COUNTY OF MENDOCINO
Board of Supervisors

DARCIE ANTI
CLERK OF THE BOAR

501 Low Gap Rd. Room 1010
Ukiah, CA 95482

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PLANNING APPEAL FORM

Appeals must be submitted to the Clerk of the Board's Office within the designated appeal period, which is 10 days from the date of the hearing. Please note that postmarks will not be accepted. Applicants are required to confirm the applicable fee amounts with the Planning and Building Services Department prior to submitting the appeal. The appeal form and a check in the appropriate amount must be submitted together in order for the appeal form to be deemed valid. **Please make all checks payable to "County of Mendocino" and return to:**

Mendocino County Clerk of the Board
501 Low Gap Road, Room 1010
Ukiah, CA. 95482

APPLICANT INFORMATION:

Date Appeal Submitted: July 17, 2025

Appeal Fee: $ 2,354.00
☐ Verified ☐ Receipt Generated

Name: Bower Limited Partnership

Phone Number: 707 468-9151

Mailing Address: C/O Mannon, King, Johnson & Wipf, LLP, P.O. Box 419, Ukiah, CA 95482

CASE INFORMATION:

Case No: CDP_2024-0040

Hearing Date: 6/26/25 & 7/10/25

Heard by:

- ☐ Planning Commission
- ☐ Zoning Administrator
- ☐ Administrative (Planning)
- ☐ Mendocino Historical Review Board
- ☑ Coastal Permit Administrator
- ☐ Other: _____

BASIS FOR APPEAL:

Please provide sufficient detail to describe the nature of the appeal. Letters describing the appeal may also be attached.

Please See Exhibit A Attached Hereto.

☐ Check Here if Basis for Appeal is Continued on Next Page

Signature Stephen F. Johnson

Attorney for Bower Limited Partnership

EXHIBIT A TO MENDOCINO COUNTY

BOARD OF SUPERVISORS'S PLANNING APPEAL FORM

A. MENDOCINO COUNTY OBLIGATION:

REF-CPA-13: ENVIRONMENTAL DETERMINATION: Section 15051 of California Environmental Quality Act (CEQA) Guidelines provide criteria for identifying the Lead Agency where two or more public agencies will be involved with a project. If the project is carried out by a public agency, that agency shall be the Lead Agency even if the project would be located within the jurisdiction of another public agency. Considering this, Caltrans is the Lead Agency with the primary responsibility for carrying out the proposed project. **Mendocino County shall act as the Responsible Agency, a public agency other than the Lead Agency with the responsibility for approving the proposed project.**

"Reviewer's Comment: Even though the CEQA determination has been approved, Mendocino County is still responsible to ascertain if the project as a whole (not just environmentally), complies with County Code and Policies."

There are several significant deficiencies in the Mendocino County Staff Report and the undated "Project Description" Prepared by Caltrans, identified as Attachment A of the Staff Report. These comments will address the deficiencies and recommend action to remediate them.

B. PARKING ISSUES

1. The number and impact of removing 22 parking spaces on the west side of State Highway 1 near the Surf Market is never addressed by either Mendocino County Staff or by Caltrans. The issue is simply glossed over as an aside with the following comments:
    a) The Proposed Development would involve *"[e]liminating informal on-street parking on SR 1. Caltrans would install No Parking Signs and Parking Lot with arrow signs to deter on-street parking in accordance with Gualala Town Plan Policy G3.6-12."* (REF-Project Description – 13th bullet)
    b) *"Shoulder areas are currently used for informal on-street parking."* (Ref-Site Characteristics-Page CPA-3)
    c) "Shoulder use is the heaviest between the 76 gasoline station on the east side and the Surf Market on the west side." (Ref- Site Characteristics-Page CPA-3).
    d) *"Residents and visitors that park on the east side of SR-1 could cross to the west side safely."* (REF- Land Use and Planning Areas – CPA-5).

DEFICIENCIES: NO ANALYSIS IS MADE OF THE IMPACT TO THE LOCAL BUSINESSES WHICH HAVE BEEN IN EXISTENCE FOR DECADES. NO EVALUATION IS MADE ABOUT THE PRACTICALITY OF SHOPPERS AT THE SURF MARKET, AN ESSENTIAL FOOD SOURCE, TRAVERSING SH1 WITH SHOPPING BAGS TO UNIDENTIFIED PARKING AREAS ON THE EAST SIDE. NO EVALUATION IS MADE ABOUT THE SIGNIFICANT NUMBER OF SENIOR CITIZENS FROM GUALALA AND SEA RANCH WHO MUST CROSS SH1 WITH GROCERIES TO SOME DISTANT PARKING SPOT.

2. The supposition is made that eliminating on-street parking is required by the Coastal Plan. The Staff Report states: "*The project area is within the Iversen Road to Sonoma County Line Planning Area regulated by Coastal Element Section 4.12. Policy 4.12-4 requires the County to initiate an amendment of Section15.12.040(B) of the County Code to prohibit parking on Highway 1 between Old State Highway and Ocean Drive. This amendment has not yet been pursued by the County, but the proposed project would deter informal on-street parking along SR 1 by installing no parking signs.*" (REF- Land Use and Planning Areas – CPA-5).

DEFICIENCIES: CALTRANS AND THE STATE OF CALIFORNIA DO NOT OWN THE PROPERTY WHERE THERE IS ON-STREET PARKING OCCURRING. THE ON-STREET PARKING IN THIS AREA IS ACTUALLY LOCATED ON PRIVATE PROPERTY AND IT IS NOT WITHIN CALTRANS'S PRESCRIPTIVE EASEMENT FOR THE ROAD. THE COUNTY APPARENTLY HAS NEVER AMENDED THE COUNTY CODE BECAUSE TO DO SO WOULD REQUIRE A "TAKING" FROM BUSINESSES THAT IT IS TRYING TO PROMOTE. REQUIRING THE REMOVAL ON-STREET PARKING IN THE COASTAL ELEMENT IS UNPRECIDENTED IN OTHER SMALL TOWNS ALONG STATE HIGHWAY 1 WITH VIABLE LONG-ESTABLISHED BUSINESSES, e.g. MANCHESTER, ELK, FORT BRAGG, CLEONE, WESTPORT. ASSUMING THE RIGHT TO ELIMINATE VITAL PARKING LOCATED ON PRIVATE PROPERTY WITHOUT REASONABLE COMPENSATION IS UNCONSTITIONAL. THE TAKING OF SUCH PRIVATE PARKING ALSO MAY NOT BE ALLOWED UNDER THE EMINENT DOMAIN PROCESS BECAUSE SUCH A TAKING VIOLATES CODE OF CIVIL PROCEDURE SETION 1240.030(B), WHICH REQUIRES THAT A PROJECT BE PLANNED AND LOCATED INA MANNER THAT WILL

BE MOST COMPATIBLE WITH THE GREATEST PUBLIC GOOD AND THE LEAST PRIVATE INJURY.

3. By eliminating on-street parking, local contractors, delivery persons, and larger trucks passing through Gualala are unable to park and shop at the Surf Market or unable to book a room at the Breakers Inn, and this is not addressed at all in the project evaluation.

DEFICIENCY: THE FAILURE TO ADEQUATELY ADDRESS THE PARKING ISSUES FOR LARGER VEHICLES AND THE IMPACT THAT IT MAY HAVE ON COMMERCIAL BUSINESSES IN THE COMMUNITY IS ANOTHER REASON TO DENY THIS PROJECT.

4. Caltrans *MUST* mitigate the loss of Surf Market's highway-parallel parking ("on-street parking") as well as the loss of the parking spaces on the Surf Market and Surf Center parcels (APN 145-261-05/streetscape parcel 13487-3 and APN 145-261-13/streetscape parcel 13487-1, respectively). Caltrans mitigation can be accomplished in a couple of ways: (A) change the streetscape project design to retain all of Surf Market's highway-parallel parking ("on-street parking") as well as Surf Market's on-site parking spaces on the Surf Market and Surf Center parcels; or (B) construct a parking lot on BLP property that allows for pull-through parking for longer/towed vehicles to replace the loss of the 92 parking spots that will be lost throughout the streetscape project, most of which are on Bower Limited Partnership property--it only makes sense for this to happen on APN 145-261-13 since the Surf Market/Surf Center parcels are the "pinch point" in the streetscape project with respect to the loss of parking.

C. GUALALA VILLAGE MIXED USED ZONING ISSUES

1. Per Mendocino County Code (MCC) Section 20.405.005, and Coastal Element Section 4.14, the GVMU classification is intended *"to provide for commercial development and residential development which are compatible with existing commercial uses*;" (REF-PageCPA-5 of Staff Report).
    a) The project was never developed with a consensus of the town, but rather, was dictated by agencies with no understanding of the area or local culture. From the Project Background on Page CPA-2: *"Implementation funding for the plan became available in 2014 and the environmental review phase began in 2016. In 2018, the first two project alternatives were presented, and an informational open house survey was conducted. In July 2019, the draft environmental document was circulated, and a public meeting was held to discuss Alternatives 1 and 2. Participants were concerned with the elimination of informal on-street parking and other project features. Following the public meeting, a "Gualala Working Group" was formed to address community concerns. The Working Group held meetings in September 2019, which resulted in the development of Alternative 3.*

In October 2019, a public meeting and presentation before the MCOG Board of Directors was held to discuss Alternative 3, but there was still disagreement among some in the community regarding compliance with the Gualala Town Plan. Therefore, a fourth alternative was prepared, which was presented at a virtual public meeting in January 2021. Alternative 4 included plans to allow some amount of on-street parking. Alternative 4 received generally positive feedback from the community, but Coastal Commission staff did not support the inclusion of on-street parking unless there was a safety issue that necessitated the inclusion of on-street parking. Alternative 5 was then prepared and presented at a public meeting in May 2023."

b) REF ATTACHMENT A: CALTRANS PROPOSED PROJECT, Page 2, 2nd Paragraph states: *"This project was developed to meet the needs of the community of Gualala. Many aspects of the proposed project directly address goals identified in the Gualala Town Plan (2002), which is part of the Coastal Element of the Mendocino County General Plan. This project will not change the zoning designation for this area, nor will it physically divide the established community. No impacts to land use and planning will occur."*

DEFICIENCY: AS EXPLAINED ABOVE, THERE HAS BEEN NO CONSIDERATION OF HOW THE ELIMINATION OF ON-STREET PARKING WILL AFFECT THE TOWN ECONOMICALLY AND CULTURALLY, AND THERE IS NO MITIGATION FOR THESE IMPACTS. THE PROJECT WILL DIVIDE THE WEST SIDE OF GUALALA PHYSICALLY FROM THE EAST SIDE, AND SIGNIFICANTLY AFFECT THE TENANT BUSINESSES ON THE WEST SIDE WITHOUT COMPENSATION. CALTRANS HAS ALSO MADE NO ATTEMPT TO INTERACT WITH, COORDINATE WITH, OR COMPENSATE, THE TENANTS, FOR IMPACTS THAT THE PROJECT WILL HAVE ON THEIR BUSINESSES. ADDITIONALLY, THERE IS A NOW "US AGAINST THEM" MENTALITY ARTIFICIALLY BROUGHT ON BY FIAT FROM AN OUTSIDE AGENCY, RATHER THAN ALLOWING THE TOWN PEOPLE TO REACH A CONSENSUS WHERE THERE ARE NOT OUTRIGHT LOSERS OR WINNERS. THIS PROJECT HAS DIVIDED THE TOWN AND SERVICE AREAS INTO TWO ANTAGONISTIC PARTIES.

2. Coastal Element Policy 3.5-1 states that *"State Highway 1 in rural areas of the Mendocino County coastal zone shall remain a scenic two-lane road."* The proposed development will widen the roadway to add a two-way left turn lane (TWLTL), but this should not be considered an additional lane within the meaning of Policy 3.5-1 because only one lane of through traffic would remain in each direction. This is consistent with other urbanizing areas of the Coastal Zone, such as the intersection of State Route 1 and Little Lake Road in Mendocino, where the highway widens to allow turn lanes onto Little Lake Road. (REF- PageCPA-10 of Staff Report).

DEFICIENT ANALYSIS: SH1 AT MENDOCINO COMPLETELY BYPASSES THE TOWN AND OLD SH1 FORMERLY RAN THROUGH THE BUSINESS DISTRICT. THE LOCATION OF THE REFERENCED INTERSECTION IS OUTSIDE OF THE TOWN AND AT A MAJOR ARTERIAL TO A SIGNIFICANT RESIDENTIAL AREA. THERE ARE NO TWO-WAY LEFT TURN LANES IN MENDOCINO, EVEN THOUGH TOURIST TRAFFIC IS SIGNIFICANTLY MORE CONGESTED AT MANY INTERSECTIONS.

3. Landscape Deficiency: Per Policy G3.4-22, development shall provide as much landscaped area as feasible, including along street frontages. Policy G3.4-26 says that *"landscaping along Highway 1 and local roadways shall provide an aesthetic complement to the pedestrian walkways and partial screening of parking areas and/or buildings."*

   Per Policy G3.4-30, Highway 1 medians and embankments should be landscaped with ground level shrubs and herbaceous plants. Per Policy G3.6-16, landscaping shall be provided along all pedestrian walkways to create attractive and usable pedestrian corridors. Though included in past alternatives for this project, landscaping has been removed from the proposed development. (REF- Page CPA-12 of Staff Report).

   Page 3 of the Caltrans Proposed Project Description erroneously states: "*The project is also intended to improve Gualala's visual character* ***by incorporating landscape*** *and hardscape features into the project.*"

   COMMENT: ALTHOUGH THE COUNTY STAFF ACKNOWLEDGED THAT THE LANDSCAPING IS NOT INCLUDED IN THE PLAN NOW, HOWEVER THE ELIMINATION OF AN ESSENTIAL PART OF THE PROJECT WITHOUT PUBLIC COMMENT AND AGENCY APPROVAL OF THE CHANGE IS GROUNDS FOR DENIAL. THE LANDSCAPING SHOULD BE ADDED BACK INTO THE PROJECT OR THE PROJECT DESCRIPTION SHOULD BE CHANGED AND FORMALLY APPROVED THROUGH THE PROPER PROCEDURES. THIS ISSUE SHOULD NOT JUST BE OVERLOOKED WITH THE HOPE THAT NO ONE WILL PROTEST REGARDING THE ISSUE.

   DEFICIENCY: COUNTY POLICY IS IGNORED BECAUSE IT IS "NOT FEASIBLE". THIS IS ANOTHER EXAMPLE OF SIMPLY PROPOSING A PROJECT FROM A DISTANT PLACE WITH NO UNDERSTANDING OF LOCAL NEEDS AND DESIRES. A SIGNIFICANT NUMBER OF COMMENTS ADDRESS THIS ISSUE AND CORRECTLY DEMAND THAT THE COUNTY POLICIES BE FOLLOWED IF THIS PROJECT IS TO PROCEED.

D. RIGHT-OF-WAY ACQUISITION ISSUES

1. Page 5 of the Caltrans Proposed Project Description states: *"This project proposes to acquire all of the Right of Way that is currently paved for use as SR1, as well as the additional privately-owned Right of Way necessary to widen and construct sidewalks."*

   COMMENT: SOME AREAS OF THE SHOULDERS HAVE BEEN IMPROVED BY THE BUSINESSES FRONTING SH1 FOR PARKING. ALTHOUGH PRIVATE CITIZENS CANNOT OBTAIN PRESCRIPTIVE EASEMENT RIGHTS AGAINST GOVERNMENT AGENCIES, PORTIONS OF THE PARKING AREAS WHICH WILL BE TAKEN AS CALTRANS RIGHT-OF-WAY ARE WITHIN THE FEE TITLE AREA OF THE LANDOWNER. STATING THAT THE AREA IS TO BE TAKEN ONLY TO CONSTRUCT SIDEWALKS IS INACCURATE.

2. Right of Way appraisals and agreements have not been completed.

   COMMENT: PRELIMINARY RIGHT-OF-WAY APPRAISALS USED COMMERCIAL PROPERTIES WHICH WERE NOT COMPARABLE TO THE BUSINESSES FRONTING SH1. IN ADDITION, THERE HAS BEEN NO RECOGNITION OF THE IMPACT TO THE TENANT BUSINESSES FOR THE ELIMINATION OF ON-STREET PARKING. 22 ON-STREET PARKING SPACES FOR THE SURF MARKET ALONE WILL BE ELIMINATED AFTER DECADES OF USE. THIS IMPACT HAS NOT BEEN ADDRESSED.

E, REMOVAL OF EXISTING CROSSWALK IN FRONT OF SURF MARKET

1. Attached as Exhibit 1 is one of the streetscape drawings that depicts the location of the single existing crosswalk in front of the Surf Market. This existing crosswalk has been in use for decades and it is conveniently located for Surf Market shoppers, as it is directly outside the Surf Market entrance. Moving the crosswalk to the south is hugely disadvantageous for Surf Market shoppers because it is far from the market entrance. The removal of the existing crosswalk will create a significant safety hazard for the shoppers at Surf Market for the following reasons: (A) shoppers will continue to cross at the historical location even if it is considered jay walking; (B) shoppers will likely not walk out the Surf Market entrance to walk south along the sidewalk to the new more remote crossing, instead they will walk through the narrow east-side parking lot at Surf Market and then out to the new crosswalk; and (C) The removal of on-street parking will also cause people to have to cross the highway more often as parking will not be available at their destinations, which will also increase driving and pedestrian safety hazards. The removal of the existing crosswalk and on street parking will unnecessarily create safety hazards and it does not make any sense.

F. CONCLUSION: THIS PROJECT MUST BE DENIED BECAUSE THE FINDINGS PROPOSED CANNOT BE MET:

Finding No. 1 States the following: *"As discussed throughout the associate staff report, the proposed development is consistent with the applicable regulations and policies contained in the Mendocino County Coastal Zoning Code, Coastal Element of the General Plan, and Gualala Town Plan, which together comprise the Local Coastal Program."*

This statement is not true for the following reasons:

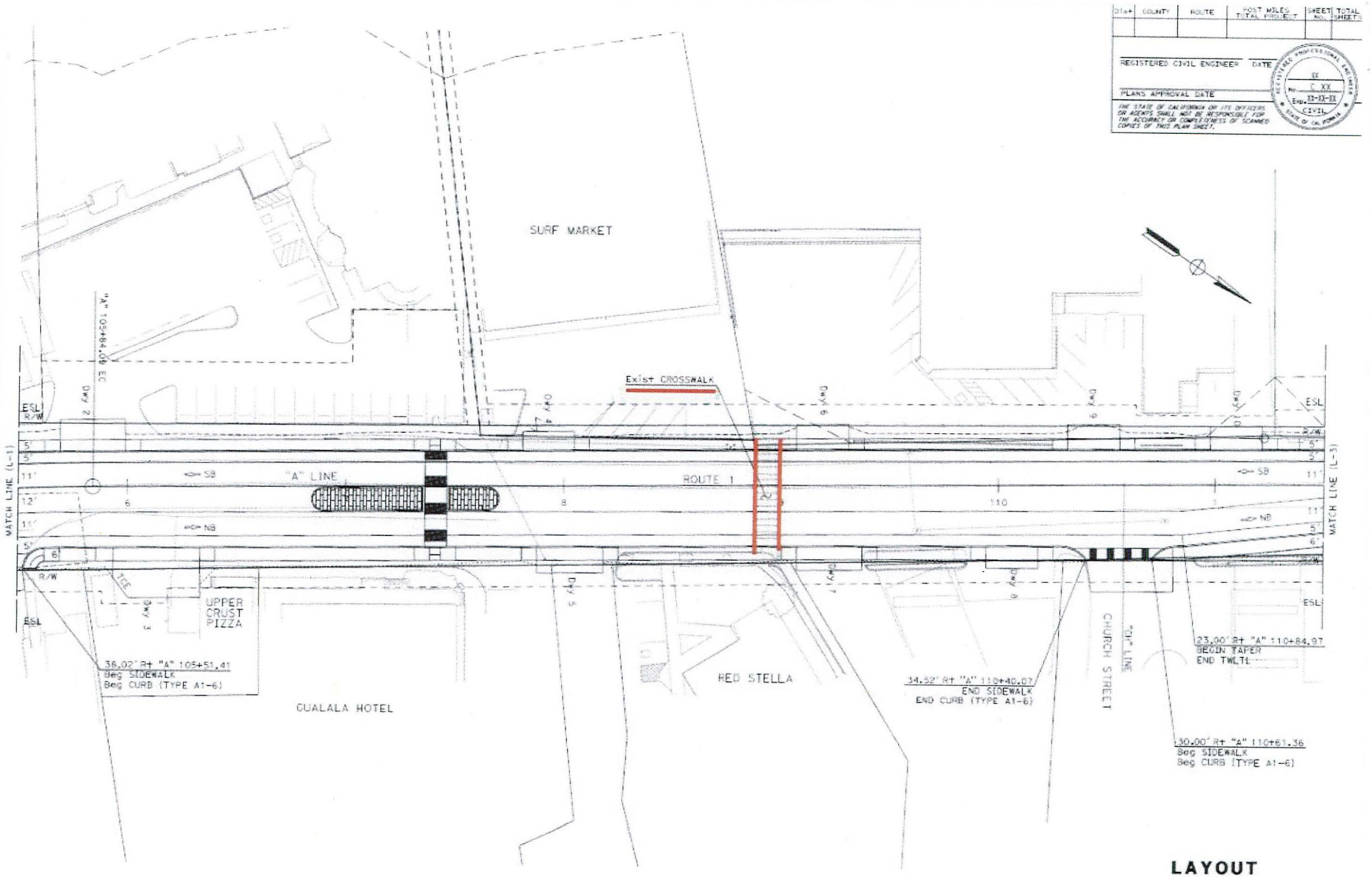
- The Mendocino County Coastal Zoning Code has never been changed to deny on-street parking.
- Coastal Element Policies G3.4-22 and G3.4-30 require landscaping, and the project is not in compliance with these policies.
- Mendocino County Code (MCC) Section 20.405.005, and Coastal Element Section 4.14, state that the GVMU classification are intended *"to provide for commercial development and residential development which are compatible with existing commercial uses,"* but the project is not in compliance with them. The project will negatively affect businesses which have been in existence for decades and take their parking on private property without compensation. The project will also divide the town both physically and culturally.

Finding No. 3 cannot be made because the project will not *"further the intent of the GVMU District."* The project will also not provide development which is *"compatible with existing commercial uses."* Rather, the project will negatively impact businesses that have served the community, residents, tourists and visitors for decades.

The project removes the existing crosswalk in front of the Surf Market which will lead to jaywalking and create a safety hazard. The removal of on-street parking will also cause people to have to cross the highway more often as parking will not be available at their destinations, which will also increase driving and pedestrian safety hazards.

For the foregoing reasons, we request that the Board of Supervisors deny the project as presented. Thank you

EXHIBIT 1



DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET NO.	TOTAL SHEETS

REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF SCANNED COPIES OF THIS PLAN SHEET.

REGISTERED PROFESSIONAL ENGINEER
No. C XX
Exp. XX-XX-XX
CIVIL
STATE OF CALIFORNIA

LAYOUT
SCALE: 1"=20'

L-2

COASTAL PERMIT ADMINISTRATOR STAFF REPORT- STANDARD CDP

JUNE 26, 2025
CDP_2024-0040

PROJECT PLANNER CONTACT
Liam Crowley
860 N Bush St
Ukiah, CA 95482
Phone: 707-234-6650
Fax: 707-463-5709
crowleyl@mendocinocounty.gov

PROJECT SUMMARY

OWNER/APPLICANT:	California Department of Transportation (Caltrans) 1656 Union Street Eureka, CA 95501
AGENT:	Katie Everett 1656 Union Street Eureka, CA 95501
REQUEST:	Coastal Development Permit for Caltrans to implement the Gualala Downtown Streetscape Enhancement Project.
LOCATION:	In the Coastal Zone, along State Route 1 (SR-1) in Gualala between its intersection with Old State Highway (CR 501A) and Ocean Drive (CR 523); located between State Route 1 Post Mile 0.6 and 1.0.
TOTAL ACREAGE:	Not applicable, linear project within right-of-way.
GENERAL PLAN:	Gualala Village Mixed-Use (GVMU) General Plan Chapter 7 – Coastal Element
ZONING:	Gualala Village Mixed-Use (GVMU) Mendocino County Code Title 20, Division II
APPEALABLE	Yes
SUPERVISORIAL DISTRICT:	District 5 (Williams)
ENVIRONMENTAL DETERMINATION:	Negative Declaration
RECOMMENDATION:	Approve with Conditions

PROJECT BACKGROUND & INFORMATION

BACKGROUND: Several features of the proposed development would implement policies and recommendations generated from long-range planning documents and public meetings that have occurred incrementally for more than twenty (20) years. The Gualala Town Plan was adopted in 2002 and includes several policies related to the development of the State Route 1 corridor and downtown streetscape. In 2005, Caltrans awarded a community planning grant to the Mendocino Council of Governments (MCOG) that resulted in a three-part planning and public outreach process that began with the development of the 2007 Gualala Community Action Plan, which included recommendations for highway improvements, implementation strategies, and funding mechanisms. In 2009, the Gualala Downtown Design Plan was adopted as Phase II of the Community Action Plan. The Design Plan discussed the same topics in greater

detail. In 2012, the Downtown Gualala Refined Streetscape Design Plan was published as Phase III, which further refined the principal features of the plan and analyzed the potential traffic impacts that would be associated with the improvements envisioned by the plan.

