



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.

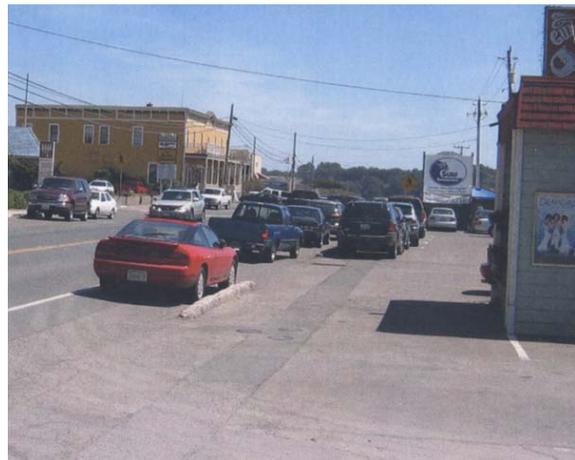
Because amending the Gualala Town Plan that was only just adopted in 2002 would take years to complete, the recommended reduced width road section of 64' would likely be viewed by county and state agencies as consistent with the Gualala Town Plan and the Local Coastal Plan. The 80' ROW is viewed as having 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.

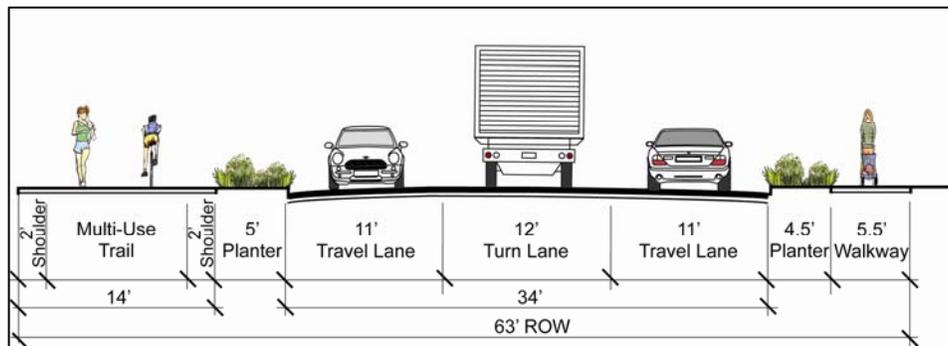


Fig. 4-2 Class I without On-Street Parking

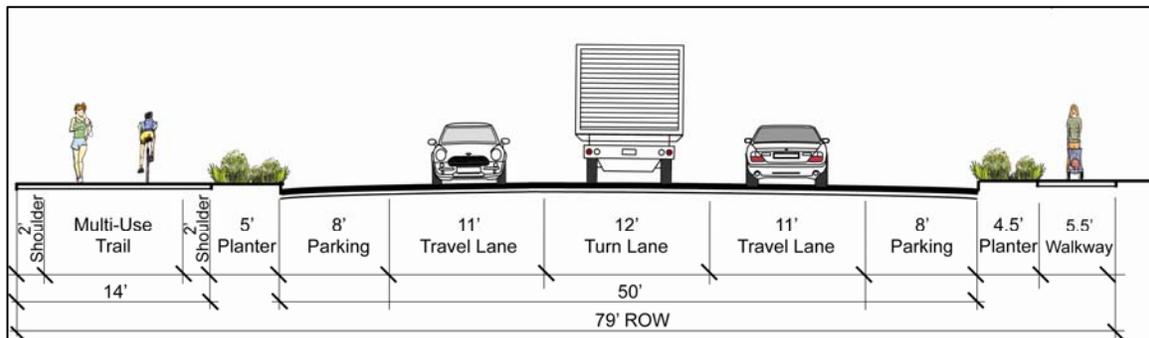


Fig. 4-3 Class I with On-Street Parking

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.

- 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.

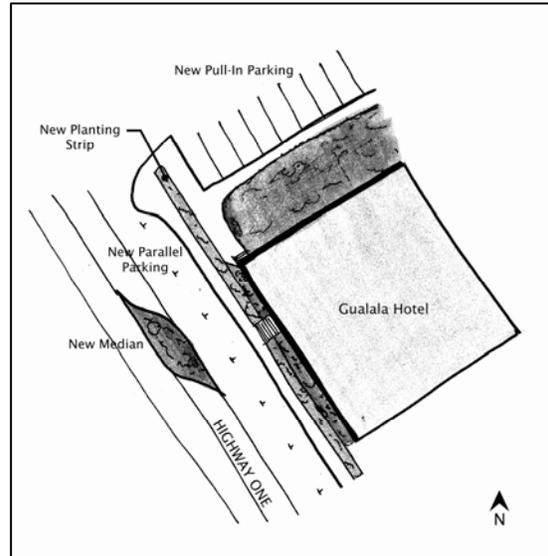


Figure 4-4. Parallel parking bays idea

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.

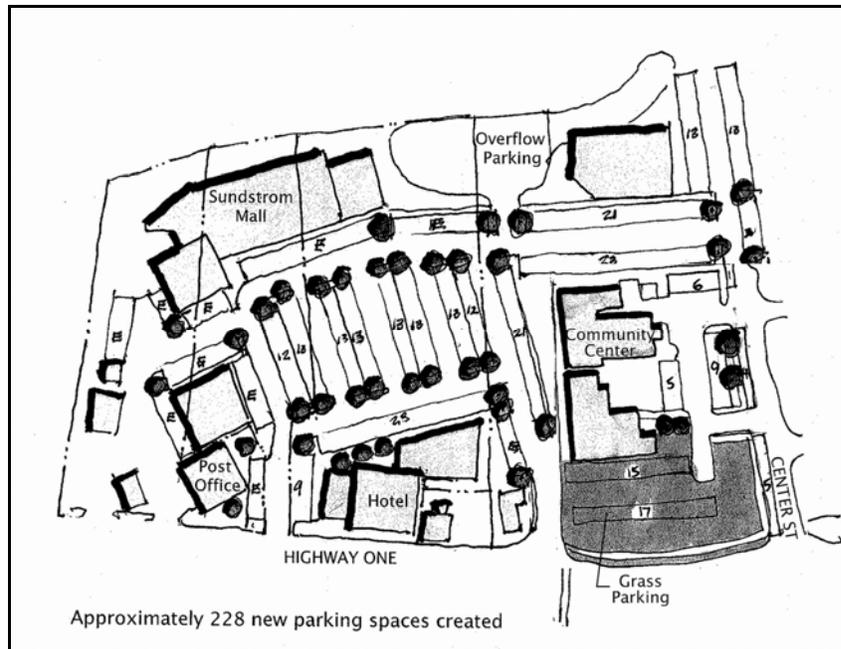


Fig. 4-6 Possible Consolidated Parking

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