

**Comments on Gualala Community Action Plan (CAP), Revised Hearing Draft, dated 10-25-06**

On October 4<sup>th</sup> we submitted several pages of comments and recommendations on the draft Gualala CAP. The majority of those comments were incorporated into the draft. Below are comments that still need to be addressed, plus additional comments addressing community concerns, numbered 1 to 12.

**Oct 4 Comment**      **Page 11 Chapter 2: Recommended Livability Improvements Program.**  
 At the end of the first paragraph, insert the following: "All improvements described in this chapter, such as pedestrian facilities, crosswalks, streetscape lighting, landscaping, parking, signage, medians and bikeways located within the State Highway right of way should comply with the standards in the Caltrans Highway Design Manual. Design features that do not meet standards would require a justified design exception from Caltrans Headquarters, which can be a lengthy process." The last sentence on this page is no longer necessary.

**1. Revision**              The first sentence of the above paragraph was inserted into the CAP, but the second sentence was changed slightly. We suggest the exact wording of the second sentence as originally recommended above.

The last sentence on page 11 should be removed, since the new paragraph inserted addresses pedestrian facilities.

**Oct 4 Comment**      **Pages 14-16 Crosswalks** This section identifies six crosswalks for the Gualala area (inclusive of the existing crosswalk), but there is not a technical description or reference to data gathering describing how the locations were identified and prioritized one (existing) through six. Determination should be made based upon facts, such as the number of pedestrians using each facility in connection with its proximity to housing or shopping areas.

**2. Revision**              We resubmit the above request for an explanation of how the crosswalks were identified and prioritized. The only words suggesting an explanation in the first paragraph of the Crosswalk section is "most urgently needed."

**Oct 4 Comment**      **Page 14 Crosswalks.** Caltrans Traffic Safety reminds us that the consideration of installation of crosswalks at "uncontrolled intersections" (those with-out stop lights or stop signs) should be designed not to give the pedestrian a false sense of security by using a variety of traffic calming measures in order to enhance the visibility and prominence of the crosswalks across the Highway. Please insert this reminder into this section of the Plan.

3. Revision      The general idea of the above comment was inserted as the third paragraph in the Crosswalks section, but for clarification we suggest the first part of the sentence be revised to read: "Most of the marked crosswalks identified are mid-block and/or at uncontrolled intersections (those without stop signs)."
- New Comment      Page 17 Thank you for insertion of the important section: "E. Consolidating Driveways" paragraph. The implementation of this section will also impact the consideration of the medians and left-turn pockets at select locations option.
5. New Comment      Page 20 **Turn Pockets.** The end of the first paragraph states: "Left-turn channelization, in the form of left-turn pockets or a continuous two-way left-turn lane, may be a partial solution to this problem." The "this problem" mentioned is traffic congestion.
- Since the local community is not convinced that there is a traffic congestion problem of great enough concern to create a continuous two-way left turn lane (TWLTL) thru Gualala, this needs to be reflected in the CAP. We suggest that the most direct way to address the community's concerns would be to minimize the use of the continuous TWLTL option and maximize the use of medians and left-turn pockets at select locations option in the CAP.
6. New Comment      Page 22 **Medians.** If our above #5 New Comment is reflected in the CAP, it should be indicated in this section that medians could be incorporated in the design of left-turn pockets at select locations. This concept should be examined more closely in the proposed Downtown Design Plan, Circulation and Parking Plan (Phase II) of the project.
7. New Comment      Page 24 **Bikeways.** We need to consider accommodating the needs of non-motorized travelers, but many in the community are opposed to eliminating a large number of parking spaces in order to create bike lanes. It is true that development of bike lanes will likely impact parking, right of way or both. This issue should be identified in the CAP and addressed further in Phase II of the project.
8. New Comment      Page 24 **Bikeways,** third paragraph. Since AB 3028 referenced here was vetoed Sept. 30, 2006, we suggest removing this paragraph.