Implementation funding for the plan became available in 2014 and the environmental review phase began in 2016. In 2018, the first two project alternatives were presented, and an informational open house survey was conducted. In July 2019, the draft environmental document was circulated, and a public meeting was held to discuss Alternatives 1 and 2. Participants were concerned with the elimination of informal on-street parking and other project features. Following the public meeting, a "Gualala Working Group" was formed to address community concerns. The Working Group held meetings in September 2019, which resulted in the development of Alternative 3. In October 2019, a public meeting and presentation before the MCOG Board of Directors was held to discuss Alternative 3, but there was still disagreement among some in the community regarding compliance with the Gualala Town Plan. Therefore, a fourth alternative was prepared, which was presented at a virtual public meeting in January 2021. Alternative 4 included plans to allow some amount of on-street parking. Alternative 4 received generally positive feedback from the community, but Coastal Commission staff did not support the inclusion of on-street parking unless there was a safety issue that necessitated the inclusion of on-street parking.

Alternative 5 was then prepared and presented at a public meeting in May 2023. The final environmental document was published in November 2023. Caltrans submitted the subject Coastal Development Permit (CDP) application in November 2024. The subject CDP application would authorize Caltrans to implement Alternative 5 (see attached *Plans*), though some elements have changed, such as the inclusion of a bioswale and the removal of landscaping as discussed further below.

PROJECT DESCRIPTION: The proposed development would implement the Gualala Downtown Streetscape Enhancement Project, which would involve:

- Reconfiguring State Route 1 (SR 1) between Post Mile (PM) 0.6 to 1.0 into:
    - Two 11-foot-wide travel lanes
    - A 12-foot-wide two-way left turn lane (TWLTL) through portions of the project area
    - Two 5-foot-wide Class II bicycle lanes
    - 6-foot-wide and 5-foot-wide sidewalks on straight alignments through portions of the project area
    - An 8-foot-wide strip of right-of-way on both sides of the highway
- Installing three (3) side street crosswalks
- Installing five (5) mainline crosswalks
- Installing pedestrian activated flashing beacons at crosswalks
- Installing a radar feedback sign facing southbound traffic at PM 0.94
- Installing median islands at select locations
- Improving drainage facilities and relocating utilities as needed
- Eliminating informal on-street parking on SR 1. Caltrans would install No Parking Signs and Parking Lot with arrow signs to deter on-street parking in accordance with Gualala Town Plan Policy G3.6-12
- Installing a bioswale within the right-of-way near the southern end of the project area

Drainage improvements would include elevating approximately fifty (50) water and sewer valve covers to match the future elevation of the pavement surface. Approximately twenty (20) electrical, telephone, and fiber optic utility vaults greater than one foot by one foot (1'x1') would also be elevated to match the future elevation of the pavement surface. Subsurface conduits and pipes in conflict with up to eight (8) proposed drainage inlet locations would be relocated laterally. An existing corrugated metal pipe (CMP) would be replaced with a two (2) foot reinforced concrete pipe (RCP) at PM 0.76. Twelve (12) new drainage inlets and approximately 1,088 linear feet of new culvert would be installed along the southern section of the project area. Forty (40) linear feet of existing CMP would be replaced with three (3) foot RCP at PM 0.93 along the northern section of the project area. Six (6) drainage inlets and approximately 512 linear feet of new culvert would be installed in the northern section. The proposed bioswale would be installed between PM 0.613 and 0.635 and would consist of compost, Rolled Erosion Control Product (RECP) netting, and hydroseeding. In addition, compost and wood mulch erosion control features would be installed along the outside edge of sidewalks throughout the project area.

SITE CHARACTERISTICS: The portion of State Route 1 (SR 1) through the project area serves as "Main Street" in Gualala. Within the project area, SR 1 is classified as a minor arterial street and has a posted speed limit of twenty-five (25) miles per hour. The segment of SR 1 through the project area is part of the Pacific Coast Bike Route. Shoulder areas are currently used for informal on-street parking. There is one existing pedestrian crosswalk in the project area. There are short, disconnected segments of sidewalk on the northbound side of SR 1 without existing curb ramps. Within the application materials, Caltrans describes the existing highway as follows:

> *"The existing highway consists of two 11 to 12-foot-wide lanes. There are no turn lanes within the project limits. Paved or gravel shoulders often blend into parking lot areas. Paved shoulder widths vary from 2 to 17 feet wide where constrained by curbs, short sidewalk sections, and landscaped areas. Shoulder use is heaviest between the 76 gasoline station on the east side and the Surf Market on the west side. The single crosswalk is 52 feet across and traverses SR 1 at the most congested part of Gualala, crossing between the entrance to Sundstrom Mall (Sundstrom Mall Street) and the Surf Market. There are short, disconnected segments of sidewalks on the right side of SR-1 without any existing curb ramps."*

Caltrans maintains this portion of SR 1 through downtown Gualala under a prescriptive easement. There are several underground utilities, vaults, and meters for gas, electric, communication, and water distribution services in the project area. The following utility companies are present within the project area: AmeriGas (gas), Pacific Gas & Electric (electric), AT&T (telecommunications), CalNEVA (CATV), Gualala Community Services District (sewer), and North Gualala Water Company (water).

Caltrans describes the existing hydrology within the project area as follows:

> *"The project is within the Gualala River watershed (10-digit HUC 1801010901). Most drainages within the watershed flow to the Gualala River, and eventually to the Pacific Ocean. Drainage within the ESL [Environmental Study Limits] consists primarily of urban drainage such as runoff from nearby residences, commercial centers, and roadways that is conveyed through cross-culverts, concrete-lined ditches, slotted drains, and a system of underground pipes. Jurisdictional features such as an OHWM [Ordinary High Water Mark], bed, bank, or channel, are exhibited at one drainage feature located at PM 0.93. This drainage feature is a 5-foot-wide rock-lined ditch that daylights from a pipe culvert for approximately 40 feet on the east side of SR 1 before entering a cross-culvert and being directed under the highway and a parking lot/strip mall and exiting into an ephemeral creek (rocky bottom), where it flows for approximately 100 feet before entering the Pacific Ocean."*

Public Services:
Access: N/A
Water District: North Gualala Water Company
Sewer District: Gualala Community Services District
Fire District: South Coast Fire Protection District

RELATED APPLICATIONS: In April 2024, Mendocino County approved Coastal Development Permit CDP_2023-0013 which authorized Caltrans to implement the Gualala Shoulders and Rumble Strips Safety Improvement Project in two locations between PM 6.4 to 6.8 and PM 9.2 to 9.5, which included realigning the roadway, widening the shoulders, installing guardrails and supporting retaining walls, replacing culverts, and relocating utility poles. Additional development included pavement overlay, restriping, cut and fill earthwork, tree removal, private driveway conforms, and erosion control.

AGENCY COMMENTS: On April 4, 2025, project referrals were sent to the following agencies with jurisdiction over the Project. Their recommended conditions are discussed in this staff report and contained in Conditions of Approval. A summary of the submitted agency comments is listed below.

TABLE 1: Referral Agency Responses

REFERRAL AGENCIES	COMMENT
Planning Division (Fort Bragg)	No Comment

Department of Transportation	No Response
Division of Environmental Health	No Response
Building Division	No Response
Assessor	No Response
Air Quality Management District	No Response
Mendocino Transit Authority	No Response
California Highway Patrol	No Response
CAL FIRE (Land Use)	No Response
California Dept. of Fish & Wildlife	No Response
California Coastal Commission	No Response
Regional Water Quality Control Board	No Response
Gualala Municipal Advisory Council	Comments
Cloverdale Rancheria	No Response
Redwood Valley Rancheria	No Response
Sherwood Valley Band of Pomo Indians	No Response
North Gualala Water District	No Response
South Coast Fire District	No Response
Gualala Community Services District	No Response

At a regular meeting on May 7, 2025, the Gualala Municipal Advisory Council (GMAC) voted unanimously to recommend approval of the proposed CDP with the following conditions of approval:

1. *Provide and implement a maintenance, monitoring, and reporting plan for stormwater management features.*

2. *Provide and implement a construction access and communications plan that includes:*

    a. *Consultation with frontage landowners and tenants to minimize impacts, and to schedule and locate work and access adaptations (as feasible and practical).*

    b. *Episodic and bi-weekly update communiques.*

    c. *Contact information for telephone and text inquiries.*

3. *Maintain pedestrian access through the village at all times, to the extent feasible.*

4. *Consider construction scheduling, as feasible, to minimize noise and dust impacts on outdoor activities of sensitive stakeholders, such as The Forager Preschool and Gualala Farmers Market.*

5. *Consider the scenic values of the Gualala Bluff Trail in design and construction of proximate stormwater management features.*

6. *Consider including native herbaceous and perennial flowers (e.g., California poppy) in the erosion control seed mix.*

Caltrans compliance with Section 401/404 permits from the Regional Water Quality Control Board and Section 1602 Lake and Streambed Alteration Agreement would require monitoring plans to ensure that the discharge meets water quality standards and that potential impacts to fish and wildlife are mitigated. Staff recommends a condition of approval that would require Caltrans to submit copies of those permits and submit any annual progress reports required by such permits to the Planning & Building Services Department.

A condition of approval is recommended that would require Caltrans to prepare a Traffic Management Plan for the project and submit the Plan to Planning & Building Services. The Plan would follow Caltrans' Transportation Management Plan Guidelines, which include recommendations for dissemination of public information and contact information for inquiries.

PROJECT ANALYSIS

LOCAL COASTAL PROGRAM CONSISTENCY: Per Mendocino County Code Section 20.532.010, anyone proposing to undertake any development in the Coastal Zone shall obtain a Coastal Development Permit (CDP), unless otherwise exempt. Per Section 20.532.095(A)(1), the granting of any CDP shall be supported by findings which establish, among other things, that the proposed development is in conformity with the certified local coastal program (LCP). Mendocino County's LCP includes the Coastal Element of the General Plan and the Mendocino County Coastal Zoning Code. The following sections discuss the proposed development's conformity with applicable policies and regulations of the LCP, which includes the Gualala Town Plan. Any policies or regulations not discussed in the following sections were determined not to be applicable to the proposed development.

Land Use and Planning Areas: The proposed development would occur within the Gualala Village Mixed Use (GVMU) land use classification. Per Coastal Element Section 4.14, the GVMU classification is intended *"to provide for commercial development and residential development which are compatible with existing commercial uses; to create a compact, integrated, and walkable shopping district; to direct new development east of Highway 1; to provide public access along the bluff; and to protect and enhance coastal and river views."* The proposed development would further the intent of the GVMU classification. The proposed sidewalks, crosswalks, and flashing beacons would improve pedestrian connectivity within the shopping district. Residents and visitors that park on the east side of SR-1 could cross to the west side safely. The radar feedback sign, median islands, and left turn lanes would also improve pedestrian safety by reducing potential traffic conflicts. By extension, the improved pedestrian facilities would improve public access to the Gualala Bluff Trail. The only view obscuring elements of the proposed development would include signs installed at crosswalks, the radar feedback signs, and signs installed to deter informal on-street parking.

Section 4.14 also outlines Pedestrian Access and Landscaping Requirements for the GVMU classification. This section requires that all new development, where feasible, provide a minimum five (5) foot wide concrete pedestrian walkway along Highway 1 and local street frontages. The proposed development would meet this requirement. Although the Landscape Design section of the attached *Project Description* document provided by Caltrans mentions that pedestrian sidewalks would be built with concrete or permeable paving, Caltrans has clarified that the sidewalks will be constructed solely with concrete. A landscape plan is also required for all new development proposals within the GVMU classification in accordance with the On-Site Landscaping policies in the Gualala Town Plan. Although developed for prior project alternatives, landscaping plans have been removed from the current project due to practical constraints discussed further below.

The project area is within the Iversen Road to Sonoma County Line Planning Area regulated by Coastal Element Section 4.12. Policy 4.12-4 requires the County to initiate an amendment of Section 15.12.040(B) of the County Code to prohibit parking on Highway 1 between Old State Highway and Ocean Drive. This amendment has not yet been pursued by the County, but the proposed project would deter informal on-street parking along SR 1 by installing no parking signs.

Zoning: The proposed development would occur within the Gualala Village Mixed Use (GVMU) zoning district. Per Mendocino County Code (MCC) Section 20.405.005, the GVMU district is intended *"to provide for commercial and residential development which is compatible with existing commercial uses; to create a compact, integrated and walkable shopping district; to direct new development east of Highway 1; to provide public access along the bluff; and to protect and enhance coastal and river views"*. As discussed in the Land Use and Planning Areas section above, the proposed development would further the intent of the GVMU district.

MCC Sections 20.405.070 and 20.405.075 mirror the Pedestrian Access and Landscaping requirements in Section 4.14 of the Coastal Element. Section 20.405.080 requires that exterior lighting regulations contained in Chapter 20.504 and the Design Guidelines chapter of the Gualala Town Plan shall be applied to the GVMU district. The proposed development's consistency with these requirements is discussed in the Visual Resources and Special Treatment Areas section below.

MCC Section 20.405.085 requires that sign regulations contained in Chapter 20.476 and the Design Guidelines chapter of the Gualala Town Plan shall be applied to the GVMU district. Several signs would be installed as part of the proposed development, including pedestrian activated flashing beacons, a radar

feedback sign, no parking signs, and a bioswale sign. Per MCC Section 20.476.035(A)(1), directional, warning, or informational signs required or authorized by law which are erected by federal, state, county, municipal, or special district officials are exempt from sign regulations. The proposed signs would be installed for safety and information purposes by Caltrans, a state agency, and are exempt from signage regulations.

Grading, Erosion, and Runoff: Mendocino County Code Chapter 20.492 establishes standards for grading, erosion, sedimentation, and runoff impacts from development. Section 20.492.005 requires that the approving authority *"determine the extent to which the following standards should apply to specific projects, and the extent to which additional studies and/or mitigation are required."*

Per Section 20.492.010(A), grading shall not significantly disrupt natural drainage patterns and shall not significantly increase volumes of surface runoff unless adequate measures are taken to provide for the increase in surface runoff. Per Section 20.492.025(A), water flows in excess of natural flows resulting from project development shall be mitigated. The project would result in 0.66 acres of new impervious surface. This would increase surface runoff. Several features would be installed to mitigate additional surface runoff, including new drainage inlets and reinforced concrete pipe culverts. A bioswale would be installed on the northeast corner of the Old Stage Road intersection, which would treat a total of 2.77 acres of impervious area. The project would also involve the installation of erosion control features amended with compost between sidewalks and private properties along both sides of the highway, which would promote infiltration. According to the application materials, Caltrans would also incorporate pollution prevention and design measures consistent with the 2016 Caltrans Storm Water Management Plan, which complies with the requirements of Caltrans' Statewide National Pollutant Discharge Elimination System (NPDES) Permit (Order 2022-0033-DWQ). Where possible, stormwater would be directed in such a way as to sheet flow across vegetated slopes, providing filtration of potential pollutants.

Section 20.492.010(B) requires that grading be kept to an absolute minimum. According to the Design Standard Decision Document, the standard cross slope requirement would be a minimum of 1.5 percent and a maximum of 3 percent, whereas the project would have a cross slope between 0.25 and 3 percent. To meet the standard cross slope requirement, a significant cut would be required to conform to the existing grade. The cut would increase utility conflicts and right of way impacts. Though the additional cut was not pursued due to other conflicts, its omission would further the goal of Section 20.492.010(B) to keep grading to a minimum.

Per Section 20.492.010(D), the steepest permissible slope ratio for grading shall be two to one (2:1). Caltrans' Highway Design Manual normally requires that embankment slopes should be four to one (4:1) or flatter. According to the Design Standard Decision Document submitted by Caltrans, the project would construct fill slopes at 2:1 or flatter. A 4:1 or flatter slope ratio would require additional permanent right-of-way acquisition, Temporary Construction Easements, and a significant reduction in parking spots for businesses along the southbound portion of the project. Meeting the 4:1 or flatter ratio would also reduce the capacity of the existing jurisdictional water feature, which would increase impacts and mitigation cost.

Per Section 20.492.010(E) and (G) and Section 20.492.015, cut areas would be revegetated with erosion control features as shown in the attached *Erosion Control Plans*. Per Section 20.492.010(F), adjoining properties must be protected from excavation and filling operations and potential soil erosion. In addition to the measures described above, shoring would be necessary for the trenching to install the new culvert at PM 0.76. The shoring would prevent impacts to the adjacent Breakers Hotel and Surf Market buildings. No mature trees would be removed as part of the proposed development.

Rock slope protection (RSP), also known as riprap, would be installed at the PM 0.76 culvert outlet. In addition to stabilizing slopes and preventing erosion, the RSP would serve as an energy dissipation measure for stormwater flows.

Section 20.492.025(J) requires that development within the Gualala Town Plan area that has the potential to degrade water quality shall require all relevant best management practices to control polluted runoff, as appropriate. In addition to the measures described above, the project would be required to obtain Section 401 water quality certification from the North Coast Regional Water Quality Control Board. Compliance with Caltrans' Statewide NPDES Permit and 401 water quality certification would ensure that polluted runoff is controlled. Staff recommends a condition of approval which would require that Caltrans submit a copy of

an approved Section 401 water quality certification prior to commencing construction.

Environmentally Sensitive Habitat and Other Resource Areas: MCC Chapter 20.496 establishes regulations for Environmentally Sensitive Habitat Areas (ESHAs), which include anadromous fish streams, sand dunes, rookeries and marine mammal haul-out areas, wetlands, riparian areas, areas of pygmy vegetation which contain species of rare or endangered plants and habitats of rare and endangered plants and animals.

Per Section 20.496.015 and Coastal Element Policy 3.1-2, development proposals in ESHA, or which have the potential to impact an ESHA, shall be subject to a biological survey to determine the extent of the resource, document potential negative impacts, and to recommend appropriate mitigation measures. An Environmentally Sensitive Habitat Area Assessment of the proposed development was completed in November 2024 (see attached *ESHA Assessment*). The Assessment included several surveys within the Environmental Study Limits. The Environmental Study Limits include all areas of proposed development. According to the Assessment, there are four (4) ESHA within one hundred (100) feet of the Environmental Study Limits. At the southern end of the proposed development, Northern Coastal Bluff Scrub habitat is present along the bluffs west of the highway (ESHA 1). A riparian area is also present east of the highway just south of the Gualala County Inn (ESHA 4). As noted in the Assessment, a wetland and riparian area are present at PM 0.93 where *"a 5-foot-wide rock-lined ditch daylights from a pipe culvert for approximately 40 feet on the east side of SR 1 before entering a cross culvert, which is then directed under the highway and a parking lot, existing into an ephemeral creek where it flows for approximately 100 feet before entering the Pacific Ocean."*

The proposed development would occur outside of ESHA 1 and ESHA 4. According to the Assessment, no impacts would occur in these areas. In accordance with Caltrans Best Management Practices (BMPs), Temporary High Visibility Fencing (THVF) and/or flagging would be installed around these ESHA. No work would occur within the fenced/flagged areas.

The proposed development would result in temporary and permanent impacts to ESHA 2 and ESHA 3. The total impact to ESHA 2 would be 0.0024 acres. 0.0136 acres of temporary impacts and 0.0005 acres of permanent impacts would occur to ESHA 3. According to the Assessment, *"Caltrans proposes to maintain hydrologic connection to the outlet on the west side of SR 1 by recontouring the existing channel to accommodate the newly widened roadway and sidewalk. The newly contoured channel would be lined with RSP and revegetated with willow stakes and other native riparian species."* ESHA 2 is considered a jurisdictional Water of the United States and Waters of the State. As such, filling the drainage channel would require Section 404/401 permits from the North Coast Regional Water Quality Control Board and would require a Lake and Streambed Alteration Agreement with the California Department of Fish & Wildlife under Section 1602 of the Fish and Game Code. ESHA 3 would be impacted by construction disturbance including vegetation removal, cut and fill, and grading to recontour the ditch feature due to the widened road and addition of sidewalks. The recontoured channel would be lined with smaller diameter rock slope protection and revegetated with native riparian vegetation.

Per MCC Section 20.496.020 and Coastal Element Policy 3.1-7, a one hundred (100) foot buffer area shall be established adjacent to all ESHA. The proposed development would not occur within ESHA 1 and ESHA 4 but would occur within the buffer area of both ESHAs. The proposed development would occur within the literal extent of ESHA 2 and ESHA 3. Section 20.496.020(A)(4) outlines eleven (11) standards for development permitted within the buffer area. The assessment includes a discussion of each standard. The proposed development would meet these standards.

Section 20.496.025 and Coastal Element Policy 3.1-4 outline development that is permitted within wetlands and estuaries, including *"incidental public service purposes which temporarily impact the resource including but not limited to burying cables and pipes, or inspection of piers, and maintenance of existing intake and outfall lines."* Therefore, the proposed development within ESHA 2 is permitted. Section 20.496.035 and Coastal Element Policy 3.1-10 outline development that is permitted in riparian areas, including *"pipelines, utility lines and road and trail crossings when no less environmentally damaging alternative route is feasible."* No less environmentally damaging alternative is available for the impacts to ESHA 3. Alternatives may require the construction of an entirely new drainage channel or the elimination of essential project elements, such as sidewalks. As discussed in the Assessment, impacts to ESHA would be minimized by the proposed project. Therefore, the proposed development within ESHA 3 is permitted. Section

20.496.035(B) outlines the following requirements for development within riparian habitat areas:

1. *The development shall not significantly disrupt the habitat area and shall minimize potential development impacts or changes to natural stream flow such as increased runoff, sedimentation, biochemical degradation, increased stream temperatures and loss of shade created by development.*

   Caltrans proposed to recontour ESHA 2 and replant native riparian vegetation at a 1:1 ratio within the disturbed and modified area of ESHA 3. In addition, Caltrans proposes to purchase credits at the Mendocino Mitigation Bank to offset temporal loss of habitat and permanent loss of stream channel at a 3:1 ratio. Replacement planting and compliance with other regulatory permit requirements would ensure that development impacts are minimized.

2. *No other feasible, less environmentally sensitive alternative exists.*

   Alternatives may require the construction of an entirely new drainage channel or the elimination of essential project elements, such as sidewalks.

3. *Mitigation measures have been incorporated into the project to minimize adverse impacts upon the habitat.*

   As noted above, Caltrans proposes to conduct replacement planting, purchase mitigation credits, and obtain Section 404/401 permits and a Lake and Streambed Alteration Agreement.

4. *Where development activities caused the disruption or removal of riparian vegetation, replanting with appropriate native plants shall be required at a minimum ratio of one to one (1:1) and replaced if the survival rate is less than seventy-five (75) percent.*

   Caltrans proposes to replace riparian vegetation at a 1:1 ratio and purchase mitigation credits to offset temporal impacts (see attached *Planting Plan*). If mitigation credits are not available in time for construction on the project, or if, after plant establishment is complete, the riparian plantings are not successful, then Caltrans would propose a plan to evaluate onsite success and submit an amendment to the mitigation plan and increase the Mendocino Mitigation Bank mitigation package if necessary. Staff recommends a condition of approval requiring that vegetation replanting be replaced if the survival rate is less than seventy-five (75) percent.

The Assessment concluded that no impacts to special status species would occur. No special status plants were observed within the Environmental Study Limits during surveys. Nevertheless, the Assessment recommends that vegetation be removed outside of the bird breeding season. If vegetation were removed during the breeding season, a migratory bird survey would be conducted no earlier than five (5) days prior to construction. Staff recommends condition of approval number twelve (#12) to memorialize this recommendation.

Hazards Areas: MCC Chapter 20.500 and Coastal Element Policies 3.4-1 through 3.4-13 establish standards for hazard areas to ensure that development minimizes risk to life and property in areas of high geologic, flood, and fire hazard, assure structural integrity and stability, and to prevent development from contributing to erosion or geologic instability. Per Section 20.500.015 and Policy 3.4-1, the proposed development is not in an area of known or potential geologic instability because it is not a blufftop lot and is not designated on the LCP hazards map. Per Section 20.500.020, subsection (A) and Policy 3.4-3, the project area is not within a fault zone. Per subsection (B) and Policy 3.4-6, the project area is not within a tsunami hazard area. Per subsection (C), the project area is not in an area of existing or prehistoric landslides according to the California Geological Survey's Landslide Inventory maps and the LCP hazards map.

MCC Section 20.500.025 states that *"all new development shall be sited taking into consideration the fire hazard severity of the site, the type of development and the risk added by the development to the fire hazard risk."* Most of the project area is within the Moderate Fire Hazard Severity Zone (FHSZ) as mapped by CAL FIRE, though some areas are within the High FHSZ. The proposed development would add minimal risk to the existing fire hazard because most construction materials, such as concrete and aggregate within asphalt

pavement, are less prone to burning. Construction would be confined to the existing road and would not introduce new structures into forested areas. Policy 3.4-13 requires that *"all new development shall meet the requirements for fire protection and fire prevention as recommended by responsible fire agencies."* The project was referred to CAL FIRE and the South Coast Fire Protection District. The agencies did not respond.

