

# Gualala Community Action Plan

## Existing Conditions Summary

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**Prepared for:**  
Mendocino Council of Governments

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707/473-0620



## **1.0 Introduction**

This report is a brief overview of existing conditions found along the Highway 1 corridor, in the downtown area and the town of Gualala in general. This report is intended to be a companion piece to accompany the Base Traffic Conditions Report prepared by W-Trans, the traffic consultants for the Gualala Community Action Plan that evaluated existing traffic and roadway configuration conditions. Hence, this report concentrates on the type and physical conditions of the pedestrian environment, the land uses along the corridor, the visual appearance of the planning area and the overriding policies affecting the project area.

During the data gathering phase of the Community Action Plan, RRM Design Group and W-Trans reviewed the Gualala Town Plan, Redwood Coast Transportation Plan documents, Gualala Traffic Study of 1995, Gualala Traffic Impact Fee Ordinance, Redwood Coast Community Health Profile, Mendocino County General Plan 1991, Gualala Traffic Impact Nexus Study 2000, Gualala Transportation Financing Study 1997, Caltrans Route 1 Concept Report, Redwood Coast Community Transit Plan, Mendocino County Regional Transportation Plan, and Coastal Element Policies for Gualala.

## **1.1 Background**

The purpose of the Community Action Plan, as stated in the request for proposals, is to create a Community Based Plan that reflects the current needs for traffic calming, increased pedestrian and bicycle safety, parking supply and delineation, economic development, refining land use, as well as access to community organizations, recreation and health care. The end product from this process is intended to be a community improvement implementation guide for residents, elected representatives, Mendocino County agencies, Mendocino Council of Governments, Caltrans, business owners, farmers, property owners, and resource managers. This plan will determine priority projects, a financial plan, and an implementation plan for making Gualala a more livable community.

## **1.2 Project Area**

The project area for the Gualala Community Action Plan includes the commercial district of Gualala a small area of industrial and adjoining residential areas, approximately two miles in length, starting at the Mendocino/Sonoma county line, and extending north. It is roughly bounded by the Gualala River on the south, the Pacific Ocean on the west, Old Stage Road on the east, and the Marine View and Pacific View subdivisions, Pacific Woods Road and the Ocean Ridge subdivision on the north.



## **2.0 Existing Conditions**

### **2.1 Land Use**

As an unincorporated community, Gualala falls under the jurisdiction of the Mendocino County and is subject to the Mendocino County General Plan. A local planning council was established by the County Board of Supervisors in 1990 to advise the Board on development applications and initiate long-range planning efforts to update the Coastal Element of the General Plan as it pertains to the Gualala area. This local advisory council, known as the Gualala Municipal Advisory Council (GMAC), led the way in getting the Gualala Town Plan adopted. New development requiring a coastal permit is subject to review by GMAC before proceeding to an approval authority. Gualala's coastal location dictates that the land use is governed by the Mendocino County Local Coastal Program. The Gualala Town Plan 2002, amends the Coastal Element of the Mendocino General Plan, Mendocino County Coastal Zoning Code, and therefore overrides these documents with its planning goals and policies for the community of Gualala.

Four land use classification categories were established in the Gualala Town Plan. These classifications, while reducing commercial buildout potential create an increase in residential buildout potential through the addition of residential uses in the Mixed Use districts and allowing of second residential units. The goal is to concentrate future residential growth within the Town Plan area and relieve development pressure on the outlying resource lands. Focusing higher densities in the downtown area will continue to add automobile traffic to the commercial core unless facilities are provided for alternative modes of transportation. It will also provide an increased level of activity in the commercial core.

The concentration of commercial businesses along the Highway focuses mainly on visitor serving uses. Opportunity for community serving uses and extension of the downtown should be explored east of the highway. This also assists in preserving the coastal views which has been identified as a goal in the Gualala Town Plan (G2.4-4).

## 2.2 Setting

Gualala is a small coastal town at the southern edge of Mendocino County, bordered to the west and south by the Gualala River with the Pacific Ocean in the background. While the town does not have an identified town center, Highway 1 acts as “main street” where most commercial businesses in town are located. This commercial strip is approximately two miles in length along the two lane highway. Building setbacks vary and there is almost no sidewalk available to pedestrians. Highway shoulders vary in size and many footpaths can be seen in the grass along the Highway.