9. **New Comment** Pages 23 & 27 We support the development of Phase II of this project identified on these pages: a Downtown Design, Circulation & Parking Plan that addresses the community's concerns identified in the CAP.
10. **New Comment** **Chapter 3. Implementation Strategies for Achievement.** Between the last draft CAP and this draft, the Design & Engineering step of the process was placed before the Environmental Review and Permitting step. Please re-order as in the previous draft.
11. **New Comment** After all of the revisions to the CAP are made, a grammar and spelling check should be done to the complete document. Minor spelling errors were not addressed in our comments.
12. **New Comment** **Appendix A.** The crosswalks identified in Appendix A, should be numbered on the Sheets as #1 thru #6 in priority order, in correlation with the narrative description of each of the six crosswalks on pages 14 thru 16.

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October 31, 2006

## Comments on Gualala CAP

pg. 4: All components will need to be designed and engineered to meet the requirements of MCOG, Caltrans, the Coastal Commission, **and County requirements where applicable.** (*County generally has permitting authority*)

pg 6: located within a traffic calming median located: correction to calming

a safe, **legible** and pleasant experience as they shop: correct legible

pg. 7: and continues at least to Pacific Woods **Road.**

### Chapter 1 provides

pg. 8: One of the more challenging aspects of the process is often simply finding the money **to undertake** design, engineering, and construction.

pg. 9: As an unincorporated community, .... local land use is governed by the Mendocino County Local Coastal Program (**an element of the General Plan**), ...

The GMAC spent almost ten years developing the **Gualala Town Plan (GTP)** and getting it adopted as an amendment to the Mendocino General Plan's **Local Coastal Program and adopting implementing amendments to the Mendocino County Coastal Zoning Code.** The GTP provides planning goals and policies specific to the community of Gualala **as a supplement to the General Plan documents.**

pg. 10: **right-of-way**

coastal **development** permit

Although there may be tremendous public support ... **the amendment process consumes more than one year after submittal of a proposal for processing and action by the Planning Commission, Board of Supervisors and Coastal Commission.**

**The participants in the Community Action Plan process believe that to amend the Gualala Town Plan would take far too long and far too much money and would likely delay the improvement of downtown Gualala for nearly a decade.** (*this is an opinion- no reason it has to take so long or be so expensive*)

pg. 22: ... **project.** If implemented in the future these projects will have an impact on the study area.

pg 24: Because the Gualala Town Plan (2002) **is part of** the Local Coastal Program for Gualala ...

... providing 5' Class II bike lanes on both sides of Highway 1 in downtown

pg 27: approximately \$150,000 - \$175,000 in grants

The Gualala Municipal Advisory Council, acting on behalf of the town of Gualala, in cooperation with the Mendocino County Planning **and Building Services** Department... *(note: PBS does not currently have staff to search for and administer grant funds. This role might be more appropriate to MCOG, a local nonprofit working with a public entity.)*

pg 28: *Improvement **District Feasibility Study***

Comment same as above regarding responsibility for seeking grants.

pg. 29: With this information in hand,

**Step 7: Environmental Review and Permitting – All construction projects will require permits such as coastal development permits or coastal development use permits issued by the County, or if affecting areas of original jurisdiction the Coastal Commission.**

**Other local, state or federal permits may be required from agencies such as Department of Fish and Game, Regional Water Quality Control Board, etc.**

pg. 33: expected until 2010. *(delete "T")*

pg 37: to correct an existing problem or pay

Then assuming that an impact fee is approved **by the Board of Supervisors**, the funds

pg 38: They need not be contiguous. *(remove the parenthesis mark)*

(Assessment District or Mellow Roos) will be offset by a credit in development fees).

pg. 38: 6. Mitigations/Exactions— *consider noting requirement of rough proportionality to impacts created*

**Thoughts on Streetscape Plan from Robert Sundstrom**

I have lived in Gualala since 1957, raised a family, helped the town grow to be a people friendly town.

Evidentially the people who did Basic Traffic Report study on downtown Gualala have never been through town during a typical busy summer tourist season or, holiday weekends, special events, or even peak times of most days when traffic is stopped for people trying to turn left in both directions. It is not unusual to see frustrated drivers squeak around stopped traffic if possible and speed off. So many times I have had people come into the shopping center and say what a zoo it is trying to get through town for all the traffic. A lot of local residents won't even come into town on the weekends because of the traffic mess. So now that we have the opportunity to fix the downtown traffic mess hopefully through grant funds, why would we not want to improve the traffic so people don't get frustrated trying to get where they are going.

The new Streetscape Plan is not calling for left turn lanes the length of Gualala. It's talking about 2 or maybe 3 at the busiest cross roads. Please read the Plan.