MCC Section 20.500.030 limits development within the one hundred (100) year floodway, unless mitigation measures are incorporated. The project area is not within a FEMA flood hazard zone.

Visual Resources and Special Treatment Areas: MCC Chapter 20.504 establishes regulations for Highly Scenic Areas, Special Communities, Special Treatment Areas, satellite receiving dishes, and exterior lighting. Per Section 20.504.015 and Coastal Element Policy 3.5-3, the project area is not within a Highly Scenic Area. Per Section 20.504.025, the project area is within a Special Treatment Area but does not involve timber harvesting. The proposed development does not include any satellite dishes. Per Section 20.504.020(B)(3), the project area shall have special protection as set forth in Section 20.504.020(C). The proposed development must meet the following criteria:

1. *The scale of new development (building height and bulk) shall be within the scope and character of existing development in the surrounding neighborhood.*

   The proposed development does not include any new buildings. The proposed development would implement highway improvements that are encouraged and required by the Gualala Town Plan and other long-range planning documents. As such, the proposed development would be within the scope and character of existing development in downtown Gualala.

2. *New development shall be sited such that public coastal views are protected.*

   The only elements of the proposed development that may impact public coastal views are the parking signs, pedestrian activated flashing beacons, and associated crosswalk signs. However, the signs are necessary for safety and information. The small height and area of the signs would have little impact on coastal views, some of which are already blocked by existing structures west of SR 1. The remaining development would be at grade and have no impact on views.

3. *The location and scale of a proposed structure will not have an adverse effect on nearby historic structures greater than an alternative design providing the same floor area. Historic structure, as used in this subsection, means any structure where the construction date has been identified, its history has been substantiated, and only minor alterations have been made in character with the original architecture.*

   The proposed development would have no impact on nearby historic structures because new buildings would not be constructed. The highway improvements would not require the demolition or alteration of nearby buildings.

4. *Building materials and exterior colors shall be compatible with those of existing structures.*

   This criterion does not apply to the proposed development because the proposed development would not involve the construction of any new buildings.

Figure 1. Parking signs to be installed.

MCC Section 20.504.035 contains regulations for exterior lighting. The proposed development would include exterior lighting from the radar feedback sign and pedestrian activated flashing beacons. These lights would conflict with Section 20.504.035(A)(2), which states: *"where possible all lights, whether installed for security, safety or landscape design purposes, shall be shielded or shall be positioned in a manner that will not shine light or allow light glare to exceed the boundaries of the parcel on which it is placed."* However, the proposed lighting is permissible per Section 20.504.035(A)(3), which states: *"security lighting and flood lighting for occasional and/or emergency use shall be permitted in all areas."* The proposed lighting is necessary for the safety of motorists and should be approved despite not being shielded.

Coastal Element Policy 3.5-1 states that *"State Highway 1 in rural areas of the Mendocino County coastal zone shall remain a scenic two-lane road."* The proposed development would widen the roadway to add a two-way left turn lane (TWLTL), but this should not be considered an additional lane within the meaning of Policy 3.5-1 because only one lane of through traffic would remain in each direction. This is consistent with other urbanizing areas of the Coastal Zone, such as the intersection of State Route 1 and Little Lake Road in Mendocino, where the highway widens to allow turn lanes onto Little Lake Road.

Transportation, Utilities, and Public Services: MCC Chapter 20.516 contains regulations to ensure that development occurs in areas where public services are available, to prevent new development from precluding other, higher-priority development due to limited public works facilities, and to limit new and expanded public services in accordance with the Land Use Plan. The proposed development would not increase the demand for septic capacity or water supply. The proposed development would require the relocation of certain utilities but would not create new or expanded utilities beyond drainage improvements. The proposed development is not a subdivision and would not create any additional building sites. Therefore, the criteria within Section 20.516.015 do not apply.

Coastal Element Policy 3.8-1 requires that Highway 1 capacity be considered when considering applications development permits. The proposed development would improve SR 1 capacity primarily through the addition of the TWLTL that would remove left-turning vehicles from through lanes, reducing the risk of collisions.

Coastal Element Policy 3.8-2 urges Caltrans, as a high priority of public interest and Coastal Act purpose, to accelerate highway improvement projects along Highway 1.

Coastal Element Policy 3.8-6 establishes a minimum objective 10-foot vehicle lane and 4-foot paved shoulder for SR 1. The proposed development would result in two 11-foot-wide travel lanes and 5-foot-wide Class II bike lanes, which is considered part of the shoulder width.

Archaeological and Cultural Resources: Mendocino County Code Chapter 22.12 and Coastal Element Policy 3.5-10 regulate archaeological and cultural resources in the Coastal Zone. Policy 3.5-10 requires that the County review all development permits to ensure that proposed projects will not adversely affect existing archaeological and paleontological resources. Caltrans provided a Cultural Resource Compliance Memorandum that was prepared for the proposed development. A pedestrian survey of the project area was conducted in 2018. No cultural materials or historic properties were observed. the Caltrans Cultural

Resource Database, project files, Historic Bridge Inventory, topographic maps, highway photo logs, and highway as-built plans were also examined. A review of resources listed on the National Register of Historic Places, California Historical Landmarks, California Points of Historical Interest, and Register of Historical Resources was also conducted. Caltrans consulted with the Manchester Band of Pomo Indians. The tribe had no knowledge of cultural sites in the project area, but proximity to the coast and nearby gathering areas were acknowledged. The memo concludes that the project does not have the potential to affect any archaeological sites or other cultural resources due to the scope of work proposed and given that all ground disturbing activities would occur outside of possibly sensitive areas.

However, the memo notes that disposal, staging, and borrow sites had not been fully identified in the project description or project plans when the cultural resource evaluation was conducted. The memo notes that if disposal, staging, and borrow sites are identified outside the study limits, either Caltrans Professionally Qualified Staff or a contractor-provided cultural resource specialist that meets the Secretary of the Interior's Professional Qualification Standards must approve of the site. Staff recommends a condition of approval requiring that if disposal, staging, or borrow sites are to be located outside of the previously studied area, Caltrans shall provide Planning & Building Services with evidence that a qualified professional has cleared the site.

The CDP application was referred to the Cloverdale Rancheria, Redwood Valley Rancheria, and Sherwood Valley Band of Pomo Indians. No response was received from the tribes. If carried out in accordance with the recommended conditions of approval, the proposed development would not adversely affect cultural resources.

Public Access: MCC Chapter 20.528 establishes regulations for coastal access and open space easements. Section 20.528.010 and Coastal Element Policies 3.6-9 and 3.6-28 establish Minimum Access Locations where an offer to dedicate an easement for public access shall be required as a condition of CDP approval unless public access has otherwise been secured. According to County LCP maps, a lateral shoreline access easement is proposed along the bluff edge west of the project area. The proposed lateral access would be an extension of the existing Gualala Bluff Trail. The property on which the extended public access easement(s) would be located, known as the Mill Bend Preserve, was acquired by the Redwood Coast Land Conservancy (RCLC) in 2021. Under a grant from the State Coastal Conservancy, RCLC developed the 2022 Mill Bend Preserve Conservation Plan, which includes a proposal to extend the California Coastal Trail from the end of the Gualala Bluff Trail to the Gualala River Estuary. Because a land trust has already acquired the property on which public access would be located, Caltrans' right-of-way does not extend to the bluff edge, and because the right-of-way itself is publicly accessible, it is not necessary to require an offer to dedicate as a condition of this permit.

Gualala Town Plan: Per Gualala Town Plan Policy G3.31, new development in the Gualala Village Mixed Use (GVMU) district shall be designed to create a compact, integrated and walkable shopping district. The proposed development would conform to this policy through the installation of pedestrian crosswalks, median islands, flashing beacons, sidewalks, and other safety improvements.

Per Policy G3.3-2, new development within the GVMU district shall be sited and designed to protect and enhance coastal views. As discussed in the Visual Resources and Special Treatment Areas section above, the proposed development would have little to no impact on coastal views.

Per Policy G3.3-3, new development shall not preclude the completion of the Gualala Bluff Trail. The proposed development would not preclude the completion of the Gualala Bluff Trail because it would not encroach upon the planned trail areas within the Mill Bend Preserve Conservation Plan. The project would improve pedestrian connectivity between the Gualala Bluff Trail west of the highway and other land uses east of the highway.

Per Policy G3.4-20, all new development within the GVMU district shall be required to provide pedestrian walkways along the street frontages in accordance with the guidelines established in the Circulation, Parking and Pedestrian Access chapter of the Gualala Town Plan. Within the Circulation, Parking and Pedestrian Access section, Policy G3.6-4 requires that sidewalks be five (5) feet wide. All proposed sidewalks would be at least five (5) feet wide. Policy G3.6-14 states that a continuous pedestrian walkway shall be provided on the east side of SR 1 from Old State Highway to the Gualala Mobile Court and on the west side of SR 1 from Old State Highway to Robinson Reef Road. The proposed development would install

sidewalks along most areas described in this policy, but some areas are outside the scope of the proposed development. However, the proposed development would not preclude the development of sidewalks in those areas in the future.

Per Policy G3.4-22, development shall provide as much landscaped area as feasible, including along street frontages. Policy G3.4-26 says that *"landscaping along Highway 1 and local roadways shall provide an aesthetic complement to the pedestrian walkways and partial screening of parking areas and/or buildings."* Per Policy G3.4-30, Highway 1 medians and embankments should be landscaped with ground level shrubs and herbaceous plants. Per Policy G3.6-16, landscaping shall be provided along all pedestrian walkways to create attractive and usable pedestrian corridors. Though included in past alternatives for this project, landscaping has been removed from the proposed development. Caltrans is not responsible for maintaining landscaping areas. Normally, Caltrans would execute a Maintenance Agreement with a public agency, such as the Mendocino County Department of Transportation, that would assume responsibility for landscaping. Caltrans has been unable to enter into a Maintenance Agreement with Mendocino County due to fiscal constraints. Several alternatives to fund the maintenance of landscaping have been explored, such as agreements with other local agencies, community service workers, and the establishment of tax assessment districts, but none of these strategies were determined to be feasible. As such, the installation of landscaping is not feasible for the proposed development and has been removed from the plans. Areas previously proposed for landscaping would be hardscaped instead. However, this does not necessarily preclude the future replacement of hardscaped areas with landscaping through an encroachment permit process if an agreement can be executed in the future. If landscaping were pursued in the future, the removal of hardscaped areas and landscape plantings would likely be the responsibility of the encroachment permittee.

Per Policy G3.4-24, existing groves of trees should be retained and integrated with site development plans, with consideration given to public safety. According to Caltrans, the proposed development would not remove any mature trees.

Per Policy G3.6-1, *"public and private improvements to the Highway 1 corridor shall be required to help make Highway 1 a scenic element of the Gualala townscape, to decrease traffic congestion and reduce potential safety hazards, and to encourage more pedestrian activity in the town of Gualala."* The proposed development would directly implement this policy.

Policy G3.6-4 establishes the desired SR 1 streetscape cross-section in the GVMU district, including an 80-foot right-of-way, 12 feet of landscaping on each side of the highway, 5-foot-wide sidewalks, five-foot-wide bike lanes, a 12-foot travel lane in each direction, and a 12-foot continuous left turn lane. Policy G3.6-4 also notes that *"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."* The proposed development would not meet the right-of-way width standard, landscaping standard, and travel lane width standard. Caltrans provided a Design Standard Decision Document that outlines the constraints that necessitate deviation from some of these cross-section standards. The necessary exclusion of landscaping otherwise required by Policy G3.6-16 is discussed above. Right-of-way width constraints have been discussed since at least 2007. The Gualala Community Action Plan notes:

> *While some people who have been attending the workshops feel that the Gualala Town Plan should be amended to eliminate the recommended wider right-of-way for Highway One and to eliminate bike lanes, this is not a practical choice for funding qualification and plan consistency conflicts. Pedestrian, traffic, and public safety improvements can be accommodated within a 64' right-of-way rather than an 80' right-of-way while still accommodating bicycles consistent with the Gualala Town Plan. 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.*

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

Per Policy G3.6-12, *"no on-street parking shall be permitted on Highway 1. County staff shall coordinate with Caltrans to develop appropriate signage."* As shown in Figure 1, Caltrans would install No Parking Signs (California Manual on Uniform Traffic Control Devices Sign Chart R7-1) and Parking Lot with arrow signs (D4-1) to deter on-street parking and direct motorists to approved parking areas.

Per Policy G3.6-17, pedestrian crosswalks shall be provided at Center Street. Installing a crosswalk at Center Street was not included in the scope of the proposed development because there is no existing sidewalk on the south side of Center Street.

Per Policy G3.6-18, pedestrian crosswalks shall be constructed of flush pavers and must be flush with adjacent paving, be skid-resistant, be contained within a cast concrete perimeter to prevent loosening, and have small, tight joints to accommodate wheelchairs and rollers. Caltrans has stated that the proposed crosswalks would meet these standards. Policy G3.6-19 requires that crosswalks and pedestrian walkways be accessible to disabled persons and meet the requirements of the Americans with Disabilities Act. The proposed development would meet these requirements.

Policy G3.7-6 outlines plans for the trail network in Gualala. The proposed development would improve the existing trail network by providing safe pedestrian access across SR 1, which would connect areas east of the highway to trails west of the highway.

Per Policy G3.8-5, *"the biological productivity and the quality of coastal waters, streams, wetlands, estuaries, and lakes appropriate to maintain optimum populations of marine organisms and for the protection of human health shall be maintained and, where feasible, restored through, among other means, minimizing adverse effects of waste water discharges and entrainment, controlling runoff, preventing depletion of ground water supplies and substantial interference with surface waterflow, encouraging waste water reclamation, maintaining natural vegetation buffer areas that protect riparian habitats, and minimizing alteration of natural streams."* As discussed in the Environmentally Sensitive Habitat Areas (ESHA) section above, impacts to ESHA, including wetland and riparian areas, would be adequately minimized or mitigated.

Policies G3.9-1 through G3.9-3 outline strategies for financing improvements, such as in-lieu development fees, impact fees, new transient occupancy taxes, or special district assessments. These funding mechanisms have not been realized.

ENVIRONMENTAL DETERMINATION: Section 15051 of California Environmental Quality Act (CEQA) Guidelines provides criteria for identifying the Lead Agency where two or more public agencies will be involved with a project. If the project is carried out by a public agency, that agency shall be the Lead Agency even if the project would be located within the jurisdiction of another public agency. Considering this, Caltrans is the Lead Agency with the primary responsibility for carrying out the proposed project. Mendocino County shall act as the Responsible Agency, a public agency other than the Lead Agency with the responsibility for approving the proposed project.

In accordance with Section 15064(f) of CEQA Guidelines and as Lead Agency, Caltrans prepared an Initial Study (IS) and Negative Declaration (ND) (SCH #2019079020]) for the proposed project. The IS/ND was circulated on July 8, 2019. The Notice of Determination (NOD) was filed on December 19, 2023. Based on the available project information and the environmental analysis presented in the IS/ND, there is no substantial evidence that the proposed project would have a significant effect on the environment.

CEQA Guidelines Section 15096(f) requires that a Responsible Agency consider the environmental effects of the project as shown in the Negative Declaration prior to reaching a decision on the project. Staff has considered the effects of the project discussed in the Negative Declaration and agrees with the determinations therein.

PROJECT FINDINGS & CONDITIONS OF APPROVAL

Staff recommends, pursuant to the provisions of Chapter 20.532 and Chapter 20.536 of the Mendocino County Code, that the Coastal Permit Administrator approve the proposed project, consider the Negative Declaration prepared by Caltrans, and adopt the following findings and conditions.

FINDINGS:

1. Pursuant to MCC Section 20.532.095(A)(1), the proposed project to implement the Gualala Downtown Streetscape Enhancement Project is in conformity with the certified local coastal program. As discussed throughout the associate staff report, the proposed development is consistent with the applicable regulations and policies contained in the Mendocino County Coastal Zoning Code, Coastal Element of the General Plan, and Gualala Town Plan, which together comprise the Local Coastal Program; and

2. Pursuant to MCC Section 20.532.095(A)(2), the proposed development to implement the Gualala Downtown Streetscape Enhancement Project will be provided with adequate utilities, access roads, drainage, and other necessary facilities. The proposed development would not increase demand for water supply, septic capacity, gas, electricity, or other utilities because it would not create new land use. The widened highway would be provided with adequate drainage through the replacement and installation of new concrete pipe culverts, drainage inlets, a bioswale, erosion control features, and riprap; and

3. Pursuant to MCC Section 20.532.095(A)(3), the proposed development to implement the Gualala Downtown Streetscape Enhancement Project is consistent with the purpose and intent of the zoning district applicable to the property, as well as the provisions of this Division and preserve the integrity of the zoning district. The proposed development would further the intent of the GVMU district. The proposed sidewalks, crosswalks, and flashing beacons would improve pedestrian connectivity within the shopping district. The radar feedback sign, median islands, and left turn lanes would also improve pedestrian safety by reducing potential traffic conflicts. By extension, the improved pedestrian facilities would improve public access to the Gualala Bluff Trail; and

4. Pursuant to MCC Section 20.532.095(A)(4), the proposed development to implement the Gualala Downtown Streetscape Enhancement Project will not have any significant adverse impacts on the environment within the meaning of the California Environmental Quality Act. Caltrans is the Lead Agency with the primary responsibility for carrying out the proposed project. Mendocino County shall act as the Responsible Agency, a public agency other than the Lead Agency with the responsibility for approving the proposed project. In accordance with Section 15064(f) of CEQA Guidelines and as Lead Agency, Caltrans prepared an Initial Study (IS) and Negative Declaration (ND) (SCH #2019079020]) for the proposed project. Based on the available project information and the environmental analysis presented in the IS/ND, there is no substantial evidence that the proposed project would have a significant effect on the environment. CEQA Guidelines Section 15096(f) requires that a Responsible Agency consider the environmental effects of the project as shown in the Negative Declaration prior to reaching a decision on the project. Mendocino County has considered the effects of the project discussed in the Negative Declaration and agrees with the determinations therein; and

5. Pursuant to MCC Section 20.532.095(A)(5), the proposed development to implement the Gualala Downtown Streetscape Enhancement Project will not have any adverse impacts on any known archaeological or paleontological resource. Mendocino County Code Chapter 22.12 and Coastal Element Policy 3.5-10 regulate archaeological and cultural resources in the Coastal Zone. Policy 3.5-10 requires that the County review all development permits to ensure that proposed projects will not adversely affect existing archaeological and paleontological resources. Caltrans provided a Cultural Resource Compliance Memorandum that was prepared for the proposed development. A pedestrian survey of the project area was conducted in 2018. No cultural materials or historic properties were observed. the Caltrans Cultural Resource Database, project files, Historic Bridge Inventory, topographic maps, highway photo logs, and highway as-built plans were also examined. A review of resources listed on the National Register of Historic Places, California Historical Landmarks, California Points of Historical Interest, and Register of Historical Resources was also conducted. Caltrans consulted with the Manchester Band of Pomo Indians. The tribe had no knowledge of cultural sites in the project area, but proximity to the coast and nearby gathering areas were acknowledged. The memo concludes that the project does not have the potential to affect any archaeological sites or other cultural resources due to the scope of work proposed and given that all ground disturbing activities would occur outside of possibly sensitive areas. However, the memo notes that disposal, staging, and borrow sites had not been fully identified in the project description or project plans when the cultural resource evaluation was conducted. The memo notes that if disposal, staging, and borrow sites are identified outside the study limits, either Caltrans Professionally Qualified Staff or a contractor-provided cultural resource specialist

that meets the Secretary of the Interior's Professional Qualification Standards must approve of the site. A condition of approval has been adopted requiring that if disposal, staging, or borrow sites are to be located outside of the previously studied area, Caltrans shall provide Planning & Building Services with evidence that a qualified professional has cleared the site. The CDP application was referred to the Cloverdale Rancheria, Redwood Valley Rancheria, and Sherwood Valley Band of Pomo Indians. No response was received from the tribes. If carried out in accordance with the recommended conditions of approval, the proposed development would not adversely affect cultural resources; and

6. Pursuant to MCC Section 20.532.095(A)(6), other public services, including but not limited to, solid waste and public roadway capacity have been considered and are adequate to serve the proposed development to implement the Gualala Downtown Streetscape Enhancement Project. The proposed development would not create a new permanent source of solid waste. Some solid waste may be generated temporarily during construction, but this is expected to be disposed of properly at local transfer stations. The proposed development would improve public roadway capacity primarily through the addition of the two-way left turn lane that would remove left-turning vehicles from through lanes, reducing the risk of collisions; and

7. Pursuant to MCC Section 20.532.095(B)(1), the proposed development to implement the Gualala Downtown Streetscape Enhancement Project is in conformity with the public access and public recreation policies of Chapter 3 of the California Coastal Act and the Coastal Element of the General Plan. MCC Chapter 20.528 establishes regulations for coastal access and open space easements. Section 20.528.010 and Coastal Element Policies 3.6-9 and 3.6-28 establish Minimum Access Locations where an offer to dedicate an easement for public access shall be required as a condition of CDP approval unless public access has otherwise been secured. According to County LCP maps, a lateral shoreline access easement is proposed along the bluff edge west of the project area. The proposed lateral access would be an extension of the existing Gualala Bluff Trail. The property on which the extended public access easement(s) would be located, known as the Mill Bend Preserve, was acquired by the Redwood Coast Land Conservancy (RCLC) in 2021. Under a grant from the State Coastal Conservancy, RCLC developed the 2022 Mill Bend Preserve Conservation Plan, which includes a proposal to extend the California Coastal Trail from the end of the Gualala Bluff Trail to the Gualala River Estuary. Because a land trust has already acquired the property on which public access would be located, Caltrans' right-of-way does not extend to the bluff edge, and because the right-of-way itself is publicly accessible, it is not necessary to require an offer to dedicate as a condition of this permit; and

8. Pursuant to MCC Section 20.532.100(A)(1)(a), the proposed development to implement the Gualala Downtown Streetscape Enhancement Project would occur within wetland and riparian ESHA. The total impact to the wetland ESHA would be 0.0024 acres. 0.0136 acres of temporary impacts and 0.0005 acres of permanent impacts would occur to the riparian ESHA. These resources would not be significantly degraded by the proposed development because Caltrans would (1) obtain the necessary Section 404/401 permits from the Regional Water Quality Control Board and Section 1602 consultation with the California Department of Fish and Wildlife, (2) replant native riparian vegetation at a ratio of 1:1, (3) purchase mitigation credits at the Mendocino Mitigation Bank at a 3:1 ratio to account for temporal impacts to the ESHAs, and (4) if riparian plantings are not successful, measures are in place to provide further mitigation as necessary; and

9. Pursuant to MCC Section 20.532.100(A)(1)(b), there is no feasible less environmentally damaging alternative for the proposed development that would occur within the wetland and riparian ESHAs. The drainage channel must be recontoured to achieve the main goals of the project, including providing adequate stormwater runoff facilities. Alternative locations or orientations of the channel would result in greater impacts or the elimination of essential project elements, such as sidewalks; and

10. Pursuant to MCC Section 20.532.100(A)(1)(c), all feasible mitigation measures capable of reducing or eliminating project related impacts have been adopted. Caltrans would (1) obtain the necessary Section 404/401 permits from the Regional Water Quality Control Board and Section 1602 consultation with the California Department of Fish and Wildlife, (2) replant native riparian vegetation at a ratio of 1:1, (3) purchase mitigation credits at the Mendocino Mitigation Bank at a 3:1 ratio to account for temporal impacts to the ESHAs, and (4) if riparian plantings are not successful, measures are in place to provide further mitigation as necessary. Caltrans would also implement Best Management Practices (BMPs) to

reduce impacts. Mitigation measures and proposed BMPs have been adopted as conditions of approval.

CONDITIONS OF APPROVAL:

1. This action shall become final on the 11th day following the decision unless an appeal is filed pursuant to Section 20.544.015 of the Mendocino County Code. The permit shall become effective after the ten (10) working day appeal period to the Coastal Commission has expired and no appeal has been filed with the Coastal Commission. The permit shall expire and become null and void at the expiration of two years after the effective date except where construction and/or use of the property in reliance on such permit has been initiated prior to its expiration. Such permit vesting shall include approved permits associated with this project (i.e. building permits, septic permits, well permits, etc.) and physical construction in reliance of such permits, or a business license demonstrating establishment of a use proposed under this project.

2. The use and occupancy of the premises shall be established and maintained in conformance with the provisions of Division II of Title 20 of the Mendocino County Code.

3. To remain valid, progress towards completion of the project must be continuous. The Applicants have sole responsibility for renewing this application before the expiration date. The County will not provide a notice prior to the expiration date.

4. The application, along with supplemental exhibits and related material, shall be considered elements of this permit, and that compliance therewith is mandatory, unless an amendment has been approved by the Coastal Permit Administrator.

5. This permit shall be subject to the securing of all necessary permits for the proposed development from County, State and Federal agencies having jurisdiction.

6. This permit shall be subject to revocation or modification upon a finding of any one or more of the following:

    a. The permit was obtained or extended by fraud.

    b. One or more of the conditions upon which the permit was granted have been violated.

    c. The use for which the permit was granted is conducted so as to be detrimental to the public health, welfare or safety, or to be a nuisance.

    d. A final judgment of a court of competent jurisdiction has declared one or more conditions to be void or ineffective or has enjoined or otherwise prohibited the enforcement or operation of one or more such conditions.