Foot path warn into soft shoulder southwest of Ocean Drive

## 2.3 Circulation

Highway 1 serves as the main north south arterial for the town of Gualala. As a state highway it is under the jurisdiction of the California Department of Transportation (Caltrans). A survey is currently underway (as part of the utility undergrounding) to determine the location of the Caltrans right-of-way. There are currently extremely limited amounts of sidewalk along the Highway and pedestrians often walk in the roadway to get to their destination. There is one marked crosswalk from the post office to Surf Supermarket. The road system is mostly disconnected which leaves little choices in travel routes.



View looking north along Highway 1 near post office.

Residents and visitors alike, tend to rely on automobiles due to the lack of pedestrian and bike facilities. People often drive short distances instead of attempting to crossing the Highway. The recent reduction of the speed limit is likely to assist those willing to walk across the highway. This is especially important given that school aged children are bused ten to fifteen miles to school with bus stop locations along Highway 1. The lack of sidewalks also prohibits defined curb cuts at businesses along the Highway allowing cars more freedom to choose their access and increasing potential points of conflict between the multiple modes of transportation.



View looking north along Highway 1 at Sedalia Drive.

Given its beautiful coastal views, cyclists are drawn to Highway 1 but are forced to ride in the road due to narrow shoulders and lack of bike lanes. Such facilities can encourage biking as a form of recreation as well as an alternative mode of transportation though topography and distance to homes will prevent some from using this alternatives. Future connections to the California Coastal Trail and a regional bike route will also encourage more people to choose this form of transportation.



Cyclist riding south on Highway 1 near Action Network

## 2.4 Parking

The Gualala Town Plan restricts on-street parking along Highway 1 therefore, the commercial businesses along the Highway must provide off-street parking. As it exists today, the parking is poorly defined and in many locations not adequate. During public events such as the monthly rummage sale at the Community Center people often park and walk a significant distance along the Highway where there is not adequate pedestrian facilities.



View looking north on Highway 1 near post office with parking along the Highway near crosswalk

## 2.5 Recreation

The community of Gualala has few recreational facilities. Currently, the Gualala Bluff Trail, Bower Park (a community park operated by Mendocino County), a privately owned baseball diamond on Old Stage Road, Sea Ranch Golf Course (in Sonoma County), and Gualala Point Regional Park (in Sonoma County), and the Gualala River are the only facilities available within town limits. The Gualala Town Plan identifies community interest in a teen center, senior center, town park, swimming center, and athletic center. The proposed elementary school has the potential to provide some of these recreation facilities identified by the community. Gualala's natural setting offers many other forms of recreation including hiking, fishing, diving, and kayaking.

## 2.6 Coastal Access

Coastal access in Gualala is limited to Anchor Bay Beach shoreline or at Serenisea with permission of the owners. Formal shoreline access is limited to the Gualala Bluff Trail where access exists behind the Surf motel and immediately south of the Breakers Inn. Informal access is obtained at several locations including Getchell Cove, St. Orres Beach, Cooks Beach, and at the Gualala River Bridge. Coastal access is also available nearby at the Gualala Point Regional Park in Sonoma County but includes a day use fee.

Limited coastal views are available between the buildings in the commercial district and across vacant parcels. The bluff top in this area is only accessible with the permission of private property owners. A 25 foot wide public access easement along the top of the bluff has been obtained for much of the designated Gualala Bluff Trail as designated in the Coastal Element (LCP Policy 4.12 – 4.13).

## 2.7 Landscaping

With its history in the lumber industry Gualala boasts many beautiful trees. The over story consists mainly of redwood, cypress and eucalyptus. The landscape is most dense east of Highway 1, while the density on the west side comes mainly from the Robinson Gulch. Landscaping in the commercial area core is sparse with a few exceptions that have done a nice job in beautifying their highway frontage.



Landscaping in front of the Surf Motel

## **2.8 Gateway**

As the “Gateway to the Mendocino Coast” Gualala has the opportunity to provide a distinctive sense of place. The current gateway into town from the south consists of a relatively new sign on the east side of the Highway. The writing on the sign denoting local businesses is too small and too far away to be read from the road. On the north end of town where the road width is narrower, there is not a defined gateway.

## **3.0 Relevant Documents**

Below is a listing of relevant policies that might affect the Gualala Community Action Plan. The final Action Plan may conflict with these policies and if so recommendations will be made in the Action Plan to address areas of conflict.

## **3.1 Gualala Town Plan**

The Gualala Town Plan provides planning goals and policies establishing a scenario for growth within Gualala over a 30 year period. Relevant policies affecting this Community Action Plan are listed below.