I fail to see where Gualala would lose its 'charm' without on-street parking. The very heart of Gualala currently has all the charm of a used car lot. It's solid pavement from one side to the other filled with parked cars. .Parking along Highway 1 is the most dangerous part of our town. If there was no parking along Highway 1 through Gualala and instead there was a safe path where people could walk or bike safely from one end to the other, I'm sure you would see a lot more people enjoying those amenities. Without the danger of getting run over walking from one end of town to the other many visitors would leave their cars parked where they are staying and enjoy Gualala for all it has to offer.

Elimination of on-street parking (which is already in the Gualala Town Plan), would greatly enhance the safety downtown. Currently pedestrians using the crosswalk are standing between parked along the highway, competing to be noticed by motorists. Cars are trying to edge out of parking lots far enough into the line of traffic to see around the cars parked on the highway to see it's clear. Car doors are opening at the edge of traffic forcing motorists to move over onto the yellow line.

The Surf Supermarket is main opponent to eliminating highway parking because it would impact his business. At the GMAC meeting last month John Bower presented a new on-site parking facility to accommodate over 100 parking spaces on that side of the street. Hopefully this would alleviate the Surf's concerns about having enough parking.

Some of the opponents to bike lanes say that hardly anybody rides bikes around Gualala, but I'll bet a lot more adults and kids would ride bikes if they didn't have to compete with motor homes, trucks, speeding cars, and parked cars along Highway 1. I'm sure a lot of parents wouldn't think of letting their kids ride their bike downtown under the current conditions. Also the Coast Highway has been designated as a biki path to the Oregon border. It would be really irresponsible to not have a bide lane through the town of Gualala.

If one life is saved or serious injury is avoided by our actions to make Gualala a safer place to live and visit, our efforts will be a success.

**Gurnee, Keith T.**

**From:** Loretta Ellard [ellardl@dow-associates.com]  
**Sent:** Monday, January 29, 2007 9:54 AM  
**To:** Gurnee, Keith T.  
**Subject:** Fw: Thoughts on the Gualala Streetscape

----- Original Message -----

From: <steve@surfsuper.com>  
 To: "Gurnee, Keith T." <tkgurnee@rrmdesign.com>  
 Cc: <steve@surfsuper.com>; "Loretta Ellard" <ellardl@dow-associates.com>; "Rick Miller" <millerr@co.mendocino.ca.us>; "Phil Dow" <dowp@dow-associates.com>; "Pam Townsend" <townsenp@co.mendocino.ca.us>; "Lezlie Kimura" <lezlie\_kimura@dot.ca.gov>; "John Marchant" <wualala@mcn.org>; "Janet Kukulinsky" <janet@actionnetwork.info>; "Howard Dashiell" <dashielh@co.mendocino.ca.us>; "Dave Carstensen" <dave\_carstensen@dot.ca.gov>; "Bob Morgan" <morganb@co.mendocino.ca.us>; "Bill McCarthy" <wpm@northcst.com>; "Rex Jackman" <rex\_jackman@dot.ca.gov>; "Karen Hay" <kb66@mcn.org>; "Bruce Jones" <bsjones@mcn.org>; "Clive Endress" <clive\_endress@dot.ca.gov>; "David Goretsky" <copyplus@mcn.org>; "David Hillmer" <davidhillmer@mac.com>; "David Susalla" <sus@gualalaarts.org>; "Dibby Tyler" <martha@mcn.org>; "Donlyn Lyndon" <dlyndon@berkeley.edu>; "Hall Kelley" <hallk@mcn.org>; "Henry Alden" <halden@deltapac.com>; "Jan Harris" <jan@redwoodcoastchamber.com>; "Joel Crocket" <joel@foureyedfrog.com>; "John Bower" <waterco@hotmail.com>; "John Fox" <jfox@tsra.org>; "Jonathan Sandoval" <jhsandoval@ucdavis.edu>; "Kelly Langwell" <kelly@searanchlodge.com>; "Laurie Mueller" <lauriemueller@earthlink.net>; "Lenny Balter" <lenny@cbpac.com>; "Linda Bradbrook" <lbradbrook@gualala.com>; "Marshall Sayegh" <marshall@platform-horizons.com>; "Mary Sue Ittner" <msittner@mcn.org>; "Mike Bradbrook" <mbradbrook@gualala.com>; "Nancy Harrison" <harrison@mcn.org>; "Nancy Harrison" <cvcgua@mcn.org>; "Rob Feraru" <rtf@mcn.org>; "Robert Juengling" <robert@oceanicland.com>; "Robert Sundstrom" <sundstrm@mcn.org>; "Roger Dingman" <rdingman@mcn.org>; "Ron Casey" <srgi@mcn.org>; "Scott Galvin" <scott@wharfmasters.com>; "Sean Gaynor-Rousseau" <sgrousseau@earthlink.net>; "Simone Caulderwood" <sfcaulderwood@hotmail.com>; "Tom Dorn" <tomdorn@mcn.org>; <teri@surfsuper.com>  
 Sent: Friday, October 27, 2006 10:22 PM  
 Subject: RE: Thoughts on the Gualala Streetscape

