County planning department and the Coastal Commission have made it clear that a continuous turn lane will be difficult to approve. Suggested modifications to the medians as shown are:

- 1) Increase the amount and length of medians but reduce the length of the added medians as shown at the workshop, as a compromise.
- 2) In some segments reduce to two lanes and incorporate turn pockets at key intersections or destination locations. This would allow for a wider walkway and garden strip as well.

It is clear that the street furniture should be made of recycled material, low maintenance, and designed to be a unique low key character. Lighting needs to be as unobtrusive as possible and limited to very specific locations for safety purposes. A split rail fence will be included to limit jaywalking in critical areas and provide a barrier at grade changes at back of sidewalk. Crossings will provide a refuge island at heavily used intersections, and also be unique to Gualala with a light colored stamped “paver” and white safety stripes.