7. This permit is issued without a legal determination having been made upon the number, size or shape of parcels encompassed within the permit described boundaries. Should, at any time, a legal determination be made that the number, size or shape of parcels within the permit described boundaries are different than that which is legally required by this permit, this permit shall become null and void.

8. If any archaeological sites or artifacts are discovered during site excavation or construction activities, the property owner shall cease and desist from all further excavation and disturbances within 100 feet of the discovery and make notification of the discovery to the Director of the Department of Planning and Building Services. The Director will coordinate further actions for the protection of the archaeological resources in accordance with Section 22.12.090 of the Mendocino County Code. If cultural materials are discovered during construction, all earthmoving activity within and around the immediate discovery area shall be diverted until a qualified archaeologist can assess the nature and significance of the find in consultation with the State Historic Preservation Officer. If human remains are discovered, State Health and Safety Code § 7050.5 states that further disturbances and activities shall cease in any area or nearby area suspected to overlie remains, and the County Coroner contacted. Pursuant to CA Public Resources Code (PRC) § 5097.98, if the remains are thought to be

Native American, the coroner shall notify the Native American Heritage Commission (NAHC) who would then notify the Most Likely Descendent (MLD). At this time, the person who discovered the remains would contact the Environmental Senior and Professionally Qualified Staff so they may work with the MLD on the respectful treatment and disposition of the remains. Further provisions of PRC § 5097.98 would be followed as applicable.

9. Conditions approving this Coastal Development Permit shall be attached to or printed on any building permit application and shall be a part of on-site construction drawings.

10. The project shall incorporate pollution prevention and design measures consistent with the 2016 Caltrans Storm Water Management Plan. This plan complies with the requirements of the Caltrans Statewide NPDES Permit (Order 2022-0033-DWQ). The project design should include one or more of the following:

    a. Vegetated surfaces would feature native plants, and revegetation would use the seed mixture, mulch, tackifier, and fertilizer recommended in the Erosion Control Plan prepared for the project.

    b. Where possible, stormwater would be directed in such a way as to sheet flow across vegetated slopes, thus providing filtration of any potential pollutants.

11. Prior to the commencement of construction, the contractor shall be required to place temporary high visibility fencing (THVF) along the boundaries of all riparian, wetland, or other environmentally sensitive areas adjacent to the project footprint. No work shall occur within fenced areas.

12. To protect migratory and nongame birds (occupied nests and eggs), if possible, vegetation removal shall be limited to the period outside of the bird breeding season (removal would occur between September 16 and January 31). If vegetation removal is required during the breeding season, a nesting bird survey shall be conducted by a qualified biologist within five days prior to vegetation removal. If an active nest is located, the biologist shall coordinate with CDFW to establish appropriate species-specific buffer(s) and any monitoring requirements. The buffer shall be delineated around each active nest and construction activities would be excluded from these areas until birds have fledged, or the nest is determined to be unoccupied. The biologist shall also report the results of the survey and the establishment of any buffers and monitoring requirements to Planning & Building Services.

13. Partially constructed and unoccupied nests within the construction area shall be removed and disposed of on a regular basis throughout the breeding season (February 15th to September 1st) to prevent their occupation. Nest removal shall be repeated weekly under guidance of a qualified biologist to ensure nests are inactive prior to removal.

14. Pre-construction surveys for active raptor nests within one-fourth mile of the project area shall be conducted by a qualified biologist within 15 days prior to the initiation of construction activities. Areas to be surveyed shall be limited to those areas subject to increased disturbance because of construction activities (i.e., areas where existing traffic or human activity is greater than or equal to construction-related disturbance need not be surveyed). If any active raptor nests are identified, appropriate conservation measures (as determined by a qualified biologist) shall be implemented. These measures may include, but are not limited to, establishing a construction-free buffer zone around the active nest site, biological monitoring of the active nest site, and delaying construction activities near the active nest site until the young have fledged. Any measures recommended by the biologist shall be reported to Planning & Building Services.

15. After all construction materials are removed, the project area shall be restored to a natural setting by grading, placing erosion control, and replanting. Caltrans shall implement a program of invasive weed control in all areas of soil disturbance caused by construction to improve habitat for native species in and adjacent to disturbed soil areas within the project limit.

16. All emergency response agencies in the project area shall be notified of the project construction schedule and would have access to SR 1 throughout the construction period.

17. Caltrans shall coordinate with the utility providers before relocation of any utilities to ensure potentially

affected utility customers would be notified of potential service disruptions before relocations.

18. Pedestrian and bicycle access shall be maintained during construction.

19. The contractor shall be required to reduce any access delays to driveways or public roadways within or near the work zones.

20. A Traffic Management Plan (TMP) shall be developed for the project. Prior to the commencement of construction, the TMP shall be submitted to Planning & Building Services. The TMP should conform to Caltrans Transportation Management Plan Guidelines.

21. Alterations to the existing contours of any temporary construction staging areas created by the contractor shall be graded to previous conditions and revegetated with appropriate native plants.

22. Per Caltrans requirements, the contractor(s) shall prepare a project specific Lead Compliance Plan (CCR Title 8, § 1532.1, the "Lead in Construction" standard) to reduce worker exposure to lead-impacted soil. The plan would include protocols for environmental and personnel monitoring, requirements for personal protective equipment, and other health and safety protocols and procedures for the handling of lead-impacted soil. The Lead Compliance Plan shall be submitted to Planning & Building Services.

23. Prior to the commencement of construction, the permittee shall submit to Planning & Building Services copies of Section 404/401 permits obtained from the Regional Water Quality Control Board and U.S. Army Corps of Engineers and the Section 1602 Lake and Streambed Alteration Agreement obtained from the California Department of Fish and Wildlife. If monitoring reports are required to be submitted to those agencies as conditions of those permits, the permittee shall also submit such monitoring reports to Planning & Building Services at the same interval specified within those permits.

24. The permittee shall replant native riparian vegetation at a 1:1 ratio in accordance with the submitted Planting Plan. The establishment period of riparian plants would extend between approximately 12-24 months. Plants shall be watered and weeded to promote healthy growth. At the end of the establishment period, the permittee shall report on the success of the riparian plantings to Planning & Building Services. A survival rate of seventy-five percent (75%) shall be required. If the survival rate is less than 75%, the permittee shall replant native riparian vegetation.

25. The permittee shall purchase credits at the Mendocino Mitigation Bank to offset the temporal loss of habitat (0.0141 acre), as well as permanent loss of the stream channel (0.0024 acre). Mitigation bank credits shall be purchased at a 3:1 ratio to further offset impacts. If the mitigation credits are not available in time for construction on this project, or if, after plant establishment is complete, the riparian plantings are not successful, then the permittee shall propose a plan to evaluate onsite success and submit an amendment to the mitigation plan to Planning & Building Services and increase the Mendocino Mitigation Bank mitigation package if necessary.

26. If disposal, staging, and borrow sites (DSBs) are identified within Caltrans right-of-way (R/W), outside the previously studied limits, either Caltrans Professionally Qualified Staff (PQS) or a contractor-provided cultural resource specialist who meets the Secretary of the Interior's Professional Qualification Standards shall clear the site. Documentation shall be provided to Caltrans PQS staff for approval. Caltrans approval shall also be submitted to Planning & Building Services. Any DSBs proposed outside of Caltrans R/W shall also be cleared for cultural resources. Per *Design Information Bulletin Number 85, Guidance for the Consideration of Material Disposal, Staging, and Borrow Sites, Original signed by Mark Leja, Division Chief, Division of Design, May 15, 2007 and Section 7-103 Protection of Environmental Resources, in Chapter 7 of the August 2006 Caltrans Construction Manual*, for DSBs outside of Caltrans R/W, the contractor shall provide to Caltrans environmental documentation prepared by appropriately qualified environmental specialists. Caltrans shall submit such documentation to Planning & Building Services.

27. In accordance with Gualala Municipal Advisory Council recommendations, the permittee shall:

    a. *Maintain pedestrian access through the village at all times, to the extent feasible.*

b. *Consider construction scheduling, as feasible, to minimize noise and dust impacts on outdoor activities of sensitive stakeholders, such as The Forager Preschool and Gualala Farmers Market.*

c. *Consider the scenic values of the Gualala Bluff Trail in design and construction of proximate stormwater management features.*

d. *Consider including native herbaceous and perennial flowers (e.g., California poppy) in the erosion control seed mix.*

5/13/25
DATE

L. Crowley
LIAM CROWLEY
PLANNER II

Appeal Period: 10 Days
Appeal Fee: $2,674.00

ATTACHMENTS:

A. Project Description
B. Plans
C. Erosion Control Plan
D. Erosion Control Plan Bioswale Detail
E. Planting Plan
F. PM 0.76 Drainage Plan
G. ESHA Assessment
H. Natural Environment Study
I. 2018 Addendum to Natural Environment Study
J. 2019 Addendum to Natural Environment Study
K. 2025 Addendum to Natural Environment Study
L. Design Standard Decision Document
M. GMAC Comments
N. RCLC Mill Bend Preserve Conservation Plan Public Access Map
O. Location
P. Aerial Imagery (Vicinity)
Q. Aerial Imagery (Detail)
R. Topographic Map
S. Zoning
T. General Plan
U. LCP Land Use Map 31: Gualala
V. LCP Land Capabilities & Natural Hazards
W. LCP Habitats & Resources
X. LCP Certification & Appeal Jurisdiction
Y. Adjacent Parcels
Z. Fire Hazard Zones & Responsibility Areas
AA. Wildland-Urban Interface
BB. Wetlands
CC. Coastal Ground Water Resources
DD. Highly Scenic Areas
EE. Western Soil Classifications
FF. Important Farmlands
GG. Crop Types
HH. Water District
II. Gualala Municipal Advisory Council
JJ. Initial Study / Negative Declaration (Online Only)

NEGATIVE DECLARATION AND INITIAL STUDY AVAILABLE ONLINE AT:
https://www.mendocinocounty.gov/departments/planning-building-services/boards-and-commissions/public-hearing-bodies/public-hearing-bodies

COUNTY OF MENDOCINO
DEPARTMENT OF PLANNING AND BUILDING SERVICES
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MEMORANDUM

DATE: JUNE 26, 2025

TO: COASTAL PERMIT ADMINISTRATOR

FROM: LIAM CROWLEY, PLANNER II

SUBJECT: CDP_2024-0040 (CALTRANS) RECOMMENDED ADDITIONAL FINDINGS AND CONDITIONS

Landscaping: As noted on page CPA-12 of the staff report, several Gualala Town Plan policies address the installation of landscaping along State Route 1 medians and embankments. Although included in past alternatives for the project, landscaping was removed from the proposed development. Several comments have been submitted that express concern regarding the removal of landscaping, including assertions that the proposed project is inconsistent with Gualala Town Plan policies.

Although reasons for the removal of landscaping are discussed on page CPA-12 of the report, ongoing discussions with Caltrans, Mendocino County Department of Transportation (DOT), and Mendocino Council of Governments (MCOG) have revealed additional context behind this decision.

As noted in the report, Caltrans is not responsible for maintaining landscaping areas for this project. This is partly due to the project's funding source. The Gualala Downtown Streetscape Enhancement project is funded through a combination of Active Transportation Program (ATP) and State Transportation Improvement Program (STIP) funds. These programs fund projects that are often administered by local agencies. As such, Caltrans delegates responsibility for maintenance to the local agency administering the project. This differs from projects with other funding sources, such as the State Highway Operation and Protection Program (SHOPP). SHOPP projects are administered directly by Caltrans. As such, Caltrans retains responsibility for post-construction maintenance. According to Caltrans' Project Development Procedures Manual, highway planting funded and maintained by Caltrans on conventional highways (which includes the subject portion of State Route 1) is limited to planting that provides safety improvements, erosion control and stormwater pollution prevention, highway planting revegetation, and required mitigation planting.

Caltrans has clarified that it is generally responsible for maintenance within the state right-of-way, such as tree pruning and grass mowing to ensure safety. However, the types of plants that are desired by the Gualala community are not typical. Caltrans does not have the budget or crews for this type of landscape maintenance. According to Caltrans, a Budget Cost Proposal (BCP) to increase resources to allow for landscape crews was requested but ultimately denied. There is no SHOPP funding currently available for a future project to maintain the landscaping.

Therefore, maintenance of landscaping for this project is the responsibility of Mendocino County. To facilitate landscaping maintenance, a Maintenance Agreement is normally established between Caltrans and local government. Maintenance Agreements specify the responsibility for maintaining facilities and the financial arrangements for assuming responsibility. According to Caltrans' Project Development Procedures Manual, Maintenance Agreements are between Caltrans and local agencies, never a private company or developer. As such, Caltrans attempted to negotiate a Maintenance Agreement with Mendocino County Department of Transportation (DOT). However, a dedicated funding source to conduct maintenance activities is not available to County DOT. Originally, the Gualala Town Plan envisioned the following methods of dedicated funding:

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

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

To date, no developer impact fees, transient occupancy tax, or special districts have been established to fund streetscape improvements, including the desired landscaping. Caltrans has not conducted an analysis of the cost associated with landscaping maintenance. However, Caltrans did note that lane closure(s) would be required for work within six (6) feet of the travel lane, which costs $7,500 per day per lane. It was estimated that a four (4) person crew would be required for planting, weeding, watering, and ongoing maintenance. Based on correspondence with County DOT, staff estimate that the annual cost of maintenance would be no more than a few ten thousand ($10,000s) dollars.

Despite the relatively low potential cost of maintenance, County DOT is currently unwilling to enter into a Maintenance Agreement with Caltrans. County DOT has stated that the current number of road crew staff and expertise is not sufficient to cover the maintenance. Per Streets and Highways Code Section 2150, County road funds must be expended exclusively for county roads. As such, County DOT cannot use road funds to maintain landscaping within the state highway in place of a dedicated funding source.

Additionally, a Maintenance Agreement would require the County to deliver evidence of self-insured coverage providing general liability insurance, coverage of bodily injury liability, and property damage liability. The insurance policy must name the state, its officers, agents and employees as the additional insured in the amount of $1 million per occurrence, $2 million in aggregate, and $5 million in excess. If the County were to use a contractor, the contractor would be required to maintain an insurance policy with the same requirements. The prospect of additional liability risk was also a factor in County DOT's decision not to enter into a Maintenance Agreement. County DOT staff have stated that internal payments to the County's Risk Management Department have increased more than five hundred percent (500%) in the last ten (10) years. By comparison, countywide Internal Service Fund (ISF) revenue to the General Liability Insurance/Risk Management budget unit has increased approximately 273% between fiscal year 2015-16 and 2025-26. Beyond insurance premiums, County DOT is concerned that the cost of legal fees or damages for even a single accident resulting from the maintenance of landscaping for the proposed project could exceed decades of maintenance costs.

Although Gualala Town Plan Policy G3.4-30 states that *"Highway 1 medians and embankments should be landscaped with ground level shrubs and herbaceous plants"*, Caltrans has stated that landscaping within the median is not appropriate for this location because it is counter to the Highway Design Manual (HDM) and poses risks within the clear recovery zone, creates issues with sight distance, and creates an unnecessary risk for maintenance workers.

Caltrans has also stated that the HDM mandates that landscaping be designed with the least amount of maintenance requirements and the least amount of exposure for maintenance workers. Caltrans asserts that if they were responsible for the landscaping, they would not have proposed landscaping at the intensity desired by the Gualala Town Plan. As such, the desired landscaping is outside the scope of Caltrans' standard plans. Caltrans has noted that there is no ability to plant landscaping within the state right-of-way without a landscape agreement in place, and that a local City or County are the only entities that are eligible to enter into a landscape agreement for this project. Although Mendocino County would have the option to hire another entity to perform the landscape maintenance, the County must be a signatory to that agreement. Caltrans has stated that specialty project elements requested by a local agency for inclusion in a project require a maintenance agreement. For example, elements like bicycle parking, wayfinding signage, and street trees require Project Specific Maintenance Agreements (PSMAs).

An alternative design that would involve the installation of decorative rocks or patterned pavers was also contemplated. However, Caltrans explained that such landscaping would also be considered non-standard, meaning funding is not available for Caltrans to maintain such items and a PSMA with the County would be required for their maintenance. Caltrans also explained that decorative rocks can accumulate weeds without maintenance, creating a sight distance hazard.

Another possible alternative could involve the installation of landscaping without a Maintenance Agreement and the addition of a condition of approval requiring that a Maintenance Agreement be established prior to the expiration of the permit (2 years). Alternatively, the installation of landscaping could be deferred, and a condition of approval could be added requiring that landscaping be installed at a future time prior to the expiration of the permit. However, Caltrans is unwilling to accept either of these alternatives. As noted above, landscaping cannot be installed without a Maintenance Agreement in place, regardless of whether funding is available for the initial planting and establishment of landscaping. Additionally, these potential alternatives do not directly address the Maintenance Agreement issue. The addition of a condition of approval which would require the future establishment of a Maintenance Agreement is problematic. Caltrans, as the permittee, cannot force County DOT to enter into a Maintenance Agreement. Conditions of approval cannot grant new powers to Caltrans.

As noted on page CPA-12 of the staff report, the exclusion of landscaping from the current proposal does not preclude the installation of landscaping in the future, if funding and maintenance opportunities become available. If funding were available in the future, an entity could apply for an encroachment permit through Caltrans to install landscaping within the

state right-of-way. The encroachment permit would also require a Maintenance Agreement. To ensure that Caltrans would facilitate any future opportunities to install landscaping, staff recommends the following condition of approval be adopted:

> ***28. If at which time future funding becomes available through special tax or fees as described in the Gualala Town Plan, and a Landscape Agreement with a qualified Local or State agency is in place, Caltrans will work with applicants through the encroachment permit process to integrate landscaping in the future.***

Staff also recommends that the following finding be adopted to memorialize the discussion above:

> ***11. The removal of landscaping from the proposed development does not conflict with the policies of the Gualala Town Plan. Policy G3.4-22 requires that developments provide as much landscaped area as feasible. In this case, the installation of landscaping is infeasible due to the inability of Caltrans and Mendocino County Department of Transportation to establish a Maintenance Agreement for landscaping. Policies G3.4-26 through G3.4-29 do not require that landscaping be installed. Rather, they establish requirements for any landscaping that is part of a project. Policy G3.4-30 states that "Highway 1 medians and embankments should be landscaped with ground level shrubs and herbaceous plants." The use of the word "should" indicates that this policy is a recommendation rather than a requirement. Policy G3.6-2 refers to an area that is outside the scope of this project. Policy G3.6-3 requires that "street landscaping and pedestrian walkways shall be provided within the corridor preservation setback". Policy G3.6-4 requires that twelve (12) feet of landscaping shall be included within an eighty (80) foot right-of-way on both sides of Highway 1 within the GHMU district. Policy G3.6-16 states that "landscaping shall be provided along all pedestrian walkways". These policies do not specify which entity would be responsible for the installation of landscaping and do not specify a time limit in which full implementation must be achieved. Policies G3.9-1 through G3.9-3 recommend that in-lieu fees, special taxes, or assessment districts be established to fund public improvements, but these funding mechanisms have not been realized. Though landscaping has been removed from the proposed development, its future installation will not be precluded by the proposed development. The areas originally proposed with landscaping elements would be replaced with concrete. If future funding becomes available and a Maintenance Agreement can be established, the concrete could be removed and replaced with landscaping. The inability to include landscaping within this project should not imperil the other elements of the proposed development that would directly implement several policies within the Gualala Town Plan. The installation of landscaping is outside the scope of this project in the same way that the installation of a pedestrian crosswalk across Center Street (Policy G3.6-17) or the extension of pedestrian crosswalks along the west side of Highway 1 to Robinson Reef Road (Policy G3.6-14) are outside the scope of this project. The Gualala Town Plan requires that these other features be implemented. Practical constraints limit the inclusion of these elements within the proposed development, but the proposed development does not prevent these elements from being installed in the future. The same is true of highway landscaping.***

GMAC Comments: As noted on page CPA-4 of the staff report, the Gualala Municipal Advisory Council (GMAC) provided six (6) recommended conditions of approval for the project. Staff recommends that those recommendations be adopted as conditions of approval. Caltrans also provided the following response to each recommendation:

1. *A monitoring and reporting plan to ensure applicable water quality objectives are met will be included in a Stormwater Pollution Prevention Plan (SWPPP) that is prepared by the contractor. This includes schedule of work including Temporary BMP implementation as part of the Construction Site BMP strategy. Currently, the risk assessment analysis determined the project is a Risk Level 3, based on potential erosion and transport of sediment to receiving waters. Because the proposed project has been evaluated as Risk Level 3, sampling and analysis of effluent discharges are required to characterize discharges associated with construction activity from the entire area to be disturbed. A minimum of three samples per day during qualifying rain events (0.5 inch or more of precipitation within a 24-hour period) are required for the analysis of pH and turbidity, and for any additional parameters identified in the proposed project's SWPPP.*

2. *We [Caltrans] usually have a website that a Public Information Officer can update regularly and can be in contact when questions arise.*

3. *Access will be maintained and clearly delineated for both vehicles and pedestrians throughout the duration of the project.*

4. *Caltrans will implement construction standards and avoidance measures which address dust control onsite.*

5. *Stormwater management features will not impact the scenic value of the Gualala Bluff Trail.*

6. *The landscape Architect that is assigned to this project has provided a proposed native seed mix for erosion control [see attachments C, D, & E] that includes a variety of native plants.*

On-Street Parking: On June 12, 2025, staff received a letter from Jackson Law Offices asserting that the project should not be permitted to move forward without a clear plan to protect the local businesses negatively affected by the project, particularly the business located at 39331 South Highway 1 (APN 145-262-10). Based on the photograph attached to the letter, it appears that patrons utilize an informal area within the highway right-of-way as on-street parking. The letter asserts that this parking would be eliminated by the proposed project. As noted on page CPA-13 of the staff report, Gualala Town Plan Policy G3.6-12 states that "*no on-street parking shall be permitted on Highway 1*". The proposed project would directly implement this policy. Policy G3.6-12 was adopted in 2002. According to County records, the subject property was transferred to the current owner in 2020. As such, the current owner's expectations in purchasing the property could not have included the assurance that informal, on-street parking could be retained in the future.

Conclusion: Although it is unfortunate that the proposed development does not include the landscaping contemplated by the Gualala Town Plan, the exclusion of landscaping should not jeopardize the remaining elements of the project, which would deliver significant streetscape improvements to the Gualala downtown area and directly implement several other policies of the Gualala Town Plan. As such, staff recommends that the Coastal Permit Administrator approve the project in accordance with the findings and conditions of approval in the staff report with the addition of the condition and finding included in this memorandum.

Attachments:

- Caltrans Streetscape Rendering (Southbound)
- Caltrans Streetscape Rendering (Northbound)

Breakers
VUE
A LOCAL KITCHEN
AHEAD

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PROPOSED PROJECT

The proposed project was developed to meet the needs of the community of Gualala by improving the livability and aesthetics of downtown while still maintaining the tourist functions of the area. Many aspects of the proposed project directly address goals identified in the Gualala Town Plan (2002), which is part of the Coastal Element of the Mendocino County General Plan (Table 1). The project would improve multimodal transportation from 150 feet south of Center Street to 275 feet north of Ocean Drive on SR 1 in Gualala from post mile PM 0.60 to PM 1.00 in Mendocino County.

Table 1. Goals Related to Proposed Project

Document	Goal	Section	Topic
Gualala Town Plan	G2.5-1	Issues and Goals	Public Services and Road Capacity
Gualala Town Plan	G3.4-26	Policies	Street Landscaping
Gualala Town Plan	G3.6-10	Policies	Trip-reducing Measures
Gualala Town Plan	G3.6-12	Policies	Parking
Gualala Town Plan	G3.6-15	Policies	Pedestrian Access

This downtown improvement project is sponsored by Mendocino Council of Government (MCOG). The project is funded through the Regional Transportation Improvement Program, Active Transportation Program, and the Infrastructure, Investment and Jobs Act. The project would reconfigure SR 1 into two 11-foot-wide travel lanes; a 12-foot wide, two-way left turn lane (TWLTL); two 5-foot-wide Class II bicycle lanes; and 6-foot-wide sidewalks on straight alignments within an 8-foot-wide strip of right of way on both sides of the street. Three side street crosswalks and five mainline crosswalks would be incorporated to highlight the pedestrian right-of-way. Pedestrian activated flashing beacons would be placed at the crosswalks to alert motorists to pedestrians. A radar feedback sign would be placed facing southbound traffic at PM 0.94. The existing radar feedback

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sign facing northbound traffic at PM 0.3 would be maintained. Additionally, median islands would be installed at selected locations to improve pedestrian safety. The project proposes to improve the drainage facilities and relocate utilities as needed. The project will eliminate on-street parking on Route 1. A net increase of 1.3 acres of impervious area is anticipated.

This project was developed to meet the needs of the community of Gualala. Many aspects of the proposed project directly address goals identified in the Gualala Town Plan (2002), which is part of the Coastal Element of the Mendocino County General Plan. This project will not change the zoning designation for this area, nor will it physically divide the established community. No impacts to land use and planning will occur.

