

**Appendix E
Summaries of Public Workshop Results**

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

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

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.