> >Hi Keith,  
 > Thanks for taking the time to respond. I like what you have to say on  
 > all points except parking. I am still concerned that the parking we  
 > discover, create, or better utilize to allow for removal of on street  
 > parking needs to be immediately adjacent to the businesses concerned,  
 > namely Surf Supermarket.  
 >  
 > I will be unable to attend the meeting on the 6th because I leave  
 > Saturday the 28th for India and will be gone for two weeks.  
 >  
 > Lastly I want to avoid any tone of negativity if I can. I very much  
 > appreciate the work MCOG is doing on behalf of our project and I think  
 > this is a great opportunity to come up with a very good outcome. I  
 > have heard the complaints about the cancelation of the third public  
 > input session, but understand that it was canceled in the service of  
 > moving the project forward in time for grant deadlines. Hopefully we  
 > won't get bogged down with negativity, but can address the important  
 > concerns and keep moving.  
 >  
 > Thanks again.  
 >  
 > Steve May

>  
 > Hi Steve, thanks for your comments. As for my response, I offer the  
 >> following:

>>  
 >>  
 >>  
 >> 1. Safety  
 >>

>> A center left turn lane is called for in the Gualala Town Plan. The  
 >> primary reason for this lane is the multiple curb cuts and driveways  
 >> that make the present street a free-for-all of turning movements. The  
 >> CAP calls for a Downtown Design Plan with a Parking and Circulation  
 >> component of the plan that will examine the potential for  
 >> consolidating curb cuts so as to increase the number and layout  
 >> efficiency of onsite parking spaces while concentrating access onto  
 >> Highway One in select locations. If this can be done, the Downtown  
 >> Design Plan could limit turning movements to left turn pockets in  
 >> certain locations instead of left turn lanes. Should it be found that  
 >> the left turn lanes are still needed, the concept plan at least would  
 >> break up the left turn lanes with medians planted with low native  
 >> vegetation to prevent it from being used as a passing lane. We are  
 >> confident that there will be a range of very safe pedestrian crossing  
 >> treatments that can be used should the left turn lanes be necessary.  
 >>

>>  
 >>  
 >>  
 >> 2. Parking  
 >>

>> Again, the CAP calls for the next phase of work to develop a detailed  
 >> Downtown Design Plan along with a detailed Circulation and Parking  
 >> Plan to address the parking lost by the streetscape section through  
 >> Downtown Gualala. From my perspective you will not lose any parking  
 >> until replacement parking is found through this next phase of work  
 >> and implemented at the same time or before the Streetscape is  
 >> actually constructed.  
 >>

>>  
 >>  
 >>  
 >> 2. Appearance  
 >>

>> The concepts presented in the CAP are conceptual only. They are not  
 >> prescriptive. Rather they are a jumping off point for the next phase  
 >> of the process. The next phase of work on the Downtown Design Plan  
 >> will resolve the design and appearance of the streetscape through a  
 >> robust public outreach and charretting process. I have every  
 >> confidence that the design that comes out of that process will be  
 >> reflective of what Gualala is and wants as a small coastal enclave  
 >> with a charming rural character.  
 >>

>>  
 >>  
 >>  
 >> As for the final 3 points of your email, I offer the following:  
 >>

>>  
 >>  
 >> 1. Revise the Gualala Town Plan  
 >>

>> If the town wants to do this it certainly can, but it will  
 >> indefinitely delay improvements to its Downtown.  
 >>

>> 2. Eliminate the center left turn lane and retain parking.  
 >>

>> Eliminating the center lane would allow one lane of parallel parking  
 >> on one side of the street only and would be inconsistent with the  
 >> Gualala Town Plan, jeopardizing the potential to obtain grant funding  
 >> to fund improvements  
 >>

>> In Downtown Gualala.  
>>  
>> 3. Insist on a streetscape that retains our small town feel and  
>> unique coastal identity.