The existing highway consists of two 11 to 12-foot-wide lanes. There are no turn lanes within the project limits. Paved or gravel shoulders often blend into parking lot areas. Paved shoulder widths vary from 2 to 17 feet wide where constrained by curbs, short sidewalk sections, and landscaped areas. Shoulder use is heaviest between the 76 gasoline station on the east side and the Surf Market on the west side. The single crosswalk is 52 feet across and traverses SR 1 at the most congested part of Gualala, crossing between the entrance to Sundstrom Mall (Sundstrom Mall Street) and the Surf Market. There are short, disconnected segments of sidewalks on the right side of SR-1 without any existing curb ramps.

Several public and privately-owned utilities exist within the project limits. Utility relocations would be required where the utilities conflict with proposed drainage work or sidewalk. Approximately 50 water and sewer valve covers within the traveled way would be elevated to match the future elevation of the pavement surface. Approximately 20 electrical, telephone, and fiber optic utility vaults greater than 1'x1' would be elevated to match the future elevation of the pavement surface. Subsurface conduits and pipes in conflict with up to eight proposed drainage inlet locations would be relocated laterally.

Caltrans maintains SR 1 through Gualala under a prescriptive easement. Caltrans would acquire the right of way in fee in conjunction with this project. Some small areas of additional right of way would be acquired from adjacent property owners for the proposed sidewalks.

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Purpose

The purpose of the project is to improve traffic flow and create safe, comfortable facilities for pedestrian and bicycle travel through downtown Gualala. The project is also intended to improve Gualala's visual character by incorporating landscape and hardscape features into the project.

Need

The project is needed to reduce conflicts between motorized and non-motorized users of the facilities, which are worsened by on-street parking and minimal access control. The shoulder areas, while unmarked, are routinely used for parallel parking throughout the downtown area. Bicyclist and pedestrian pathways are not well defined.

Drainage Inlets

The project proposes to improve the drainage facilities within the corridor. There are currently two existing systems within Gualala. The project aims to improve both systems. The Southern drainage system will replace the existing corrugated metal pipe with 2-foot reinforced concrete pipe and will outfall at PM 0.76. The Southern drainage system will include 12 new drainage inlets and approximately 1,088 linear feet of new culvert.

The outfall at PM 0.76 would require a drainage easement measuring 150-feet-long by 12-feet-wide. The existing 12-inch CMP culvert will be replaced with a 24-inch RCP. The new culvert will require trenching with shoring due to existing buildings in proximity. The new culvert will require trenching with shoring due to the Breakers Hotel and the Surf Market buildings in proximity.

The Northern drainage system will replace existing corrugated metal pipe and reinforced concrete pipe with 3-foot reinforced concrete pipe which will outfall at PM 0.93 for a distance of 40 linear feet. The Northern drainage system will include 6 drainage inlets and approximately 512 linear feet of new culvert. This drainage system would convey stormwater off of SR 1 as well as ground water or other jurisdictional waters.

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Stormwater Treatment (Update)

The project will require treatment of 0.66 acres of new impervious surface as per the NPDES (National Pollutant Discharge Elimination System) permit that is required for 401 water quality certification due to roadway widening and replacing the roadway's structural section. A bioswale located on the northeast corner of the Old Stage Road intersection will treat a total of 4.63 acres, which consists of 2.77 acres of impervious area (Attachment K: Page 8 (Bioswale Watershed L-6)). A large portion of the impervious area (2.11 acres) that is being treated by the bioswale is the Sundstrom shopping center parking lot. The project is also promoting infiltration in vegetated locations throughout the project limits. The erosion control plan illustrates these locations, which will be amended with compost (Attachment K, pages 9-14).

Landscape Design (Update)

Proposed plans include pedestrian sidewalks built with concrete or a permeable paving in a light to medium gray color. Caltrans proposed several design alternatives that included a meandering sidewalk with intermittent areas of decorative, low-maintenance landscaping. However, Caltrans is not responsible for maintaining landscaping including areas between bike lanes, and sidewalks as well as landscaped median islands and requires a maintenance agreement in order to install the landscaping. Currently there is no maintenance agreement with Mendocino County and landscaping has been removed from the project design.

Radar Speed Feedback

A radar speed feedback sign would be placed facing southbound traffic at PM 0.94, immediately south of the southernmost intersection of Ocean Avenue at the bottom of the hill. Pedestrian activated flashing beacons would be placed at the crosswalks to alert motorists to pedestrians. This project would add solar bollard lights on adjacent private properties wherever property owners are willing to agree to accept and maintain those lights.

Consolidation of Driveways

The Gualala Town Plan, Section 4.14 of the Mendocino Coastal Element, recommended that Driveways be consolidated to reduce the number of access points to SR 1. The Safety Review of the project also recommended that driveways be consolidated to reduce conflicts and improve safety for all users. There are twenty driveways accessing SR 1 within the project limits.

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Seventeen of those driveways have encroachment permits.

Asset Management

Table 2 details the project assets that will be added to the State's inventory:

Table 2. Asset Management

No.	New Asset	Unit	Quantity
1	Sidewalk	LF	2,770
2	Reconstructed Sidewalk	LF	330
3	Class 2 Bike Lanes	LF	3,750
4	Pedestrian Crosswalks	LF	410
5	Curb Ramps	EA	9
6	Reconstructed Curb Ramps	EA	0
7	Upgraded Crosswalk	LF	44
9	Pedestrian Refuges	EA	3
10	Radar Feedback Sign	EA	2
11	Pedestrian Activated Flashing Beacons	EA	6

Right-of-Way Issues

A Right of Way Data Sheet was prepared on June 3, 2023. There are 17 parcels with many sub-parcels on mostly small coastal properties zoned for mixed residential and commercial use. SR 1 is on a prescriptive easement through downtown Gualala. Parcels on either side of SR1 have been deeded to private ownership. This project proposes to acquire all of the Right of Way that is currently paved for use as SR1, as well as the additional privately-owned Right of Way necessary to widen and construct sidewalks.

There are numerous underground utilities (gas & electric, communication, and water distribution), vaults, and meters in the project area. The following utility companies are present within the project limits: AmeriGas (gas), Pacific Gas & Electric (electric), AT&T (telecommunications), CalNEVA (CATV), Gualala CSD (sewer), North Gualala Water (water).

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Significant utility work is expected for this project. Relocations of high priority underground utilities such as high voltage electric and fiber optic lines will be required. Water supply, sewerand television cable lines may also be in conflict. Positive locating of underground utilities will be necessary to determine utility conflicts.

Approximately 50 water and sewer valve covers within the traveled way would be elevated to match the future elevation of the pavement surface. Approximately 20 electrical, telephone, and fiber optic utility vaults greater than 1' x 1' would be relocated into the proposed sidewalk. Electrical, telephone, and fiber optic utility covers less than 1' x 1' would be elevated to match the future elevation of the pavement surface. Subsurface conduits and pipes in conflict with up to eight proposed drainage inlet locations would be relocated laterally.

Hazardous Materials

According to a Preliminary Site Investigation (PSI) performed by the North Region Office of Environmental Engineering-North, the following Hazardous Waste Issues were considered:

Lead in Soil-Gualala Downtown may have elevated levels of Aerially Deposited Lead (ADL) from vehicle exhaust in Shoulder soils that will be excavated to construct the project. A preliminary Site Investigation (PSI) to address this issue was completed in May 2017. The PSI found that low levels of ADL may be disposed of without restrictions. Although the levels of ADL are low, SSP 7-1.02K(6)(j)(iii) EARTH MATERIAL CONTAINING LEAD and a lead compliance plan contract items should be included in the final project PS&E.

Cortese List-The Cortese List is a compilation of contaminated sites identified by the State of California-State Water Resource Control Board; active, close, and inactive landfills identified by the Integrated Waste Management Board; and potentially hazardous waste sites identified by the Department of Toxic Substance Control. Surf Market, APN 145-261-13, is on the Cortese List. Since a portion of this parcel will be acquired, an acquisition of contaminated parcel process would need to be completed. It will take approximately 12 to 18 months to complete the reviews and require HQ approval prior to submitting the request to acquire contaminated parcel to FHWA.

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Construction Schedule (Update)

It is anticipated construction would be completed in two construction seasons, likely within 220 working days. One-way reversible traffic and shoulder closures would be used occasionally during construction. Pedestrian and bicycle access would be maintained during construction.

Other Local Projects and Plans

Additional projects and plans exist in the area, which are detailed below.

- 01-0M260, The Inland Mitigation Bank, Men-1-PM 0.4/45.1-to begin construction in early 2027.
- 01-0F710, The Gualala Shoulders and Rumble Strips Safety Improvement Project, Men-1-PM 6.5/9.5-to begin construction in September 2024.

Hydrology

The project is within the Gualala River watershed (10-digit HUC 1801010901). Most drainages within the watershed flow to the Gualala River, and eventually to the Pacific Ocean. Drainage within the ESL consists primarily of urban drainage such as runoff from nearby residences, commercial centers, and roadways that is conveyed through cross-culverts, concrete-lined ditches, slotted drains, and a system of underground pipes. Jurisdictional features such as an OHWM, bed, bank, or channel, are exhibited at one drainage feature located at PM 0.93. This drainage feature is a 5-foot-wide rock-lined ditch that daylights from a pipe culvert for approximately 40 feet on the east side of SR 1 before entering a cross-culvert and being directed under the highway and a parking lot/strip mall and exiting into an ephemeral creek (rocky bottom), where it flows for approximately 100 feet before entering the Pacific Ocean.

The project would relocate existing drainage inlets and install a new culvert to accommodate the new sidewalk at PM 0.93. The ditch at PM 0.93 is Jurisdictional waters of the U.S. and the State, and since impacts below the OHWM are anticipated 404/401 permits are required. Consultation with the California Department of Fish and Wildlife (CDFW) is also required to determine requirements for a 1602 Lake and Streambed Alteration Agreement.

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Standard Measures and Best Management Practices (BMPs)

The following Standard Measures and Best Practices were provided in the Environmental Document and are included here for ease of reference. These are considered part of the Project Description and are prescriptive and sufficiently standardized to be generally applicable, and do not require special tailoring to a project situation. These are generally measures that result from laws, permits, guidelines, resource management plans, and resource agency directives and policies.

1.5.1. Utilities and Emergency Services

UE-1: All emergency response agencies in the project area would be notified of the project construction schedule and would have access to SR 1 throughout the construction period.

UE-2: Caltrans would coordinate with the utility providers before relocation of any utilities to ensure potentially affected utility customers would be notified of potential service disruptions before relocations.

1.5.2. Traffic and Transportation

TT-1: Pedestrian and bicycle access would be maintained during construction.

TT-2. The contractor would be required to reduce any access delays to driveways or public roadways within or near the work zones.

TT-3: A Traffic Management Plan (TMP) would be developed for the project.

1.5.3. Visual Aesthetics

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VA-1: Alterations to the existing contours of any temporary construction staging areas created by the contractor would be graded to previous conditions and revegetated with appropriate native plants.

1.5.4. Cultural Resources

CR-1: If cultural materials are discovered during construction, all earthmoving activity within and around the immediate discovery area will be diverted until a qualified archaeologist can assess the nature and significance of the find in consultation with the State Historic Preservation Officer.

CR-2: If human remains are discovered, State Health and Safety Code § 7050.5 states that further disturbances and activities would cease in any area or nearby area suspected to overlie remains, and the County Coroner contacted. Pursuant to CA Public Resources Code (PRC) § 5097.98, if the remains are thought to be Native American, the coroner would notify the Native American Heritage Commission (NAHC) who would then notify the Most Likely Descendent (MLD). At this time, the person who discovered the remains would contact the Environmental Senior and Professionally Qualified Staff so they may work with the MLD on the respectful treatment and disposition of the remains. Further provisions of PRC § 5097.98 would be followed as applicable.

1.5.5. Water Quality and Stormwater Runoff

WQ-1: The project would incorporate pollution prevention and design measures consistent with the *2016 Caltrans Storm Water Management Plan*. This plan complies with the requirements of the Caltrans Statewide NPDES Permit (Order 2022-0033-DWQ).

The project design may include one or more of the following:

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- Vegetated surfaces would feature native plants, and revegetation would use the seed mixture, mulch, tackifier, and fertilizer recommended in the Erosion Control Plan prepared for the project.

- Where possible, stormwater would be directed in such a way as to sheet flow across vegetated slopes, thus providing filtration of any potential pollutants.

1.5.6. Hazardous Waste and Material

HW-1: Per Caltrans requirements, the contractor(s) would prepare a project specific Lead Compliance Plan (CCR Title 8, § 1532.1, the "Lead in Construction" standard) to reduce worker exposure to lead-impacted soil. The plan would include protocols for environmental and personnel monitoring, requirements for personal protective equipment, and other health and safety protocols and procedures for the handling of lead-impacted soil.

1.5.7. Plant Species

PS-1: After all construction materials are removed, the project area would be revegetated. Replanting would be subject to a plant establishment period as defined by project permits, which would require Caltrans to adequately water plants, replace unsuitable plants, and control pests. Caltrans would implement a program of invasive weed control in all areas of soil disturbance caused by construction to improve habitat for native species in and adjacent to disturbed soil areas within the project limits.

1.5.8. Animal Species

AS-1: To protect migratory and nongame birds, as well as their occupied nests and eggs, nesting-prevention measures would be implemented.

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Vegetation removal would be restricted to the period outside of the bird breeding season (February 15th through September 1st). If vegetation removal is required during the breeding season, a nesting bird survey would be conducted by a qualified biologist within one week of vegetation removal. If an active nest were located, the biologist would coordinate with the CDFW to establish appropriate species-specific buffer(s) and any monitoring requirements. The buffer would be delineated around each active nest and construction activities would be excluded from these areas until birds have fledged or the nest is determined to be unoccupied.

AS-2: Partially constructed and unoccupied nests within the construction area would be removed and disposed of on a regular basis throughout the breeding season (February 15th to September 1st) to prevent their occupation. Nest removal would be repeated weekly under guidance of a qualified biologist to ensure nests are inactive prior to removal.

AS-3: Pre-construction surveys for active raptor nests within one-fourth mile of the project area would be conducted by a qualified biologist within 15 days prior to the initiation of construction activities. Areas to be surveyed would be limited to those areas subject to increased disturbance because of construction activities (i.e., areas where existing traffic or human activity is greater than or equal to construction-related disturbance need not be surveyed). If any active raptor nests were identified, appropriate conservation measures (as determined by a qualified biologist) would be implemented. These measures may include, but are not limited to, establishing a construction-free buffer zone around the active nest site, biological monitoring of the active nest site, and delaying construction activities near the active nest site until the young have fledged.

1.5.9. Invasive Species

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The standard measures described in PS-1 for restoring the project site post construction are also appropriate for the control of invasive species.

PS-1: After all construction materials are removed, the project area would be restored to a natural setting by grading, placing erosion control, and replanting. Replanting would be subject to a plant establishment period as defined by project permits, which would require Caltrans to adequately water plants, replace unsuitable plants, and control pests. Caltrans would implement a program of invasive weed control in all areas of soil disturbance caused by construction to improve habitat for native species in and adjacent to disturbed soil areas within the project limits.

1.5.10. Wetlands and Other Waters

WW-1: The contractor would be required to place temporary high visibility fencing (THVF) along the boundaries of all riparian, wetland, or other environmentally sensitive areas adjacent to the project footprint.

1.5.11. Plant Species, Sensitive Natural Communities, and ESHA

PS-2: Prior to the start of work, Temporary High Visibility Fencing (THVF) and/or flagging would be installed around sensitive natural communities, environmentally sensitive habitat areas, rare plant occurrences, intermittent streams and wetlands and other waters, where appropriate. No work would occur within fenced/flagged areas.

TREATMENT BMP ID No.	BMP TYPE	TREATED PERVIOUS AREA (Acres)		TREATED IMPERVIOUS AREA (Acres)		STATION / PM	WQF (cfs) TREATED	% of WQF TREATED	BMP SIZE (Acres)	BEGIN LAT & LONG	END LAT & LONG
		WITHIN CALTRANS ROW	OUTSIDE CALTRANS ROW	WITHIN CALTRANS ROW	OUTSIDE CALTRANS ROW						
1	Bioswale	0.231	1.624	0.662	2.114	100+70.34 TO 101+78.32 (0.613 / 0.635)	0.84	100	0.0207	N 38.76575 W 123.52771	N 38.76560 W 123.52737

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS

REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

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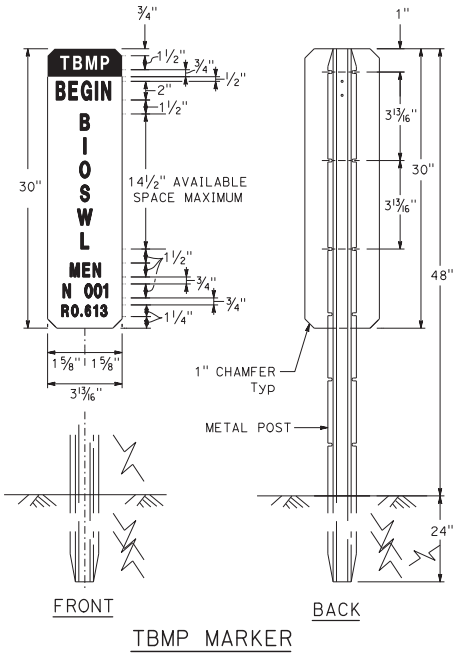
REGISTERED PROFESSIONAL ENGINEER — XX — No. C XX — Exp. XX-XX-XX — CIVIL — STATE OF CALIFORNIA

NOTES:

1. See Standard Plan A73A for additional object markers.
2. Type P(CA) and R(CA) markers shall have orange and white retroreflective stripes in work zones.
3. Diagonal stripes on Type P(CA) markers shall be sloped down in the direction of travel.

TREATMENT BEST MANAGEMENT PRACTICE MARKER

ALIGNMENT	STATION		TREATMENT BEST MANAGEMENT PRACTICE MARKER	SIDE	STENCIL INFORMATION						DESCRIPTION
	FROM	TO	EA	R†/L†	COUNTY	DIRECTION	ROUTE	BEGIN PM	END PM	TBMP NAME	
"A1"	100+70.34	101+78.32	2	R†	MEN	N	01	0.613	0.635	BIOSWL	BIOSWALE TBMP



TBMP MARKER

CONSTRUCTION DETAILS

NO SCALE

C-1

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION | FUNCTIONAL SUPERVISOR | CALCULATED-DESIGNED BY | CHECKED BY | MICHAEL COLLINS | REVISED BY | DATE REVISED

LAST REVISION | DATE PLOTTED => 7-JAN-2025 | TIME PLOTTED => 13:35

BORDER LAST REVISED 1/4/2023 | USERNAME => s146367 | DGN FILE => C-1 TBMP.dgn | RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3 | UNIT | PROJECT NUMBER & PHASE

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS

REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

REGISTERED PROFESSIONAL ENGINEER — XX — No. C XX — Exp. XX-XX-XX — CIVIL — STATE OF CALIFORNIA

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LEGEND:

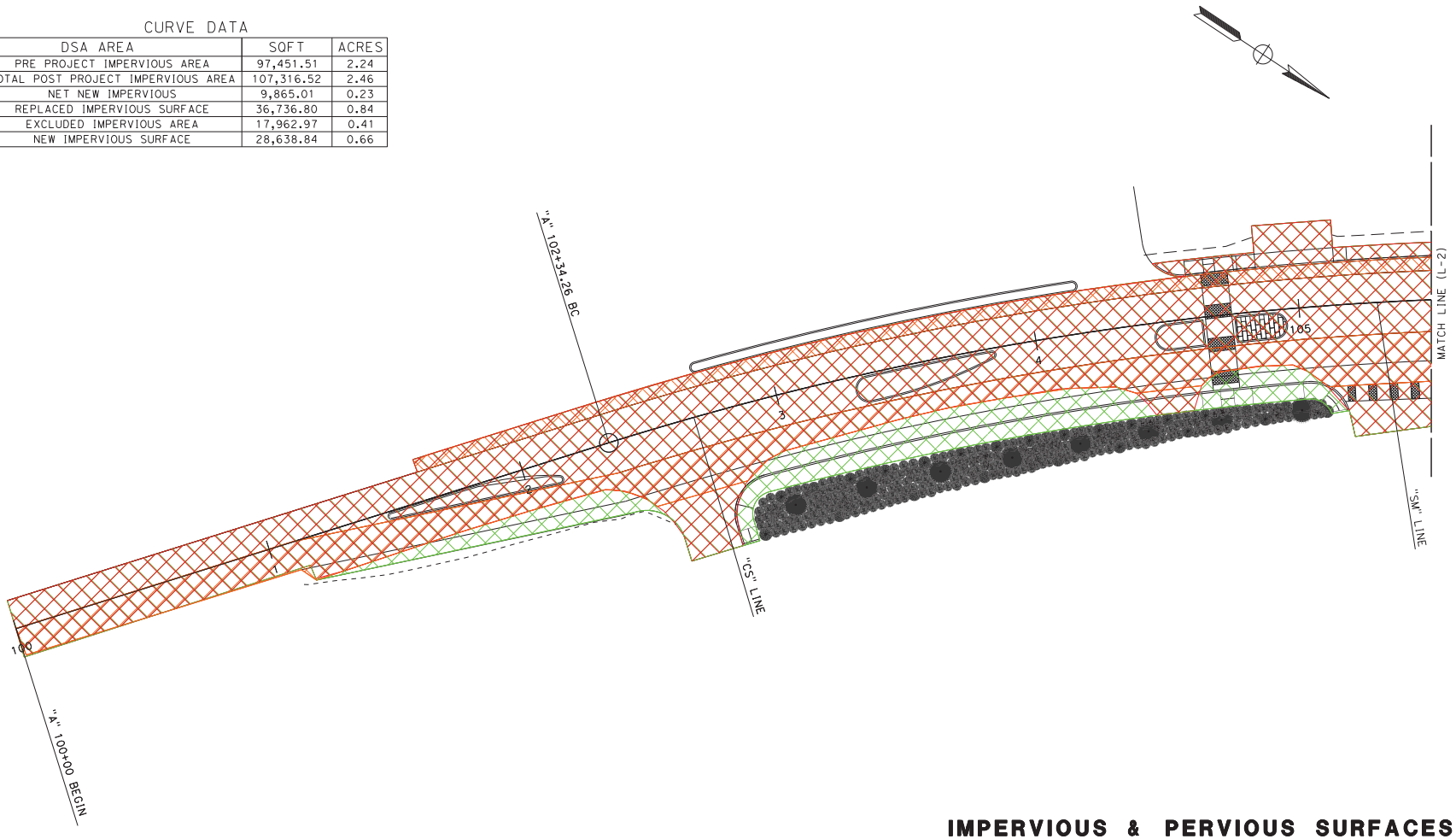
PRE IMPERVIOUS AREA

POST IMPERVIOUS AREA

REPLACE IMPERVIOUS SURFACE

CURVE DATA

DSA AREA	SQFT	ACRES
PRE PROJECT IMPERVIOUS AREA	97,451.51	2.24
TOTAL POST PROJECT IMPERVIOUS AREA	107,316.52	2.46
NET NEW IMPERVIOUS	9,865.01	0.23
REPLACED IMPERVIOUS SURFACE	36,736.80	0.84
EXCLUDED IMPERVIOUS AREA	17,962.97	0.41
NEW IMPERVIOUS SURFACE	28,638.84	0.66



IMPERVIOUS & PERVIOUS SURFACES

SCALE: 1"=20'

L-1

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION | FUNCTIONAL SUPERVISOR | CALCULATED-DESIGNED BY | CHECKED BY | MICHAEL COLLINS | REVISED BY | DATE REVISED

Caltrans

LAST REVISION | DATE PLOTTED => $DATE | TIME PLOTTED => $TIME

BORDER LAST REVISED 1/4/2023 | USERNAME => $USER | DGN FILE => $REQUEST | RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3 | UNIT | PROJECT NUMBER & PHASE

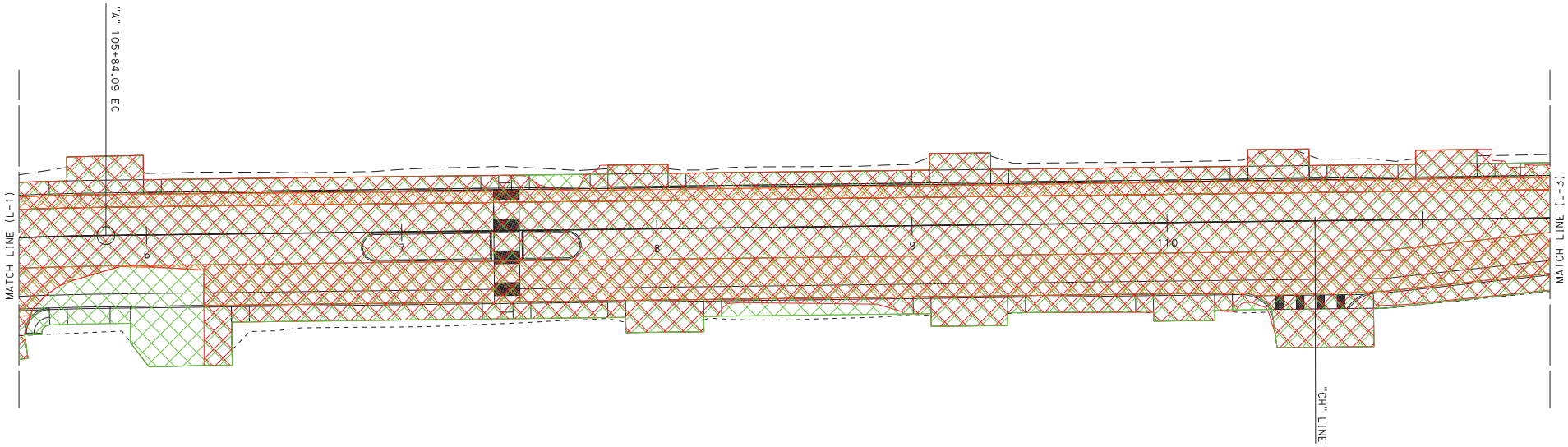
Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS

REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF SCANNED COPIES OF THIS PLAN SHEET.