### *Residential Development*

G3.2-5 The Gualala Town Plan emphasizes the pedestrian aspect of the community. A future school site should be constructed in a location that will permit a maximum number of students to walk to school. The School District should install appropriate pedestrian facilities adjacent to the school. The County and the School District shall cooperate in the development of a pathway network to enable children to safely walk to and from school. The County and the School District should develop an arrangement permitting use of the school grounds by the public during non-school hours.

### *Vehicle Access & Parking*

G3.4-13 Street access points should be consolidated to minimize multiple curb cuts. Shared access between adjoining properties minimizes disruption of traffic flow, reduces potential points of conflict between through and turning traffic, and facilitates the control and separation of vehicles and pedestrian movement.

G3.4-14 Entrances and exits shall be located at a safe distance from street intersections and shall not create dangerous situations for pedestrians and motorists.

### *Pedestrian Access*

G3.4-20 All new development in the Gualala Village Mixed Use, Gualala Highway Mixed Use and Gualala Planned Development districts shall be required to provide pedestrian walkways along the street frontages in accordance with the guidelines established in the “Circulation, Parking and Pedestrian Access” chapter of the Gualala Town Plan.

G3.4-21 To encourage pedestrian usage, safe and convenient pedestrian access shall be provided from building entries to parking areas and the street. An attractive environment for pedestrian use should be provided. This should incorporate street furniture, creative outdoor spaces, landscaping, etc.

#### *Street Landscaping*

G3.4-26 Landscaping along Highway 1 and local roadways shall provide an aesthetic complement to the pedestrian walkways and partial screening of parking areas and/or buildings.

G3.4-27 Rather than developing a linear tree planting program, cluster landscapes, which form dense "landscape pockets" with tall, canopy trees, smaller understory trees and ground level shrubs and herbaceous plants, are recommended. Cluster landscapes have the following benefits:

- they can be integrated with existing landscaping and native vegetation;
- they can help maintain a more "natural" appearance in the town;
- they can be located in areas where public coastal views will not be blocked;
- the variety of species in cluster landscapes can help create a microclimate conducive to each plants' survival.

G3.4-28 Existing groves of trees should be retained and integrated with street landscaping plans, with consideration given to public safety.

G3.4-29 Landscaping along roadways shall be selected and sited to avoid blocking sight lines at intersections and curb cuts. Along utility rights-of-way, plantings shall not disrupt service or access to overhead or underground equipment.

G3.4-30 Highway 1 medians and embankments should be landscaped with ground level shrubs and herbaceous plants. Plant materials with seasonal foliage and flower changes are encouraged. Plant materials shall be selected, in part, based on low maintenance and irrigation requirements. Landscaping within the Highway 1 right-of-way requires an encroachment permit from Caltrans.

#### *Exterior Lighting*

G3.4-31 An exterior lighting plan shall be required for development proposals in the Gualala Highway Mixed Use, Gualala Village Mixed Use and Gualala Planned Development Districts. The lighting plan shall indicate the location of proposed exterior lighting fixtures and provide either architectural drawings or manufacturer's specifications for all proposed exterior lighting fixtures.

G3.4-32 Lighting shall be designed to minimize the effects of cumulative night-time illumination on the night sky. Lighting of building facades, pathways and parking areas shall be restricted to that which is necessary for public safety and security.

G3.4-33 All exterior lighting shall be downcast and shielded to prevent, where feasible, the light source from being directly visible from off-site areas.

G3.4-34 Lighting standards shall not exceed 20 feet in height.

G3.4-35 Lighting fixtures shall be non-glare and use non-reflective materials where feasible.

#### Signage

G3.4-36 A signage plan shall be required for development proposals in the Gualala Village Mixed Use, Gualala Highway Mixed Use, and Gualala Planned Development districts.

G3.4-37 Signs shall be compatible with the building's style in terms of location, scale, color and lettering. All signs shall, where feasible, be made of wood.

G3.4-38 Internally illuminated signs and advertising (including neon, LEDs, etc.) shall not be permitted where visible from public walkways and streets.

G3.4-39 Freestanding signs relating to an assemblage of businesses (e.g., retail/office plazas) shall be grouped and visually coordinated to reduce confusion.

G3.4-40 All signage shall comply with the requirements established in the "Sign Regulations" chapter of the Mendocino County Coastal Zoning Code.