>> I completely agree with you on this and hope that Gualalans will  
>> participate fully in the next phase of this process to insure that  
>> this happens.

>> On a final note, it has come to my attention that there is some  
>> concern in the community that the third public workshop should have been held.  
>> Because it became so apparent that Gualalans wanted to get right to  
>> the process of designing their downtown-something that was outside of  
>> the scope of work on the CAP-we worked with MCOG and volunteered our  
>> time to help them prepare a new grant application for completing a  
>> Downtown Design Plan with a parking and circulation component under a  
>> robust public involvement effort. MCOG has submitted that grant, and  
>> it is hoped that it will result in the funding needed to move onto  
>> the next phase of work to do just that.

>> MCOG is providing Gualala with a great opportunity by meeting in  
>> Downtown Gualala on the CAP on November 6, 2006. I will be there to  
>> present the CAP and its provisions and providing the clarifications  
>> contained in this response to you.

>> Gualalans should use this meeting to provide their feedback and  
>> suggest any revisions it wants MCOG to consider before it accepts the  
>> CAP. I'm sure I'll see you there....

>> From: Steve May [mailto:steve@surfsuper.com]  
>> Sent: Thursday, October 26, 2006 9:22 PM  
>> To: 'Loretta Ellard'; 'Rick Miller'; 'Phil Dow'; 'Pam Townsend';  
>> 'Lezlie Kimura'; 'John Marchant'; 'Janet Kukulinsky'; 'Howard  
>> Dashiell'; 'Dave Carstensen'; 'Bob Morgan'; 'Bill McCarthy'; 'Rex  
>> Jackman'; 'Karen Hay'; 'Bruce Jones'; 'Clive Endress'; 'David  
>> Goretsky'; 'David Hillmer'; 'David Susalla'; 'Dibby (Martha) Tyler';  
>> 'Donlyn Lyndon'; 'Hall Kelley'; 'Henry Alden'; 'Jan Harris'; 'Joel  
>> Crockett'; 'John Bower'; 'John Fox'; 'Jonathan Sandoval'; 'Kelly  
>> Langwell'; 'Laurie Mueller'; 'Lenny Balter'; 'Linda Bradbrook';  
>> 'Marshall Sayegh'; 'Mary Sue Ittner'; 'Mike Bradbrook'; 'Nancy  
>> Harrison'; 'Nancy Harrison'; 'Rob Feraru'; 'Robert Juengling';  
>> 'Robert Sundstrom'; 'Roger Dingman'; 'Ron Casey'; 'Scott Galvin'; 'Sean Gaynor-  
>> Rousseau'; 'Simone Caulderwood'; 'Tom Dorn'  
>> Cc: Gurnee, Keith T.; teri@surfsuper.com  
>> Subject: Thoughts on the Gualala Streetscape

>> Greetings,

>> I will be out of the country during the November 6th meeting on the  
>> Gualala Streetscape Plan. I have attached a letter outlining some of  
>> my concerns. I do not wish to sound negative towards this important  
>> project, but in its current form I believe the plan will do much harm  
>> to our town. Please take a moment to read my comments. I encourage  
>> all of you to attend the meeting on November 6th if you can. Let's  
>> work to together to get this done right.