REGISTERED PROFESSIONAL ENGINEER — XX — No. C XX — Exp. XX-XX-XX — CIVIL — STATE OF CALIFORNIA



IMPERVIOUS & PERVIOUS SURFACES

SCALE: 1"=20'

L-2

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION | FUNCTIONAL SUPERVISOR | CALCULATED-DESIGNED BY | CHECKED BY | MICHAEL COLLINS | REVISED BY | DATE REVISED

LAST REVISION | DATE PLOTTED => $DATE | TIME PLOTTED => $TIME

BORDER LAST REVISED 1/4/2023 | USERNAME => $USER | DGN FILE => $REQUEST | RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3 | UNIT | PROJECT NUMBER & PHASE

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS

REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

REGISTERED PROFESSIONAL ENGINEER
XX
No. C XX
Exp. XX-XX-XX
CIVIL
STATE OF CALIFORNIA

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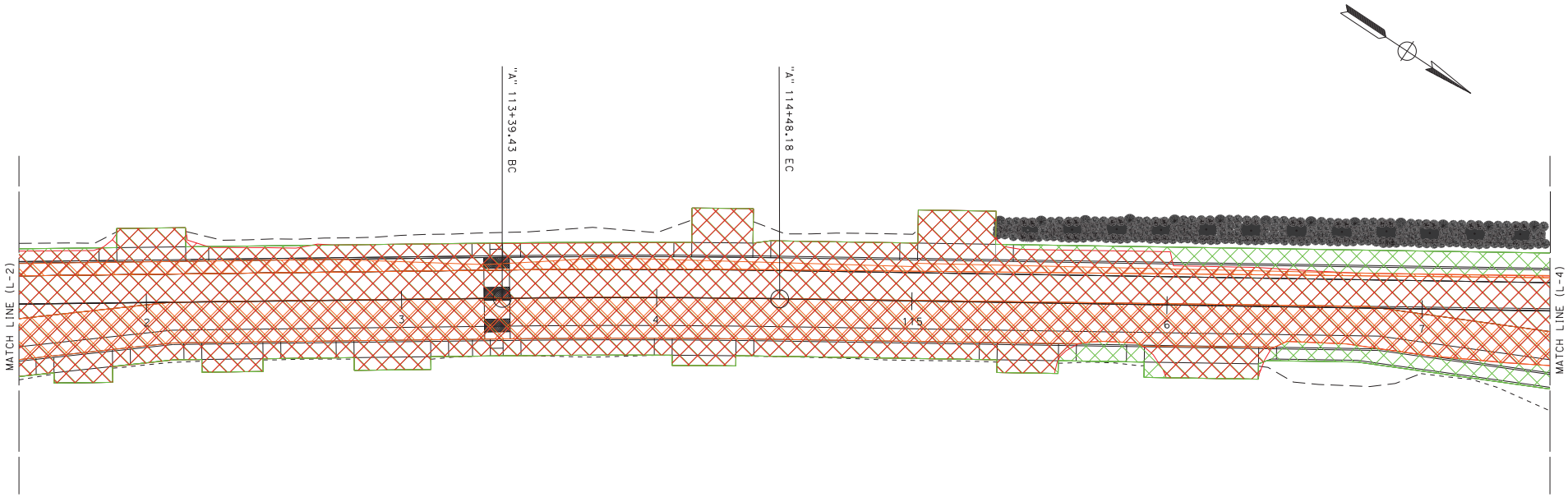


IMPERVIOUS & PERVIOUS SURFACES

SCALE: 1"=20'

L-3

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION

Caltrans

FUNCTIONAL SUPERVISOR

CALCULATED-DESIGNED BY

CHECKED BY

MICHAEL COLLINS

REVISED BY

DATE REVISED

LAST REVISION

DATE PLOTTED => $DATE

TIME PLOTTED => $TIME

BORDER LAST REVISED 1/4/2023

USERNAME => $USER

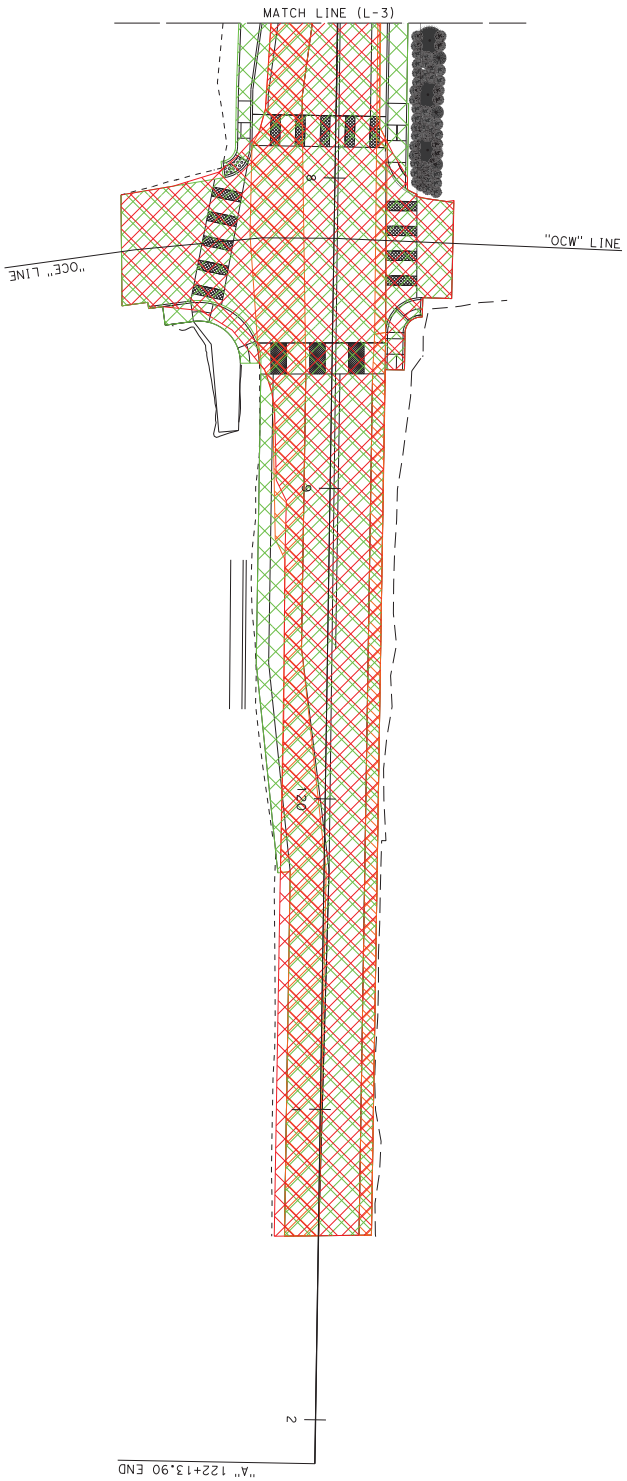
DGN FILE => $REQUEST

RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3

UNIT

PROJECT NUMBER & PHASE

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION	FUNCTIONAL SUPERVISOR	CALCULATED-DESIGNED BY	MICHAEL COLLINS	REVISED BY			
Caltrans		CHECKED BY		DATE REVISED			



IMPERVIOUS & PERVIOUS SURFACES

SCALE: 1"=20'

L-4

REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR INCOMPLETE OR ALTERED COPIES OF THIS PLAN SHEET.

REGISTERED PROFESSIONAL ENGINEER * STATE OF CALIFORNIA * No. C XX Exp. XX-XX-XX CIVIL

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS

BORDER LAST REVISED 1/4/2023

USERNAME => $USER
DGN FILE => $REQUEST

RELATIVE BORDER SCALE IS IN INCHES
0 1 2 3

UNIT

PROJECT NUMBER & PHASE

LAST REVISION	DATE PLOTTED => $DATE TIME PLOTTED => $TIME

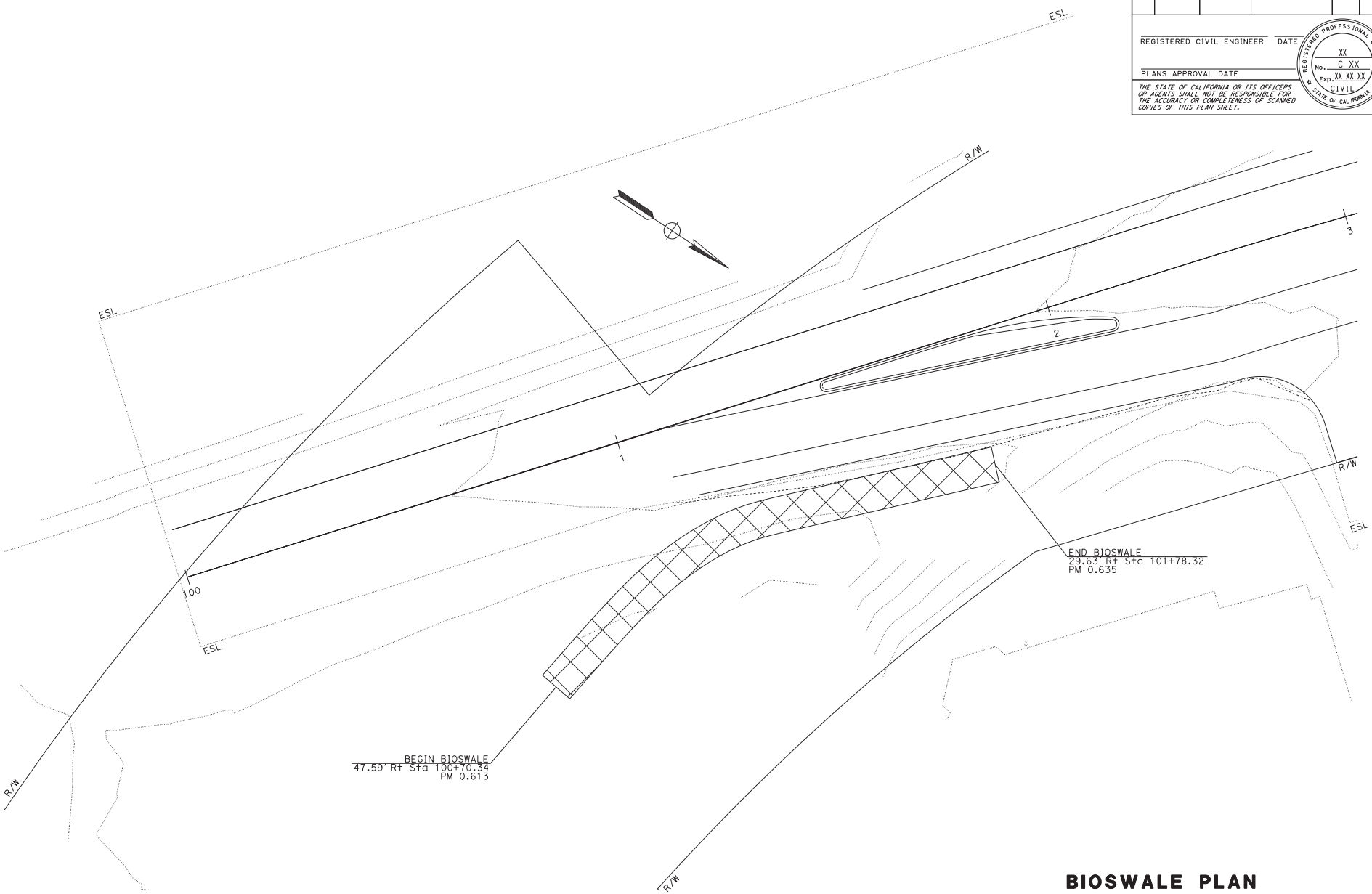
Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS

REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

REGISTERED PROFESSIONAL ENGINEER
XX
No. C XX
Exp. XX-XX-XX
CIVIL
STATE OF CALIFORNIA

THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF SCANNED COPIES OF THIS PLAN SHEET.



BIOSWALE PLAN

SCALE: 1"=20'

L-5

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION

Caltrans

REVISED BY	DATE REVISED

CALCULATED-DESIGNED BY: MICHAEL COLLINS

CHECKED BY

FUNCTIONAL SUPERVISOR

LAST REVISION

DATE PLOTTED => 24-DEC-2024
TIME PLOTTED => 14:36

BORDER LAST REVISED 1/4/2023

USERNAME => s146367
DGN FILE => L-5 BIOSWALE DETAIL.dgn

RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3

UNIT

PROJECT NUMBER & PHASE

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
01	Men	01	0.6/1.0		

REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

REGISTERED PROFESSIONAL ENGINEER No. Exp. CIVIL STATE OF CALIFORNIA

THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF SCANNED COPIES OF THIS PLAN SHEET.

CDA AREA

AREA	RW	ACRES	ACRES TOTAL
IMPERVIOUS AREA	IN	0.662	2.776
	OUT	2.114	
PERVIOUS AREA	IN	0.231	1.855
	OUT	1.624	
		TOTAL	4.631

LEGEND:

- IMPERVIOUS AREA (INSIDE RW)
- PERVIOUS AREA (INSIDE RW)
- IMPERVIOUS AREA (OUTSIDE RW)
- PERVIOUS AREA (OUTSIDE RW)

BIOSWALE WATERSHED

SCALE: 1" = 50'

L-6

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
DESIGN
FUNCTIONAL SUPERVISOR: DUNG SY
CALCULATED-DESIGNED BY
CHECKED BY
MICHAEL COLLINS
REVISED BY
DATE REVISED

LAST REVISION
DATE PLOTTED => 7-JAN-2025
TIME PLOTTED => 12:57

BORDER LAST REVISED 7/2/2010

USERNAME => s146367
DGN FILE => L-6 BIOSWALE WATERSHED.dgn

RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3

UNIT 0332

PROJECT NUMBER & PHASE 0113000032

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Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
01	Men	101	10.7/11.2		

LICENSED LANDSCAPE ARCHITECT

PLANS APPROVAL DATE

THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF SCANNED COPIES OF THIS PLAN SHEET.

LICENSED LANDSCAPE ARCHITECT — Name & License No. — Signature — Renewal Date — Date — STATE OF CALIFORNIA

LEGEND:

EC TYPE 1

EC TYPE 2

ABBREVIATIONS

FRM	FIBER REINFORCED MATRIC
HBGM	HYDRAULIC BIOTIC GROWTH MEDIUM

EROSION CONTROL (TYPE 1)

SEQUENCE	ITEM	MATERIAL		APPLICATION RATE	REMARKS
		DESCRIPTION	TYPE		
STEP 1	COMPOST (CY)	COMPOST	FINE	270 CY/AC	2" DEPTH
STEP 2	INCORPORATE MATERIALS	INCORPORATE COMPOST			6" DEPTH
STEP 3	WOOD MULCH	SHREDDED REDWOOD BARK		270 CY/AC	3" DEPTH

EROSION CONTROL (TYPE 2)

SEQUENCE	ITEM	MATERIAL			APPLICATION RATE
		DESCRIPTION	TYPE	FASTENER	
STEP 1	COMPOST	COMPOST	FINE OR MEDIUM		540 CY/ACRE
STEP 2	INCORPORATE MATERIALS	COMPOST			6" DEPTH
STEP 3	RECP (NETTING)	COIR NETTING	A	12", 11-GAUGE STEEL STAPLE	
STEP 4	HYDRAULIC BIOTIC GROWTH MEDIUM	SEED	SEED MIX 1		108 LB/ACRE
		HBGM			3500 LB/ACRE
STEP 5	FIBER REINFORCED MATRIX	FRM			3500 LB/ACRE

SEED MIX 1

BOTANICAL NAME (COMMON NAME)	PERCENT GERMINATION (MINIMUM)	POUNDS PURE LIVE SEED PER ACRE (SLOPE MEASUREMENT)
ACHILLEA MILLEFOLIUM (WHITE YARROW)	55	2.0
ACMISPON AMERICANUS (SPANISGH CLOVER)	55	8.0
ARTEMISIA DOUGLASIANA (CALIFORNIA MUGWORT)	20	1.0
BACCHARIS PILULARIS (COYOTE BRUSH)	20	1.0
BROMUS CARINATUS 'MARITIMUS' (COASTAL CALIFRONIA BROME)	75	17.0
DANTHONIA CALIFORNICA (CALIFORNIA OATGRASS)	60	11.0
ERIOPHYLLUM STAECHADIFOLIUM (SEASIDE WOOLLY SUNFLOWER)	25	2.0
FESTUCA MICROSTACHYS (SMALL FESCUE)	50	5.0
FESTUCA RUBRA (RED FESCUE)	55	10.0
HORDEUM VULGARE 'UC' (COMMON BARLEY)	75	50.0
MIMULUS AURANTIACUS (STICKY MONKEY FLOWER)	30	1.0

EROSION CONTROL LEGEND
ECL-1

REVISED BY	DATE REVISED
ERIN PONTE	

CALCULATED-DESIGNED BY	CHECKED BY
T. CHRIS JOHNSON	

FUNCTIONAL SUPERVISOR

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION

LANDSCAPE ARCHITECTURE

P:\PROJ\01\0C720\land_arch\1_Phase\01_Plans\0113000032tc001.dgn

LAST REVISION | DATE PLOTTED => 12/27/2024 | TIME PLOTTED => 1:26:21 PM

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Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
01	Men	01	0.6/1.0		

REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

REGISTERED PROFESSIONAL ENGINEER No. Exp. CIVIL STATE OF CALIFORNIA

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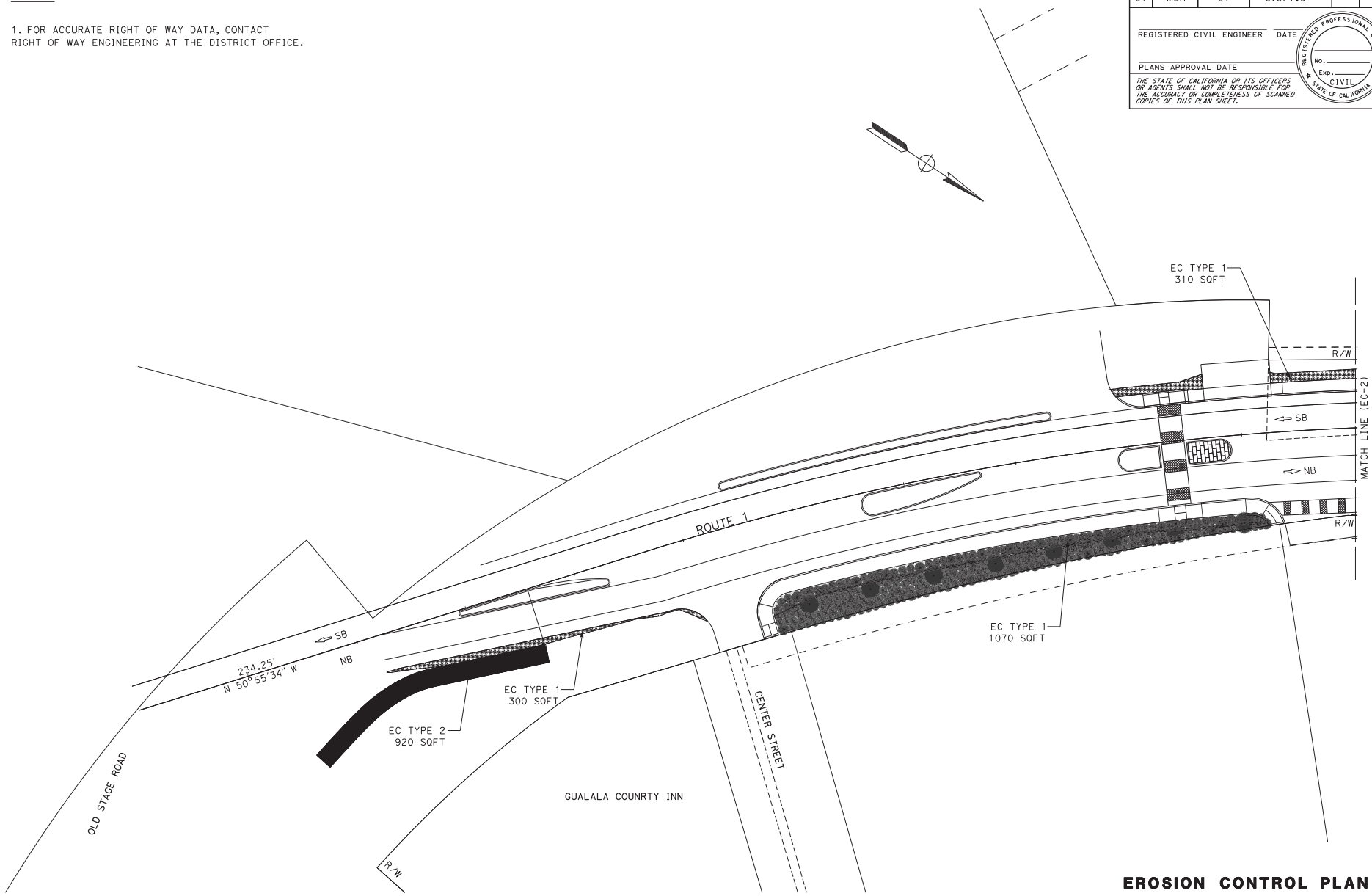
NOTES:

1. FOR ACCURATE RIGHT OF WAY DATA, CONTACT RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.



APPROVED FOR EROSION CONTROL WORK ONLY

EROSION CONTROL PLAN

SCALE: 1" = 20' **EC-1**

REVISED BY	DATE REVISED

CALCULATED-DESIGNED BY

CHECKED BY

FUNCTIONAL SUPERVISOR: DUNG SY

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION

Caltrans

DESIGN

LAST REVISION

DATE PLOTTED => 8-JAN-2025
TIME PLOTTED => 08:25

BORDER LAST REVISED 7/2/2010

USERNAME => s146367
DGN FILE => 0113000032te001.dgn

RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3

UNIT 0332

PROJECT NUMBER & PHASE 0113000032

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
01	MEN	001	0.6/1.0		

LICENSED LANDSCAPE ARCHITECT

PLANS APPROVAL DATE

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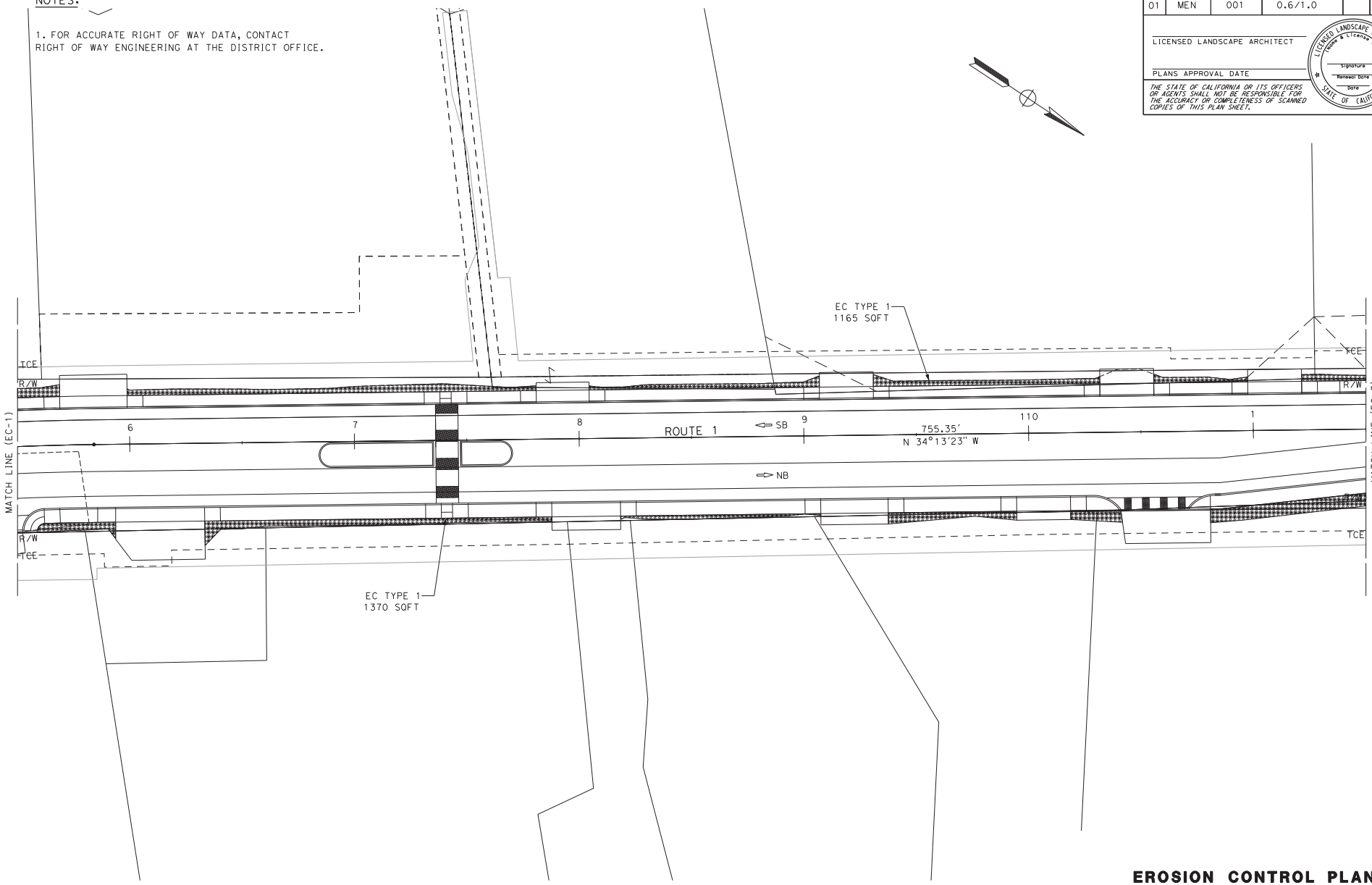
LICENSED LANDSCAPE ARCHITECT — Name & License No. — Signature — Renewal Date — Date — STATE OF CALIFORNIA