#### *Circulation*

G3.6-1 Public and private improvements to the Highway 1 corridor shall be required to help make Highway 1 a scenic element of the Gualala townscape, to decrease traffic congestion and reduce potential safety hazards, and to encourage more pedestrian activity in the town of Gualala. Figure 3.3 provides a map illustrating the streetscape concept for Highway 1 in the Gualala Village Mixed Use and Gualala Highway Mixed Use districts. The "Design Guidelines for Mixed Use and Planned Development" chapter provides guidelines for the development of road improvements.

G3.6-2 To help mark the southern entry or gateway into Gualala, a planted median shall be provided in the taper south of Old State Highway. The gateway on the north end of town shall be comprised of ornamental landscaping on the Highway 1 embankments between the Old Milano Hotel and Pacific Woods Road.

G3.6-3 Caltrans' corridor preservation setback in the Gualala Village Mixed Use and Gualala Highway Mixed Use districts shall be a minimum 40 foot half-width,

as measured from the centerline, unless otherwise approved by Caltrans. Consideration of a reduced half-width would be dependent upon a review of constraints associated with topography, drainages and existing development. Required building setbacks, parking areas, and landscaping shall be designed to accommodate the final Highway 1 right-of-way, as shown on the Highway 1 Streetscape Map (Figure 3.3). Street landscaping and pedestrian walkways shall be provided within the corridor preservation setback. Parking areas, buildings, and associated landscaping shall be located outside of the corridor preservation setback. No building setbacks from the Highway 1 corridor, other than those mandated by Caltrans' corridor preservation setbacks, are required. All development within the Highway 1 right-of-way requires an encroachment permit from Caltrans.

G3.6-4 The Highway 1 streetscape cross-section in the Gualala Village Mixed Use and Gualala Highway Mixed Use Districts shall include the following elements within a minimum 80' right-of-way, as shown on Figure 3-4:

12' landscaping (minimum) on each side

5' sidewalk (continuous on west side of Highway 1, extending from Old State Highway to Gualala Mobile Court on east side of Highway 1)

5' bike lane/shoulder on each side

12' travel lane in each direction

12' continuous left-turn lane from Bakertown to Old State Highway, southbound left turn pocket at Pacific Woods Road)

Exceptions to the strict application of these standards may be granted by the County, with the prior approval of the Caltrans District Director, where existing development, site topography or physical constraints mandate a greater or lesser right-of-way width.

G3.6-5 To discourage development of commercial uses which generate high traffic volumes and would result in high peak hour turning movements, no "drive thru" commercial facilities shall be permitted in the Gualala Highway Mixed Use District.

G3.6-6 Curb cuts along Highway 1 and local roads shall be minimized. Numerous curb cuts slow traffic flow and create conflicts between through traffic and turning vehicles. Site accessways shall be designed for safety and convenient turning. Shared driveway access between neighboring parcels shall be encouraged and driveway access to Highway 1 shall be limited to one driveway per parcel except in instances where more than one access point is necessary for safe ingress and egress and/or efficient on-site circulation.

G3.6-7 School bus and public transit stops shall be provided in appropriate locations along Highway 1. Bus stops shall be provided within the corridor preservation setback, in lieu of a portion of the required landscaping. The school

districts shall be encouraged to identify preferred sites for school bus stops within the Gualala Town Plan area.

G3.6-8 A local road network shall be developed in the Gualala Village Mixed Use, Gualala Highway Mixed Use and Gualala Planned Development districts east of Highway 1 to provide alternatives to travel on Highway 1. A network comprised of the elements shown in Fig. 3.5 has been demonstrated to effectively mitigate traffic congestion resulting from anticipated development permitted by this Plan; however, 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 road extensions listed below:

- Church Street extension (south)—connects to Center Street.
  
- Center Street extension—connects to Church Street and Moonrise extension.
  
- Moonrise extension—connects Ocean Drive, Moonrise, and Center Street to Old Stage Road on the ridge.
  
- China Gulch Bridge—connects Center Street to Old State Highway.

Specific alignment and design of road extensions shall be selected to minimize their environmental impacts.