**Gurnee, Keith T.**

**From:** Loretta Ellard [ellard@dow-associates.com]  
**Sent:** Monday, January 29, 2007 9:53 AM  
**To:** Gurnee, Keith T.  
**Subject:** Fw: Thoughts on the Gualala Streetscape

----- Original Message -----

**From:** Martha

**To:** [steve@surfsuper.com](mailto:steve@surfsuper.com); 'Loretta Ellard'; 'Rick Miller'; 'Phil Dow'; 'Pam Townsend'; 'Lezlie Kimura'; 'John Marchant'; 'Janet Kukulinsky'; 'Howard Dashiell'; 'Dave Carstensen'; 'Bob Morgan'; 'Bill McCarthy'; 'Rex Jackman'; 'Karen Hay'; 'Bruce Jones'; 'Clive Endress'; 'David Goretsky'; 'David Hillmer'; 'David Susalla'; 'Donlyn Lyndon'; 'Hall Kelley'; 'Henry Alden'; 'Jan Harris'; 'Joel Crocket'; 'John Bower'; 'John Fox'; 'Jonathan Sandoval'; 'Kelly Langwell'; 'Laurie Mueller'; 'Lenny Balter'; 'Linda Bradbrook'; 'Marshall Sayegh'; 'Mary Sue Ittner'; 'Mike Bradbrook'; 'Nancy Harrison'; 'Nancy Harrison'; 'Rob Feraru'; 'Robert Juengling'; 'Robert Sundstrom'; 'Roger Dingman'; 'Ron Casey'; 'Scott Galvin'; 'Sean Gaynor-Rousseau'; 'Simone Caulderwood'; 'Tom Dorn'

**Cc:** 'Keith Gurnee'; [teri@surfsuper.com](mailto:teri@surfsuper.com)

**Sent:** Friday, October 27, 2006 5:43 PM

**Subject:** Re: Thoughts on the Gualala Streetscape

I generally agree with Steve, Marshall, Clive, Lenny and Bruce. The problem is that a project that is consistent with the Gualala Town Plan and conforms to Caltrans standards will adversely change the character of the town. I doubt that it will be good for businesses, residents or visitors. People do not come to Gualala because it is like every other suburb in California or because it is a Carmel or Mendocino. Gualala is attractive because it retains many aspects of a real, functioning small town where boutiques and fancy restaurants have not yet totally displaced the hardware stores and supermarkets. Some of the town is not beautiful, but it is real and that counts for a lot. It is still a place where people from all walks of life can comfortably mingle. Let's not approve a generic streetscape project that threatens to turn Gualala into Everytown, USA, as Steve puts it.

My strongest disagreement is with the center turn lane running the length of downtown. For both aesthetic and environmental reasons, I favor limiting paving as much as possible. We are presented with a plan showing a left turn lane throughout downtown in spite of the fact that the Base Traffic Conditions Report (April 2006) fails to support the need. This report states (p. 11): "Currently, all of the approaches are operating acceptably at LOS (Level of Service) C or better during both the summer weekday and weekend periods." LOS C can entail delays of 15 to 25 seconds. Projecting to 2025, the report finds that left turn pockets could be needed for southbound turns into Sunstrom Mall and Old State Highway (p. 13).

At the last CAC meeting, I thought that we agreed to modify language in the plan to qualify our support for Caltrans standards by making it clear that we would seek relief from Caltrans standards when needed for appropriate design. I can't find any such changes in the revised hearing draft. The revised hearing draft also contains a new paragraph under "crosswalks" (p. 14) that makes me wonder if the author has ever been to Gualala. It starts: "Some of the crosswalks identified are mid-block crossings without stoplights or stop signs . . ." There are no stop lights or stop signs on Route 1 in Gualala--mid-block or otherwise! Gualala does not have conventional city blocks--formula planning won't work here.

I also question the need for two 5-foot bike lanes, street lighting and other aspects of the plan. It seems we went to the store for some sidewalks and came back with a load of stuff--some of it quite unpalatable.

Do we need to start over? Probably not. The application for a grant to do the design work and parking study has already been submitted. The important thing is to be sure we are not locked into the specific recommendations in this plan. Perhaps this can be done by adding qualifying language that would allow significant revisions based on further study. Then, while the grant application is being processed--probably at least 6 months--GMAC might lead a community effort, maybe with the CAC, to define more clearly what the town wants. I think we have a good start. It's mostly a matter of trimming the recommendations in the plan down to size.