NOTES:

1. FOR ACCURATE RIGHT OF WAY DATA, CONTACT RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.



APPROVED FOR EROSION CONTROL WORK ONLY

EROSION CONTROL PLAN

SCALE: 1" = 20'

EC-2

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION	SENIOR LANDSCAPE ARCHITECT	CALCULATED-DESIGNED BY	REVISED BY	DATE REVISED
Caltrans • LANDSCAPE ARCHITECTURE	T. CHRIS JOHNSON	ERIN PONTE	CHECKED BY	

LAST REVISION 00-00-00 | DATE PLOTTED => 12/26/2024 | TIME PLOTTED => 9:39:01 AM

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NOTES:

1. FOR ACCURATE RIGHT OF WAY DATA, CONTACT RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
01	MEN	001	0.6/1.0		

LICENSED LANDSCAPE ARCHITECT

PLANS APPROVAL DATE

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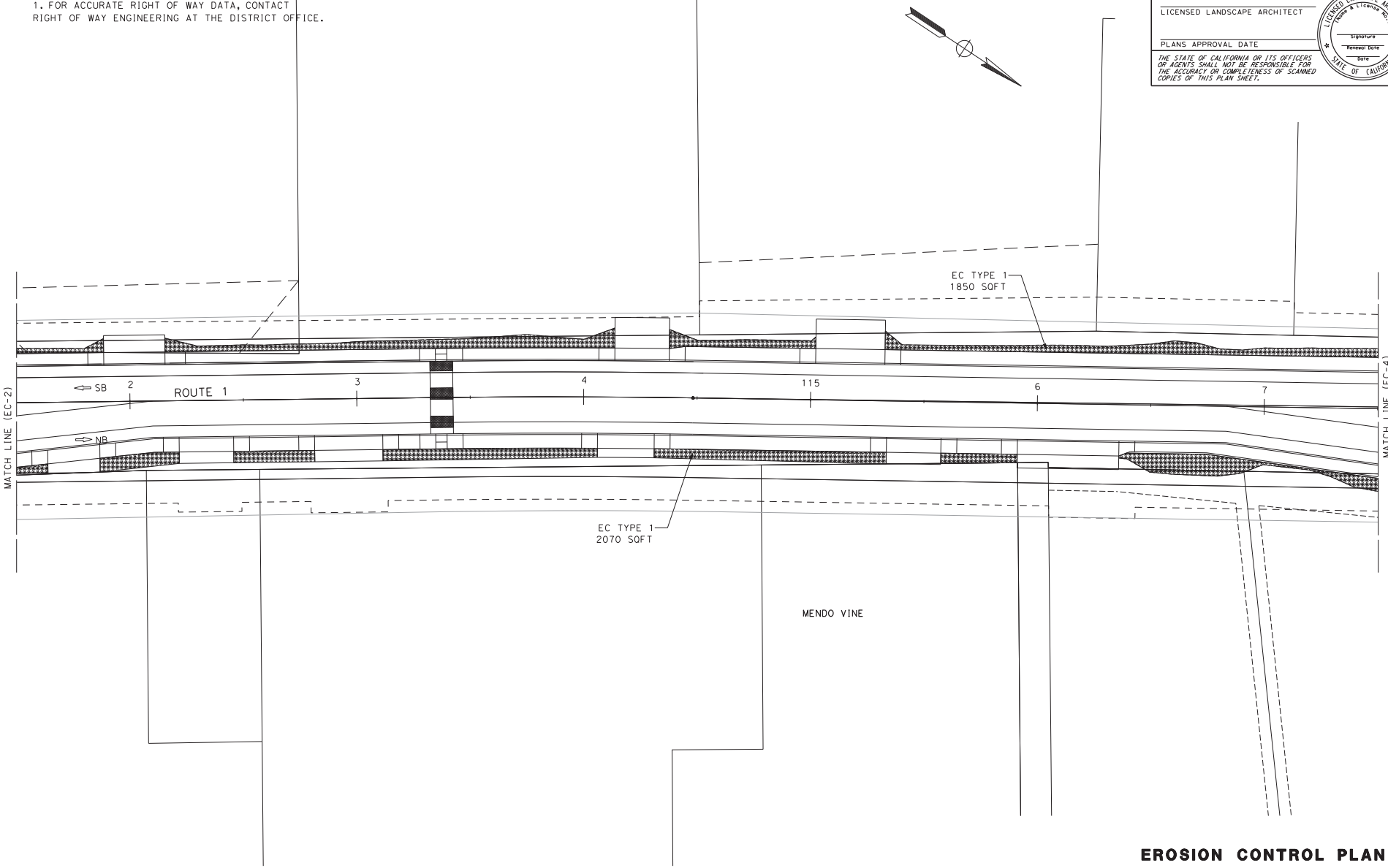
LICENSED LANDSCAPE ARCHITECT — Name & License No. — Signature — Renewal Date — Date — STATE OF CALIFORNIA



APPROVED FOR EROSION CONTROL WORK ONLY

EROSION CONTROL PLAN

SCALE: 1" = 20'

EC-3

REVISED BY	DATE REVISED

CALCULATED-DESIGNED BY	CHECKED BY
ERIN PONTE	T. CHRIS JOHNSON

SENIOR LANDSCAPE ARCHITECT

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION

Caltrans • LANDSCAPE ARCHITECTURE

LAST REVISION 00-00-00

DATE PLOTTED => 12/26/2024

TIME PLOTTED => 9:45:39 AM

BORDER LAST REVISED 9/8/2021

USERNAME =>

DGN FILE => ...\01_Plans\0113000032te003.dgn

RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3

UNIT 0000

PROJECT NUMBER & PHASE 0113000032

NOTES:

1. FOR ACCURATE RIGHT OF WAY DATA, CONTACT RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
01	MEN	001	0.6/1.0		

LICENSED LANDSCAPE ARCHITECT

PLANS APPROVAL DATE

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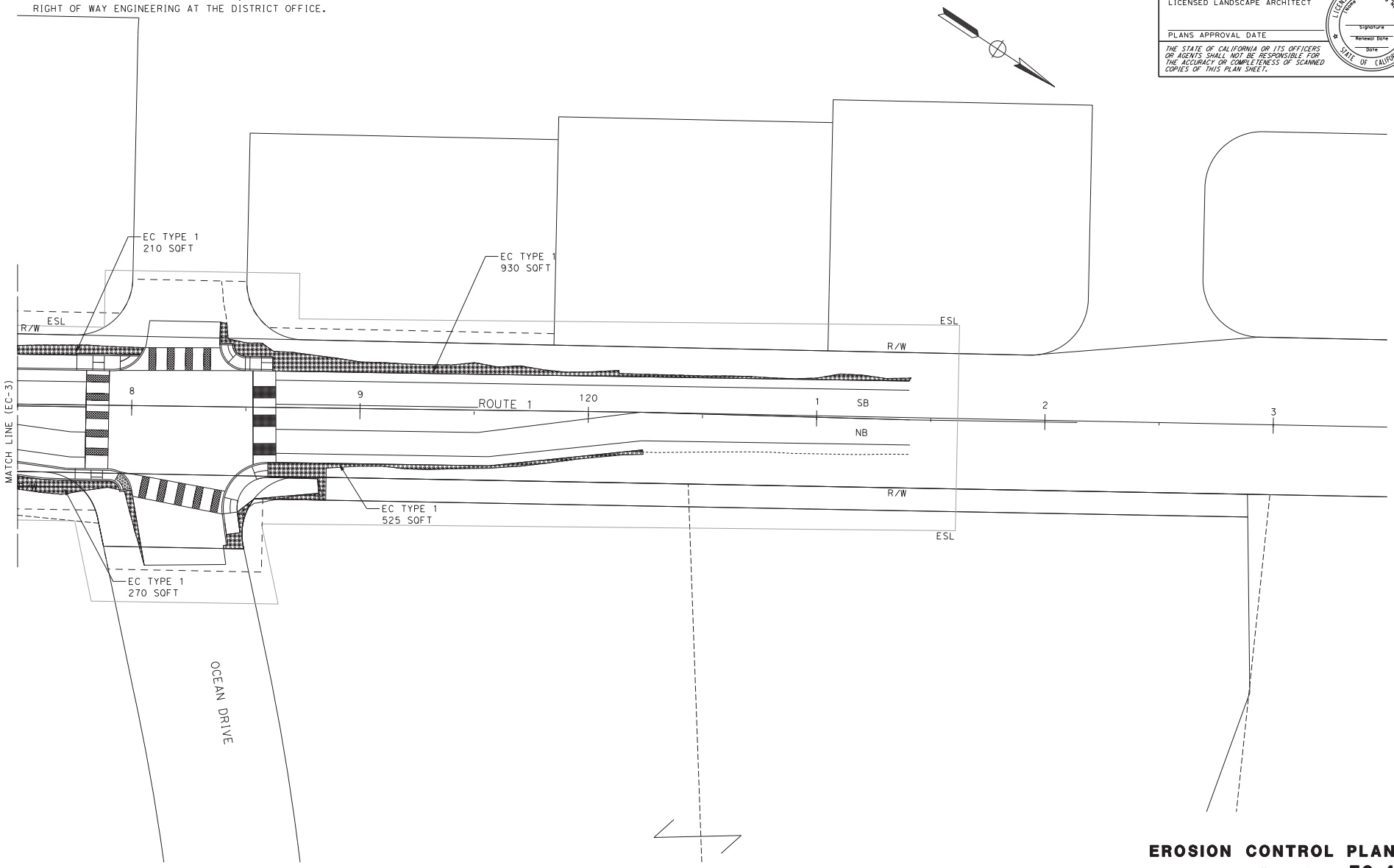
LICENSED LANDSCAPE ARCHITECT — Name & License No. — Signature — Renewal Date — Date — STATE OF CALIFORNIA



APPROVED FOR EROSION CONTROL WORK ONLY

EROSION CONTROL PLAN

SCALE: 1" = 20'

EC-4

REVISED BY	DATE REVISED

CALCULATED-DESIGNED BY	CHECKED BY
ERIN PONTE	

SENIOR LANDSCAPE ARCHITECT	
T. CHRIS JOHNSON	

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION

Caltrans • LANDSCAPE ARCHITECTURE

LAST REVISION 00-00-00

DATE PLOTTED => 12/26/2024

TIME PLOTTED => 10:09:36 AM

BORDER LAST REVISED 9/8/2021

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RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3

UNIT 0000

PROJECT NUMBER & PHASE 0113000032

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
01	Men	01	0.6/1.0		

REGISTERED CIVIL ENGINEER DATE

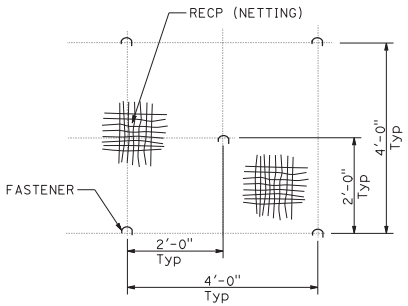
PLANS APPROVAL DATE

THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF SCANNED COPIES OF THIS PLAN SHEET.

REGISTERED PROFESSIONAL ENGINEER — No. — Exp. — CIVIL — STATE OF CALIFORNIA

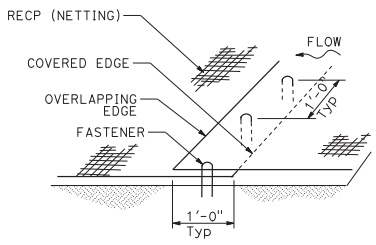
NOTE:

FOR CLARITY, PERSPECTIVE VIEWS DO NOT SHOW ALL FASTENERS.



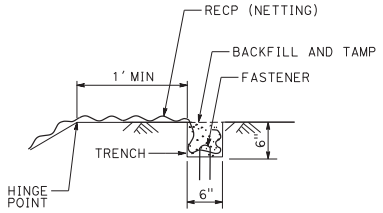
PLAN

DETAIL A
FASTENER PATTERN



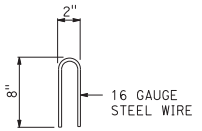
PERSPECTIVE

DETAIL B
BLANKET JOINT

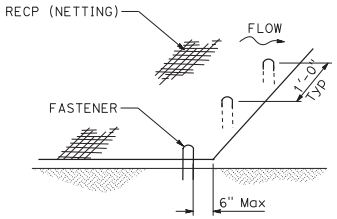


SECTION

DETAIL C
KEY TRENCH

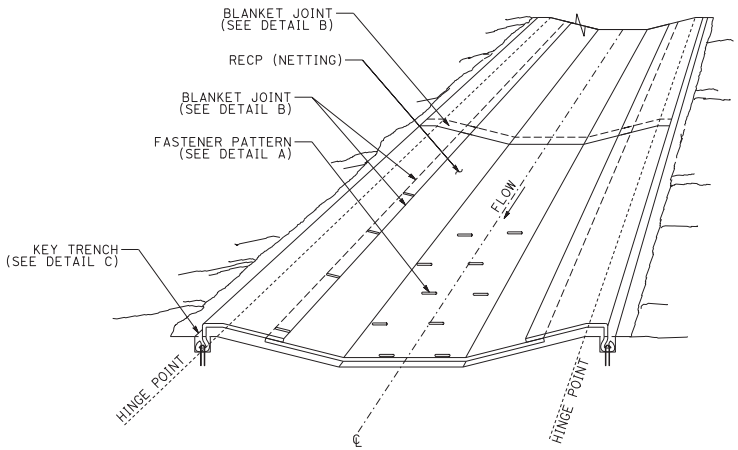


STAPLE DETAIL



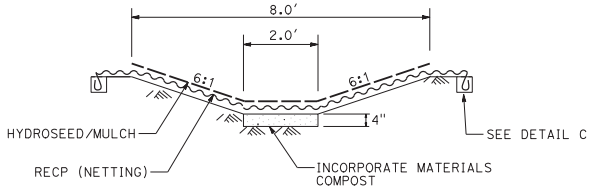
PERSPECTIVE

DETAIL D
FASTENER PATTERN AT EDGE OF NETTING



PERSPECTIVE

RECP (NETTING) IN BIOSWALE



TBMP BIOSWALE SECTION A-A

EROSION CONTROL DETAILS

NO SCALE **ECD-1**

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
DESIGN
FUNCTIONAL SUPERVISOR: DUNG SY
CALCULATED-DESIGNED BY: ERIN PONTE
CHECKED BY: MICHAEL COLLINS
REVISED BY
DATE REVISED

LAST REVISION
DATE PLOTTED => 7-JAN-2025
TIME PLOTTED => 13:38

BORDER LAST REVISED 7/2/2010
USERNAME => s146367
DGN FILE => 0113000032tf001.dgn
RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3
UNIT 0332
PROJECT NUMBER & PHASE 0113000032

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
01	Men	01	0.6/1.0		

REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

REGISTERED PROFESSIONAL ENGINEER No. Exp. CIVIL STATE OF CALIFORNIA

THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF SCANNED COPIES OF THIS PLAN SHEET.

REVISED BY	ERIN PONTE
DATE REVISED	MICHAEL COLLINS
CALCULATED-DESIGNED BY	
CHECKED BY	
FUNCTIONAL SUPERVISOR	DUNG SY

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION

Caltrans

DESIGN

EROSION CONTROL QUANTITIES

EC SHEET	AREA	DESCRIPTION	COMPOST	WOOD MULCH	INCORPRATE MATERIALS	HYDRAULIC BIOTIC GROWTH MEDIUM	FIBER REINFORCED MATRIX	ROLLED EROSION CONTROL PRODUCT (NETTING)
			CY	CY	SQFT	SQFT	SQFT	SQFT
1	RT	EC TYPE 1	13.0	9.0	1,370			
	RT	EC TYPE 2	3.0		230	920	920	920
	LT	EC TYPE 1	3.0	2.0	310			
2	RT	EC TYPE 1	13.0	9.0	1,370			
	LT	EC TYPE 1	11.0	7.0	1,165			
3	RT	EC TYPE 1	19.0	13.0	2,070			
	LT	EC TYPE 1	17.0	12.0	1,850			
4	RT	EC TYPE 1	7.0	5.0	795			
	LT	EC TYPE 1	11.0	7.0	1,140			
TOTAL			97.0	62.0	10,000	920	920	920

MOVE-IN/MOVE-OUT (EROSION CONTROL)
EA
1

EROSION CONTROL QUANTITIES

ECQ-1

LAST REVISION DATE PLOTTED => 8-JAN-2025
TIME PLOTTED => 08:30

BORDER LAST REVISED 7/2/2010

USERNAME => s146367
DGN FILE => 0113000032tg001.dgn

RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3

UNIT 0332

PROJECT NUMBER & PHASE 0113000032

BIOSWALE (Bioswale Design Program)

Calculated by: MICHAEL COLLINS
Date: 1/7/2025

EA#01-0C720
Bioswale

Paved area contributing to bioswale:	A_p =	**2.7760 ac**	
Unpaved area contributing to bioswale *(total area typically < 10 acres)* :	A_u =	**1.8550 ac**	
Runoff coefficient for paved areas *(PPDG Table 5-3) (0.90 maximum):*	C_p =	**0.90**	
Runoff coefficient *for unpaved areas (HDM Figure 819.2A) (0.90 maximum):*	C_u =	**0.34**	
Comments: Line W2 from 6+80 to 8+65 LT			
Rainfall Intensity for Q_{25} (from IDF curves):	I_{25} =	**3.49 in/hr**	
Comments: I = 2.5 in/hr for project area (calculation sheet attached)			
Rainfall Intensity for **Water Quality Flow (WQF)**:	I_{WQF} =	**0.27 in/hr**	
(Lake: 0.16 in/hr, Mendocino: 0.27 in/hr, Del Norte & Humboldt: 0.36 in/hr, see PPDG pages 5-12 and 5-13)			
Open channel calculation for Q_{25}:			
Manning's n (0.05 by HDM table 864.3A):	n =	**0.050**	
Swale longitudinal slope *(between 0.25% and 6%, but 1% - 2% is preferred):*	S_L =	**2.00%**	
Side slopes (***z : 1***, *where z = 4 or flatter, R or L looking downstream:*	z_L =	**6**	
	z_R =	**6**	
Width at invert *(0 ft for ditches, and between 2 and 10 ft for trapezoidal channels):*	b =	**2.00 ft**	
Resulting **Q_{25}** *(HDM-819(c) requires a multiplier for Q_{25} equal to 1.1):*	**Q_{25} =**	**12.01 cfs**	= 1.1 · I_{25} · (A_p · C_p + A_u · C_u)
Q for internal calcs *(use goal-seek to make it equal to Q_{25} by varying D_{25}):*	Q =	12.01 cfs	
Depth of flow for Q_{25}:	D_{25} =	**0.76 ft**	must be equal (after goal-seek)
Velocity for Q_{25} *(maximum is 4 ft/s if not by-passed):*	V_{25} =	2.43 ft/s	OK, <= 4 ft/s
Water top width for Q_{25}:	T_{25} =	11.06 ft	
Open channel calculation for Q_{WQF} (flow that must be treated by the bioswale):			
Manning's n *(0.20 for routinely mowed swales, 0.24 for infrequently mowed ones):*	n =	**0.24**	must be equal (after goal-seek)
Q_{WQF} *("Water Quality Flow" in the swale)*	**Q_{WQF} =**	**0.84 cfs**	= IWQF · (A_p · C_p + A_u · C_u)
Q for internal calcs *(use goal-seek to make it equal to Q_{WQF} by varying D_{WQF}):*	Q =	0.84 cfs	
Depth of flow for WQF *(maximum is 0.5 ft):*	D_{WQF} =	**0.46 ft**	OK, <= 0.5 ft
Velocity for WQF *(maximum is 1 ft/s):*	V_{WQF} =	0.38 ft/s	OK, <= 1 ft/s
Water top width for Q_{WQF}:	T_{WQF} =	7.53 ft	
Hydraulic Residence Time Check (HRT):			
Length of bioswale:	L =	**114.75 ft**	
Comments: Explain details like: Swale is from W2 8+65 to 9+10 LT			
Hydraulic Residence Time (minimum is 5 min): *HRT = (L / V_{WQF}) / 60*	HRT =	5.00 min	OK, >= 5 min
Must satisfy: HRT / (D_{WQF} · V_{WQF}) >= 1300 sec^2/ft^2 :		1702	OK, >= 1300

If the criteria for the Bioswale cannot be met, three options are available:
i) Consider it a Pollution Prevention BMP instead of a Treatment BMP;
ii) Consider an alternative Treatment BMP at that location;
iii) Petition the RWQCB for a reduced WQF intensity (see section 2.4.2.2).

DESIGN IS OK

Prepared by: Fernando Manzanera, Caltrans District 1, October 2017
Sources: - Caltrans Stormwater Quality Handbook Biofiltration Swale Design Guidance, September 2012
- Storm Water Quality Handbooks Project Planning and Design Guide (PPDG), July 2017

Versions history:
May 2007 - First version of the program.
August 2008 - First version of the program in metric units.
January 2012 - Added capability to calculate unpaved areas contibutions, modified formats, and added explanatory notes.
September 2013 - Capped the runoff coefficients in the rational method to 1 regardless of user input; updated the references and modified formats.
October 2017 - Updated some notes in cells and the information tabs with the new 2017 PPDG sheets.
January 2019 - Corrected cell addresses in both help comments for the goal-seek processes.
March 2019 - Corrected cell protection for the first goal-seek process.