G3.6-9 A streetscape concept for local roads is shown on Figure 3.6. Where appropriate, local roads in the Gualala Village Mixed Use, Gualala Highway Mixed Use and Gualala Planned Development districts shall include the following elements within a minimum 60-foot right-of-way:

12' travel lane in each direction,  
8' parking lanes on each side  
10' strip on each side containing landscaping and 5-foot wide pedestrian walkway

On some local streets, parking lanes may not be appropriate due to topographic and environmental constraints and/or the presence of structures within the required right-of-way. A 40-foot right-of-way may be acceptable on Center Street, the Moonrise extension, and the Church Street extension (north of Ocean Drive, connecting to Pacific Woods Road). Where feasible, the following elements shall be included within the 40-foot right-of-way of local roads:

12' travel lane in each direction  
8' strip on each side containing landscaping and a 5-foot wide pedestrian walkway

An alternative way of creating narrower streets is to restrict traffic to one direction. As the road network is expanded in the future, consideration shall be

given to the possibility of incorporating one-way streets into the local road network.

G3.6-10 Prior to the implementation of any physical roadway improvements, Caltrans and the County shall consider implementation of possible trip-reducing measures. The development of pedestrian walkways and bike paths in the Gualala commercial district, provision of mixed-use development, and provision of local public transit have been identified as the most effective techniques for reducing the number of vehicle trips.

G3.6-11 Level of Service E shall be maintained on all Highway 1 road segments and intersections in the commercial district. New development shall not be approved if Level of Service E will not be maintained on all Highway 1 road segments and intersections in the commercial district. The five-year review of the Gualala Town Plan should include a review and analysis of current highway levels of service and new projections of levels of service to determine if there will be any deterioration below Level D for any Highway 1 road segments or intersections within the commercial district of the Town Plan area. If Level of Service D is not being maintained, steps should be initiated to ensure that levels of service are improved in the affected areas. The five-year review of the Gualala Town Plan should also consider the development of a cost-sharing plan for traffic mitigation measures. Traffic mitigation measures and traffic control measures, including traffic signals, should be considered as methods of improving level of service at the intersections of State Route 1 and Sundstrom Mall, Ocean Drive, and Pacific Woods Road consistent with the findings of the Gualala Traffic Study - February, 1995.

#### *Parking*

G3.6-12 No on-street parking shall be permitted on Highway 1. County staff shall coordinate with Caltrans to develop appropriate signage.

G3.6-13 Off-street parking shall be provided in accordance with the standards established in the "Off-Street Parking" chapter of the Coastal Zoning Code. The "Design Guidelines" chapter of the Gualala Town Plan provides additional policies for vehicle access and parking design.

#### *Pedestrian Access*

G3.6-14 A continuous pedestrian walkway shall be provided on the east side of Highway 1, from Old State Highway to the Gualala Mobile Court and on the west side of Highway 1 from Old State Highway to Robinson Reef Road. Additional pedestrian walkways may be necessary to serve future development on the east side of Highway 1 between Gualala Mobile Court and Pacific Woods Road. Pedestrian walkways may be located anywhere within the designated landscaping/sidewalk area, but shall connect with existing walkways on adjoining parcels or provide for a reasonable connection to future pathways on adjoining

parcels. Policies in the "Design Guidelines" chapter of the Gualala Town Plan provide guidance for the development of pedestrian walkways.

G3.6-15 Pedestrian walkways and landscaping shall be provided along local roads within the Gualala Village Mixed Use, Gualala Highway Mixed Use and Gualala Planned development districts as illustrated on the Local Roads Streetscape Cross-section (Figure 3.6). Where feasible, walkways and landscaping shall be located in the public road right-of-way. An encroachment permit from the Mendocino County Department of Public Works is required for all improvements within County road rights-of-way. All pedestrian walkways shall be a minimum of five (5) feet in width and shall be constructed of concrete. Exceptions to the strict application of these standards may be granted by the approving authority if it is found that strict adherence is not feasible or would have significant adverse impacts on natural resources, aesthetics, or other environmental factors.

G3.6-16 Landscaping shall be provided along all pedestrian walkways to create attractive and usable pedestrian corridors. Landscaping shall be established and maintained in accordance with the "Design Guidelines" of the Gualala Town Plan.

G3.6-17 Pedestrian crosswalks shall be provided at the following locations on Highway 1:

Sundstrom Center entry	Ocean Drive
Seacliff	Center Street

G3.6-18 Pedestrian crosswalks shall be constructed of flush pavers. Pavers used at crosswalk areas must: (a) be flush with the adjacent paving; (b) be skid-resistant; (c) be contained within a cast concrete perimeter to prevent loosening; and (d) have small, tight joints to accommodate wheelchairs and strollers.

G3.6-19 All crosswalks and pedestrian walkways shall be accessible to disabled persons and meet the requirements of the Americans with Disabilities Act.