And! The most important thing we can do is to initiate the process to amend the Gualala Town Plan. It is clearly a formidable barrier to sensitive design of the downtown streetscape. I talked with Bob Merrill, the Coastal Commission staff person in Eureka in charge of our area. He thought the language in the GTP allowing exceptions to the streetscape design because of topography, right-of-way or related constraints would allow significant modification of the plan where we could demonstrate that those conditions existed, but felt that otherwise we would be held to the plan when we came in for permits for construction. He strongly suggested that if the community no longer supports the 80-foot streetscape in the plan, the plan should be amended. And he further added that he would readily support a modification to remove the center lane. Bike lanes are a little dicier, but there is no requirement that they be Class 2 on both sides of the street. Bob said that in Elk the Coastal Commission got Caltrans to reduce the paved shoulder from 10 to 12 feet wide to 4 feet wide--to be used primarily for bikes. Anyway, if we start now, we can probably get the plan amended before the studies are completed and any funding is available to actually do anything. It is unlikely to take anywhere near 10 years to make a change that brings the GTP more into line with overall Coastal Commission policies for Highway 1--i.e. keep it a winding two-lane highway except in Fort Bragg.

Lets work together to transform these recommendations into a project that suits Gualala, focusing on enhancing downtown for pedestrians. Cars and bikes should be secondary concerns. The results of the first charrette are a good starting place.

Do any other CAC members agree?

Dibby Tyler

----- Original Message -----

**From:** Steve May

**To:** 'Loretta Ellard'; 'Rick Miller'; 'Phil Dow'; 'Pam Townsend'; 'Lezlie Kimura'; 'John Marchant'; 'Janet Kukulinsky'; 'Howard Dashiell'; 'Dave Carstensen'; 'Bob Morgan'; 'Bill McCarthy'; 'Rex Jackman'; 'Karen Hay'; 'Bruce Jones'; 'Clive Endress'; 'David Goretsky'; 'David Hillmer'; 'David Susalla'; 'Dibby (Martha) Tyler'; 'Donlyn Lyndon'; 'Hall Kelley'; 'Henry Alden'; 'Jan Harris'; 'Joel Crocket'; 'John Bower'; 'John Fox'; 'Jonathan Sandoval'; 'Kelly Langwell'; 'Laurie Mueller'; 'Lenny Balter'; 'Linda Bradbrook'; 'Marshall Sayegh'; 'Mary Sue Ittner'; 'Mike Bradbrook'; 'Nancy Harrison'; 'Nancy Harrison'; 'Rob Feraru'; 'Robert Juengling'; 'Robert Sundstrom'; 'Roger Dingman'; 'Ron Casey'; 'Scott Galvin'; 'Sean Gaynor-Rousseau'; 'Simone Caulderwood'; 'Tom Dorn'

**Cc:** 'Keith Gurnee'; [teri@surfsuper.com](mailto:teri@surfsuper.com)

**Sent:** Thursday, October 26, 2006 9:22 PM

**Subject:** Thoughts on the Gualala Streetscape

Greetings,

I will be out of the country during the November 6<sup>th</sup> meeting on the Gualala Streetscape Plan. I have attached a letter outlining some of my concerns. I do not wish to sound negative towards this important project, but in its current form I believe the plan will do much harm to our town. Please take a moment to read my comments. I encourage all of you to attend the meeting on November 6<sup>th</sup> if you can. Let's work to together to get this done right.

**Gurnee, Keith T.**

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**From:** Loretta Ellard [ellardl@dow-associates.com]  
**Sent:** Monday, January 29, 2007 9:52 AM  
**To:** Gurnee, Keith T.  
**Subject:** Fw: Thoughts on the Gualala Streetscape

----- Original Message -----

**From:** Marshall Sayegh  
**To:** Lenny Balter ; steve@surfsuper.com ; Loretta Ellard ; Rick Miller ; Phil Dow ; Pam Townsend ; Lezlie Kimura ; John Marchant ; Janet Kukulinsky ; Howard Dashiell ; Dave Carstensen ; Bob Morgan ; Bill McCarthy ; Rex Jackman ; Karen Hay ; Bruce Jones ; Clive Endress ; David Goretsky ; David Hillmer ; David Susalla ; Dibby (Martha) Tyler ; Donlyn Lyndon ; Hail Kelley ; Henry Alden ; Jan Harris ; Joel Crocket ; John Bower ; John Fox ; Jonathan Sandoval ; Kelly Langwell ; Laurie Mueller ; Linda Bradbrook ; Mary Sue Iftner ; Mike Bradbrook ; Nancy Harrison ; Nancy Harrison ; Rob Feraru ; Robert Juengling ; Robert Sundstrom ; Roger Dingman ; Ron Casey ; Scott Galvin ; Sean Gaynor-Rousseau ; Simone Caulderwood ; Tom Dorn  
**Cc:** Keith Gurnee ; teri@surfsuper.com  
**Sent:** Friday, October 27, 2006 8:14 AM  
**Subject:** RE: Thoughts on the Gualala Streetscape