#### Coastal Access and Trails

G3.7-2 The Gualala Bluff Trail shall be developed within the 25-foot wide public access easements located along the bluff edge west of Highway 1. Offers to dedicate easements for public access shall be obtained to provide for the completion of the Gualala Bluff Trail consistent with Coastal Element policies and in consultation with the Redwood Coast Land Conservancy or other managing agency for the Gualala Bluff Trail.

G3.7-3 The parcel located on the north bank of the Gualala River, immediately north of the Gualala River Bridge and west of Highway 1, should be acquired for protection of natural resources and public access purposes by the County, State

Parks, Caltrans, a non-profit land trust, or some other public agency or private association, or managed for protection of natural resources and public access purposes by its owners. Potential development on the site includes development of the Gualala Bluff Trail; fish and wildlife habitat management; limited parking for public fishing; and access for launching small craft such as canoes, kayaks, rowboats or small boats utilizing trolling-type motors. If and when such acquisition occurs, the parcel shall be classified as Open Space in the Land Use Plan. Prior to development of any public access facilities on the site, a management plan shall be prepared, in accordance with Coastal Element public access policies, to ensure the long-term protection of natural resources and maintenance of the property. Development of the Gualala Bluff Trail on this parcel may involve use of the Highway 1 right-of-way or acquisition of an easement along the bluff of the Lower Mill site east of Highway 1 to ensure the protection of environmentally sensitive habitat areas along the Gualala River estuary.

G3.7-4 A pedestrian and bicycle trail which links Gualala and Anchor Bay and connects to coastal access trails shown on the Land Use Plan maps shall be developed within Highway 1 and Old Coast Highway (CR #513) rights-of-way and easements acquired for public access.

G3.7-5 A pedestrian trail providing public access for fishing, hiking, and swimming shall be developed on the north side of the Gualala River from Highway 1 to the easternmost boundary of the Gualala Arts Center property. Offers to dedicate easements for lateral access shall be acquired consistent with Coastal Element access policies and Section 66478.1 et.seq. of the California Government Code. If feasible, this trail shall connect to the Gualala Bluff Trail.

G3.7-6 Based on an inventory of existing and potential trail alignments, a network of trails shall be designated which connects commercial areas, neighborhoods, visitor accommodations, areas of scenic beauty, and recreational facilities. Priority for trail alignments shall be along public and private road rights-of-way and trails that are currently in use. Access easements shall be acquired from property owners on a voluntary basis (i.e., gifts, open space and conservation easements) as conditions associated with development (i.e., deed restrictions, offers to dedicate), or by direct property acquisition. Trails shall be developed and maintained by the County, State Parks, Caltrans, a non-profit land trust, or some other public agency or private association.

G3.7-7 GMAC shall review, evaluate, and prioritize the Offers to Dedicate (OTDs) and Deed Restrictions which the Coastal Commission has obtained through the coastal permit process within the GTP planning area.

#### *Visitor-Serving Facilities*

G3.7-8 Lower cost visitor and recreational facilities shall be protected, encouraged, and, where feasible, provided. Developments providing public recreational opportunities are preferred.

G3.7-9 The use of private lands suitable for visitor-serving commercial recreational facilities designed to enhance public opportunities for coastal recreation shall have priority over private residential, general industrial, or general commercial development, but not over agriculture or coastal-dependent industry.

*Public Improvement Financing*

G3.9-1 Ordinances requiring dedications or “in lieu” development fees should be adopted by the Board of Supervisors to assist in the acquisition and development of open space, public facilities, walkways and trails identified in the Gualala Town Plan. Development fees shall be structured to levy an assessment which is directly related to the proportional benefit received.

G3.9-2 Streetscape improvements on Highway 1 identified in the Gualala Town Plan should be financed by a combination of developer impact fees or a new transient occupancy tax for these specific services proposed which should be placed before the voters in the GMAC area. These fees/taxes should be assessed on all properties within the GMAC area of jurisdiction, and the County shall make every effort to have a corresponding assessment/tax adopted by Sonoma County for all parcels on the Sea Ranch. Streetscape improvements off of Highway 1 shall be paid for by developers whose development benefits from said improvements.

G3.9-3 Special districts may be established to help fund the public improvements identified in the Gualala Town Plan. Assessment districts must be structured to levy an assessment on each property which is directly related to the proportional benefit received.

G3.9-4 Gifts of parkland, public access easements, conservation easements and open space easements are encouraged and shall be accepted by appropriate managing agencies, when consistent with Coastal Element and managing agency policies.