I agree with Steve and Lenny  
in addition the lack of the last Charette (that was promised to "flesh out" the final version) was in the initial proposal by the consultant. I recall it was touted as a "community celebration" with posters and all.  
I for one am extremely disappointed that it will not occur- the first Charette was the most productive meeting I have attended - and I was looking forward to the final one. instead it is going forward for approval - without the community input that was originally promised.

The result is Gualala will look more like the entrance to Walnut Creek, Santa Rosa or other urban areas. The small town feel and the "walkable community" are now a 3 lane freeway with sidewalks straddling both sides as far as the eye can see. That is not the Gualala I expected at all. And if you research the results of the Charette - it is not what the community wanted either. Remember the RED DOTS and GREEN DOTS?

When the undergrounding proposal first surfaced it was proposed to stop at the mobile home park. Many residents questioned why the town was being "chopped up" and why we were not using the existing town plan boundaries.  
It took some time and public input but the Mendocino Board of Supervisors listened. **And last Tuesday authorized extension of the undergrounding to Gualala's northern border.**

I bring this subject up because I do not want Gualala's downtown plan rushed through for political expediency - and the undergrounding issue proves that we can change the process if we want.

In addition the town plan DOES HAVE EXCEPTIONS that seem to be ignored by the consultant - I do not want a "bullyvard" as they pressed through in a CAC meeting with less than 12 people attending.

see the RED at the bottom of the town plan description

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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)

County of Mendocino Coastal Element Section 4.14 - Gualala Town Plan Chapter 3 - Policies

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.**

**From:** Lenny Balter

**Sent:** Thursday, October 26, 2006 10:48 PM

**To:** [steve@surfsuper.com](mailto:steve@surfsuper.com); 'Loretta Ellard'; 'Rick Miller'; 'Phil Dow'; 'Pam Townsend'; 'Lezlie Kimura'; 'John Marchant'; 'Janet Kukulinsky'; 'Howard Dashiell'; 'Dave Carstensen'; 'Bob Morgan'; 'Bill McCarthy'; 'Rex Jackman'; 'Karen Hay'; 'Bruce Jones'; 'Clive Endress'; 'David Goretsky'; 'David Hillmer'; 'David Susalla'; 'Dibby (Martha) Tyler'; 'Donlyn Lyndon'; 'Hall Kelley'; 'Henry Alden'; 'Jan Harris'; 'Joel Crocket'; 'John Bower'; 'John Fox'; 'Jonathan Sandoval'; 'Kelly Langwell'; 'Laurie Mueller'; 'Linda Bradbrook'; 'Marshall Sayegh'; 'Mary Sue Ittner'; 'Mike Bradbrook'; 'Nancy Harrison'; 'Nancy Harrison'; 'Rob Feraru'; 'Robert Juengling'; 'Robert Sundstrom'; 'Roger Dingman'; 'Ron Casey'; 'Scott Galvin'; 'Sean Gaynor-Rousseau'; 'Simone Caulderwood'; 'Tom Dorn'

**Cc:** 'Keith Gurnee'; [teri@surfsuper.com](mailto:teri@surfsuper.com)

**Subject:** RE: Thoughts on the Gualala Streetscape

Greetings

I have read Steve's comments and agree with some. I have not been at the last few meetings, so may be behind the time a bit. I do recall that at the first community workshop, it was agreed that there would be no special bike lanes as Gualala was not a bikeable town and the local community would not use it. Sure, the drive through bicyclist would use them, but they are traveling the entire coast on the Highway without them, so what is the big deal downtown.

I feel the best solution is to have left turn lanes at the Post Office and Surf, off street parking on both sides of the street and no bike lanes. There should be red curbs for the first 25 feet on either side of the Surf entrance to allow vision for ingress and egress, and we are out of hear. Next subject...

This has to be a win win situation or it isn't going to work.

Lenny Balter

*"Service is Our Most Important Product"*

1/30/2007