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS

REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

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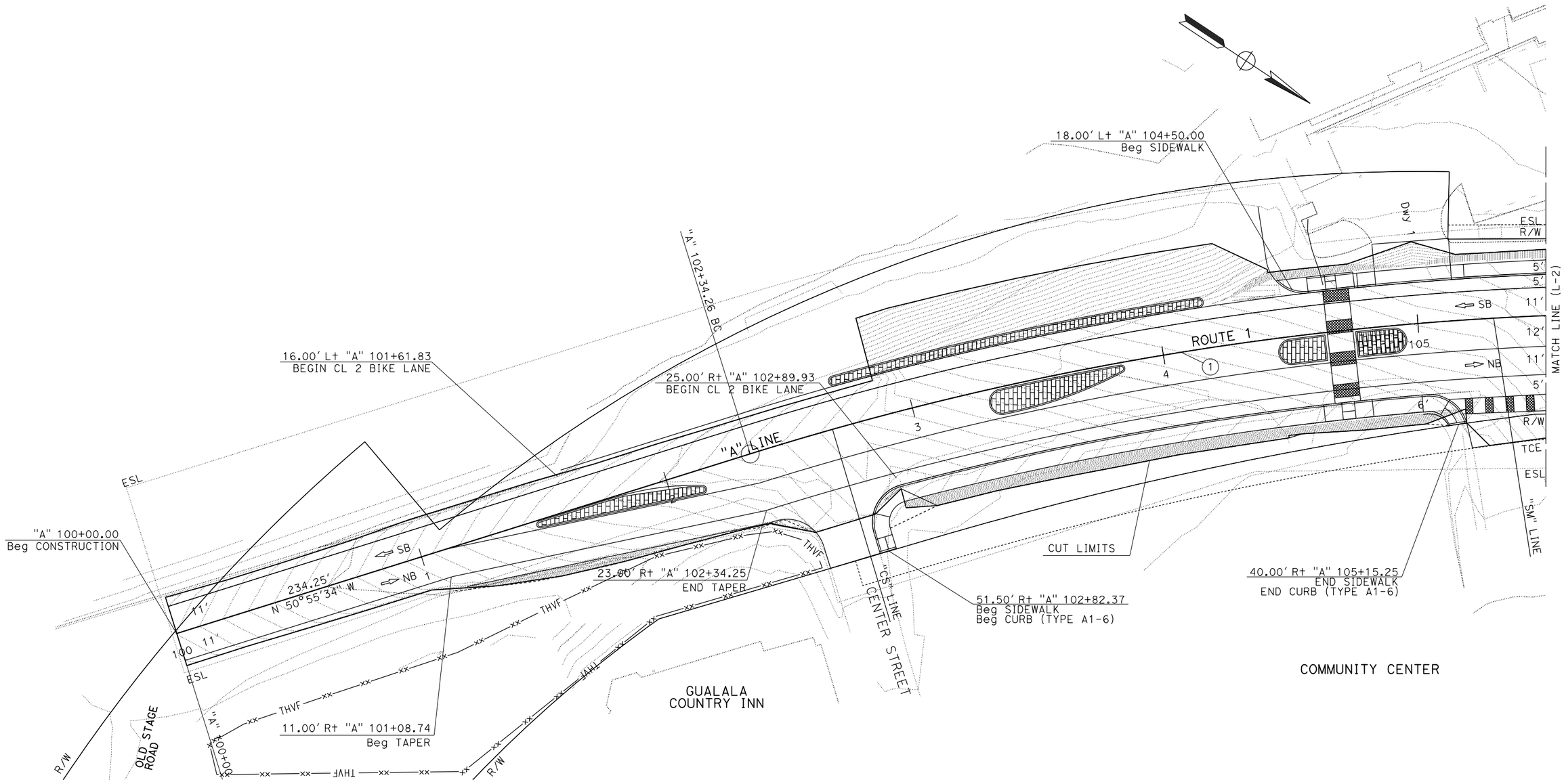
NOTES:

1. FOR ACCURATE RIGHT OF WAY DATA, CONTACT RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.
2. FOR DRIVEWAYS, SIDEWALKS, AND ADA CURB RAMPS, SEE CONSTRUCTION DETAILS FOR ADDITIONAL INFORMATION.
3. FOR STAMPED GORE AREA, SEE CONSTRUCTION DETAILS FOR ADDITIONAL INFORMATION.

LEGEND:

MOUNTABLE HARDSCAPE ISLAND



CURVE DATA

No. ⊕	R	Δ	T	L
1	1,200'	39°04'26"	147.65'	220.0'

LAYOUT

SCALE: 1"=20'

L-1

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION

Caltrans

FUNCTIONAL SUPERVISOR

CALCULATED-DESIGNED BY: MICHAEL COLLINS

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BORDER LAST REVISED 1/4/2023

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DGN FILE => 0113000032ea001.dgn

RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3

UNIT

PROJECT NUMBER & PHASE

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS

REGISTERED CIVIL ENGINEER DATE

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SURF MARKET

"A" 105+84.09 EC

Dwy 2

Dwy 4

Exist CROSSWALK

Dwy 6

Dwy 9

Dwy 10

ESL

R/W

5′

11′

12′

SB

NB

"A" LINE

ROUTE 1

MATCH LINE (L-1)

MATCH LINE (L-3)

6

7

8

9

110

1

2

TCE

Dwy 3

UPPER CRUST PIZZA

38.02′ R+ "A" 105+51.41
Beg SIDEWALK
Beg CURB (TYPE A1-6)

GUALALA HOTEL

Dwy 5

RED STELLA

Dwy 7

Dwy 8

34.52′ R+ "A" 110+40.07
END SIDEWALK
END CURB (TYPE A1-6)

CHURCH STREET

"CH" LINE

23.00′ R+ "A" 110+84.97
BEGIN TAPER
END TWLTL

30.00′ R+ "A" 110+61.36
Beg SIDEWALK
Beg CURB (TYPE A1-6)

LAYOUT
SCALE: 1"=20′

L-2

LAST REVISION | DATE PLOTTED => 8-JAN-2025 | TIME PLOTTED => 14:06

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Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS

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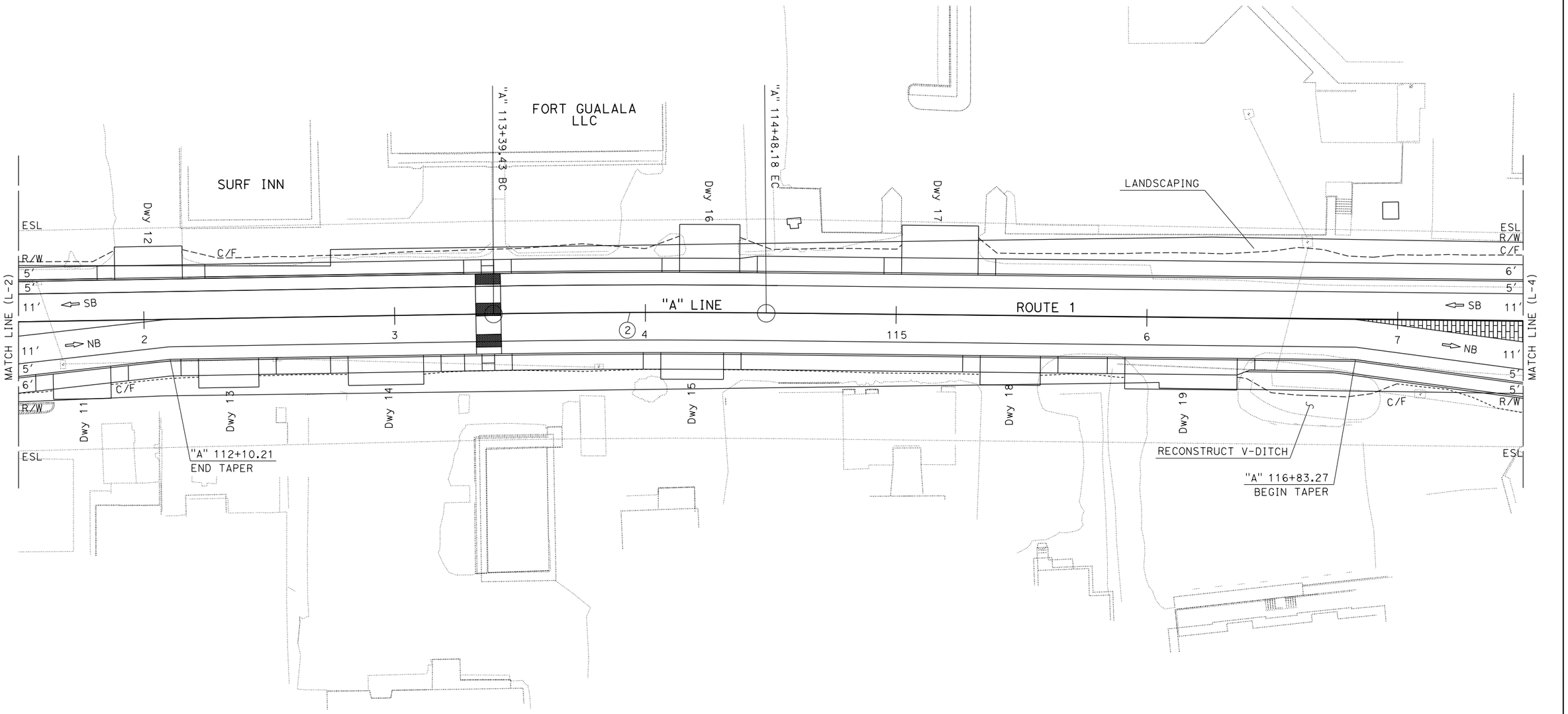

CURVE DATA

No. ⊕	R	Δ	T	L
2	3,900′	72°14′26"	147.65′	108.5′

LAYOUT

SCALE: 1"=20′

L-3

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UNIT

PROJECT NUMBER & PHASE

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PLANS APPROVAL DATE

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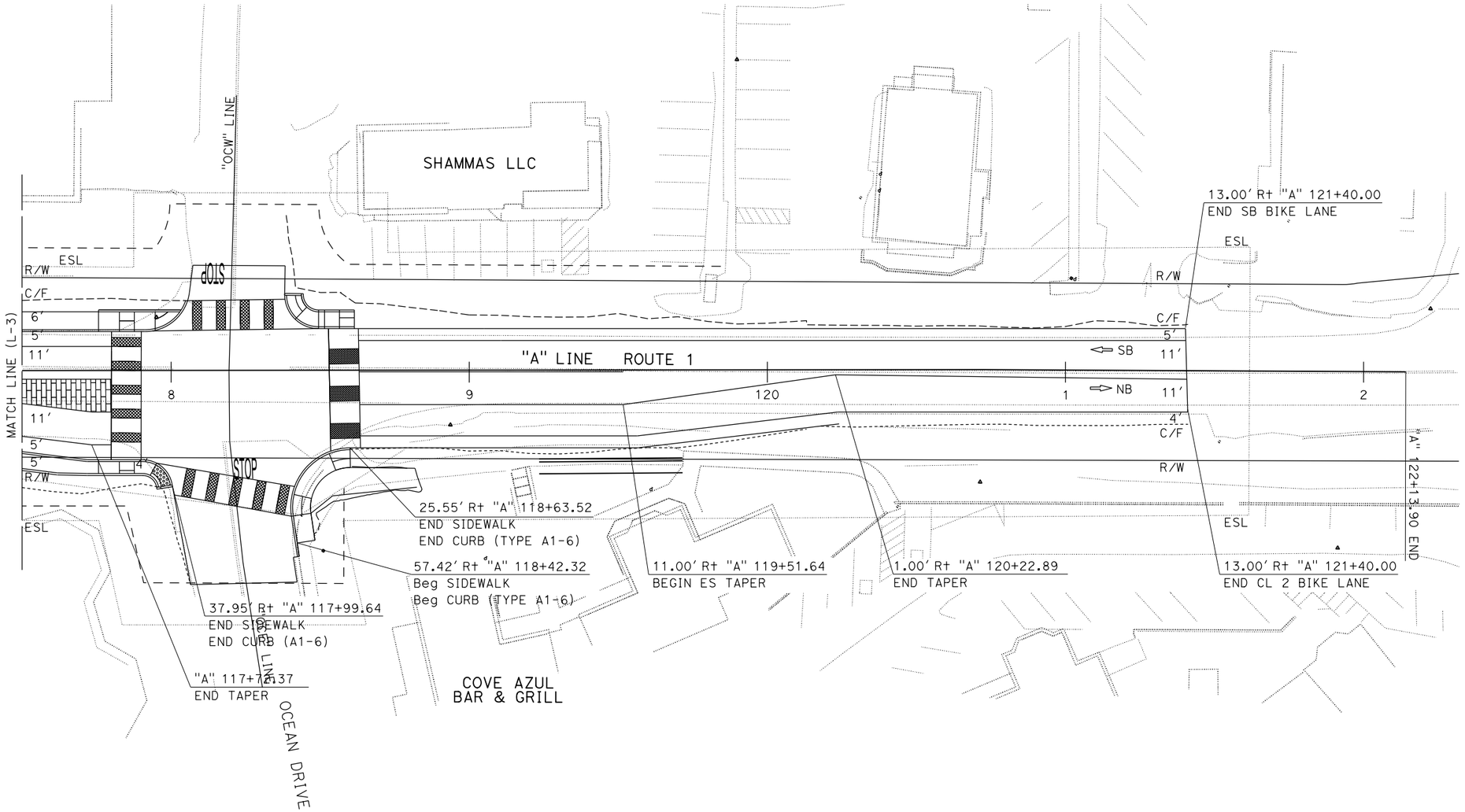

LAYOUT

SCALE: 1"=20'

L-4

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UNIT

PROJECT NUMBER & PHASE

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01	Men	01	0.6/1.0		

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NOTES: APPLICABLE WHERE CIRCLED

(1) - QUANTITIES SHOWN ARE "PER PLANT" UNLESS SHOWN AS SQFT OR SQYD APPLICATION RATES.

(2) - SOIL AMENDMENT TO BE FINE COMPOST.

(3) - SUFFICIENT TO RECEIVE ROOT BALL AND AMENDMENTS IF REQIRED.

(4) - SEE DETAIL.

(5) - TEMPORARY IRRIGATION TO BE PROVIDED BY CONTRACTOR THROUGH MAINTENANCE PERIOD.

PLANT LEGEND

PLANT GROUP (SIZE)	PLANT No.	SYMBOL	BOTANICAL NAME	COMMON NAME	HOLE SIZE DIAMETER INCH	HOLE SIZE DEPTH INCH	BASIN TYPE	(2) SOIL AMENDMENT CF	(1) PINE NEEDLE MULCH BASIN CF	ON CENTER SPACING FT	MINIMUM PLANTING DISTANCE FROM: ETW FT	FENCE FT	WALL FT	PAVED DITCH FT	EARTH DITCH FT	REMARKS
I (POT)	1		ABIES CONCOLOR	WHITE FIR	12	(3)	II	0.25	0.5	(4)	30	5	20	5	5	(5) PLANT GROUP I - #2 DEEP ROOT CONTAINER (4"X14")
	2		ABIES MAGNIFICA	RED FIR	12	(3)	II	0.25	0.5	(4)	30	5	20	5	5	(5) PLANT GROUP I - #2 DEEP ROOT CONTAINER (4"X14")
	3		CALOCEDRUS DECURRENS	INCENSE CEDAR	12	(3)	II	0.25	0.5	(4)	30	5	20	5	5	(5) PLANT GROUP I - #2 DEEP ROOT CONTAINER (4"X14")
	4		PINUS LAMBERTIANA	SUGAR PINE	12	(3)	II	0.25	0.5	(4)	30	5	20	5	5	(5) PLANT GROUP I - #2 DEEP ROOT CONTAINER (4"X14")
	5		PINUS PONDEROSA	PONDEROSA PINE	12	(3)	II	0.25	0.5	(4)	30	5	20	5	5	(5) PLANT GROUP I - #2 DEEP ROOT CONTAINER (4"X14")
	6		PSEUDOTSUGA MENZIESII	DOUGLAS FIR	12	(3)	II	0.25	0.5	(4)	30	5	20	5	5	(5) PLANT GROUP I - #2 DEEP ROOT CONTAINER (4"X14")

PLANT QUANTITIES

BOTANICAL NAME	COMMON NAME	PLANT GROUP I (POT) EA	PLANT BASIN SOIL AMENDMENT CY	PLANT BASIN PINE NEEDLE MULCH CY
ABIES CONCOLOR	WHITE FIR	604	6	11
ABIES MAGNIFICA	RED FIR	1290	12	24
CALOCEDRUS DECURRENS	INCENSE CEDAR	4988	46	92
PINUS LAMBERTIANA	SUGAR PINE	1441	13	27
PINUS PONDEROSA	PONDEROSA PINE	1688	16	31
PSEUDOTSUGA MENZIESII	DOUGLAS FIR	2733	25	51
	TOTAL	12744	118	236

INERT MATERIAL QUANTITIES

PP SHEET	LOCATION	DECORATIVE BOULDERS EA
2	14	33
	15	60
3	18	48
	23	13
4	31	21
7	46	28
10	70	29
11	71	36
	79	21
TOTAL		289

REVISED BY | DATE REVISED

MICHAEL COLLINS | ASH ARREOLA

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PLANT LEGEND

PL-1

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
01	Men	01	0.6/1.0		

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NOTE:

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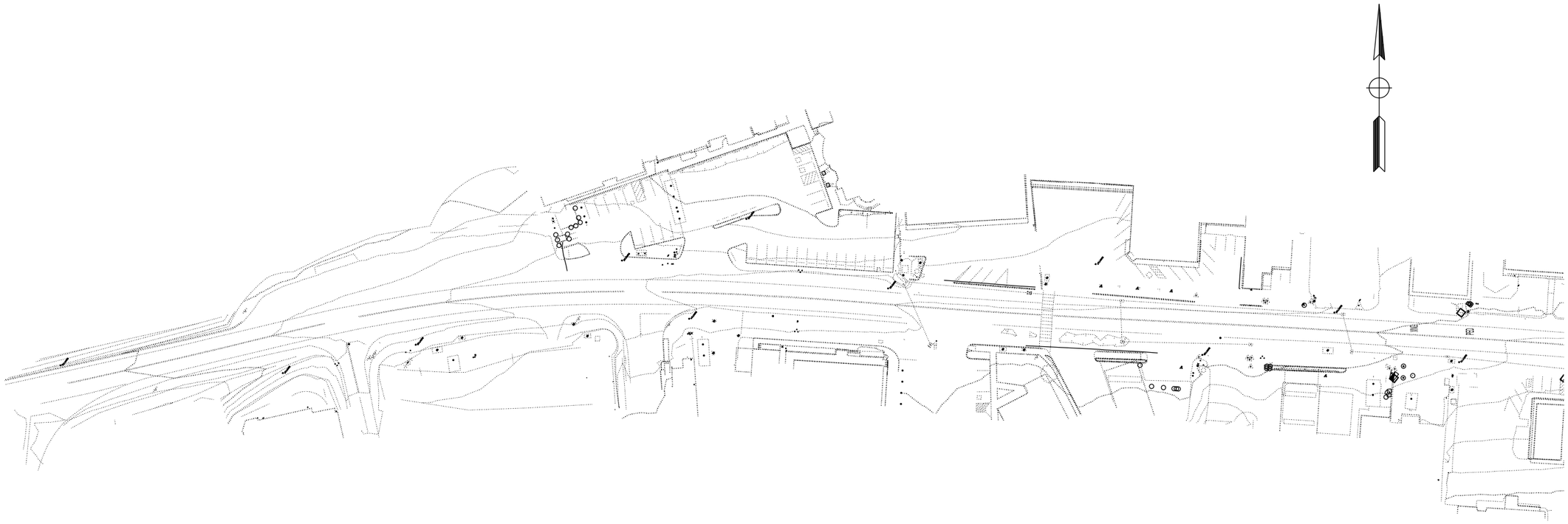
LEGEND

- PLANTING AREA 1 (REDUCED FUEL ZONE)
- PLANTING AREA 2 (FILL SLOPES & DECOMMISSIONED ROADWAY)
- ENHANCED SCREENING ZONE 1 (ESZ-1)
- ENHANCED SCREENING ZONE 2 (ESZ-2)
- ENVIRONMENTALLY SENSITIVE AREA (ESA)
  TREE ROOT PROTECTION ZONE (TRPZ)
- ESA AREA
- PLANTING AREA NUMBER



APPROVED FOR PLANTING WORK ONLY

PLANTING PLAN

SCALE: 1" = 50'

PP-1

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CHECKED BY: MICHAEL COLLINS

FUNCTIONAL SUPERVISOR: DUNG SY

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UNIT 0332

PROJECT NUMBER & PHASE 0113000032

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
01	Men	01	0.6/1.0		

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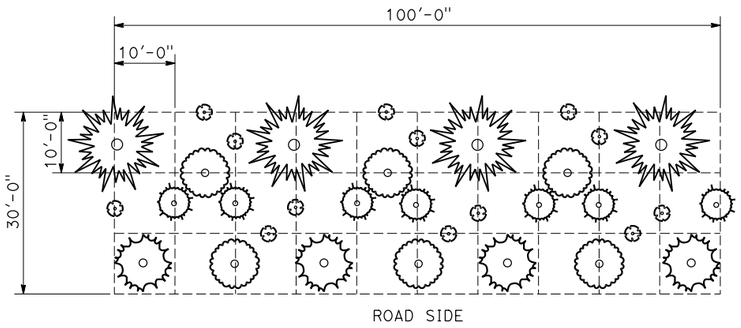
PLANTING AREA 1 (REDUCED FUEL ZONE)

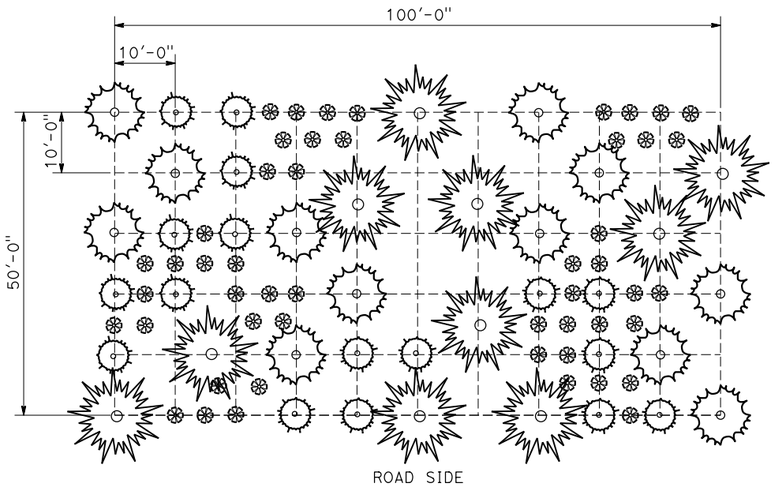
SYMBOL	PLANT GROUP (SIZE)	HABIT	BOTANICAL NAME	QUANTITY (PER 3000 SQFT)
	I (POT)	30'-50' H 20'-30' W	ABIES CONCOLOR	6
	I (POT)	72'-100' H 5'-10' W	ABIES MAGNIFICA	13
	I (POT)	200' H 50' W	PINUS LAMBERTIANA	4
	I (POT)	60'-125' H 25'-30' W	PINUS PONDEROSA	4
	I (POT)	40'-80' H 12'-20' W	PSEUDOTSUGA MENZIESII	7

PLANTING AREA 2 (FILL SLOPES)

SYMBOL	PLANT GROUP (SIZE)	HABIT	BOTANICAL NAME	QUANTITY (PER 5000 SQFT)
	I (POT)	30'-50' H 8'-10' W	CALOCEDRUS DECURRENS	50
	I (POT)	200' H 50' W	PINUS LAMBERTIANA	10
	I (POT)	60'-125' H 25'-30' W	PINUS PONDEROSA	12
	I (POT)	40'-80' H 12'-20' W	PSEUDOTSUGA MENZIESII	17



PLAN
30' X 100'
PLANTING AREA 1



PLAN
50' X 100'
PLANTING AREA 2

PLANTING DETAILS

PLD-1

REVISED BY	DATE REVISED
ERIN PONTE	MICHAEL COLLINS
CALCULATED-DESIGNED BY	CHECKED BY

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
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FUNCTIONAL SUPERVISOR: DUNG SY
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Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
01	Men	01	0.6/1.0		

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LEGEND:

EC TYPE 1

EC TYPE 2

ABBREVIATIONS

FRM FIBER REINFORCED MATRIC

HBGM HYDRAULIC BIOTIC GROWTH MEDIUM

EROSION CONTROL (TYPE 1)

SEQUENCE	ITEM	MATERIAL		APPLICATION RATE	REMARKS
		DESCRIPTION	TYPE		
STEP 1	COMPOST (CY)	COMPOST	FINE	270 CY/AC	2" DEPTH
STEP 2	INCORPORATE MATERIALS	INCORPORATE COMPOST			6" DEPTH
STEP 3	WOOD MULCH	SHREDDED REDWOOD BARK		270 CY/AC	3" DEPTH

EROSION CONTROL (TYPE 2)

SEQUENCE	ITEM	MATERIAL			APPLICATION RATE
		DESCRIPTION	TYPE	FASTENER	
STEP 1	COMPOST	COMPOST	FINE OR MEDIUM		540 CY/ACRE
STEP 2	INCORPORATE MATERIALS	COMPOST			6" DEPTH
STEP 3	RECP (NETTING)	COIR NETTING	A	12", 11-GAUGE STEEL STAPLE	
STEP 4	HYDRAULIC BIOTIC GROWTH MEDIUM	SEED	SEED MIX 1		108 LB/ACRE
		HBGM			3500 LB/ACRE
STEP 5	FIBER REINFORCED MATRIX	FRM			3500 LB/ACRE

SEED MIX 1

BOTANICAL NAME (COMMON NAME)	PERCENT GERMINATION (MINIMUM)	POUNDS PURE LIVE SEED PER ACRE (SLOPE MEASUREMENT)
ACHILLEA MILLEFOLIUM (WHITE YARROW)	55	2.0
ACMISPON AMERICANUS (SPANISGH CLOVER)	55	8.0
ARTEMISIA DOUGLASIANA (CALIFORNIA MUGWORT)	20	1.0
BACCHARIS PILULARIS (COYOTE BRUSH)	20	1.0
BROMUS CARINATUS 'MARITIMUS' (COASTAL CALIFRONIA BROME)	75	17.0
DANTHONIA CALIFORNICA (CALIFORNIA OATGRASS)	60	11.0
ERIOPHYLLUM STAECHADIFOLIUM (SEASIDE WOOLLY SUNFLOWER)	25	2.0
FESTUCA MICROSTACHYS (SMALL FESCUE)	50	5.0
FESTUCA RUBRA (RED FESCUE)	55	10.0
HORDEUM VULGARE 'UC' (COMMON BARLEY)	75	50.0
MIMULUS AURANTIACUS (STICKY MONKEY FLOWER)	30	1.0

EROSION CONTROL LEGEND

ECL-1

REVISED BY | DATE REVISED

ERIN PONTE | MICHAEL COLLINS

CALCULATED-DESIGNED BY | CHECKED BY

FUNCTIONAL SUPERVISOR

DUNG SY

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Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
01	Men	01	0.6/1.0		

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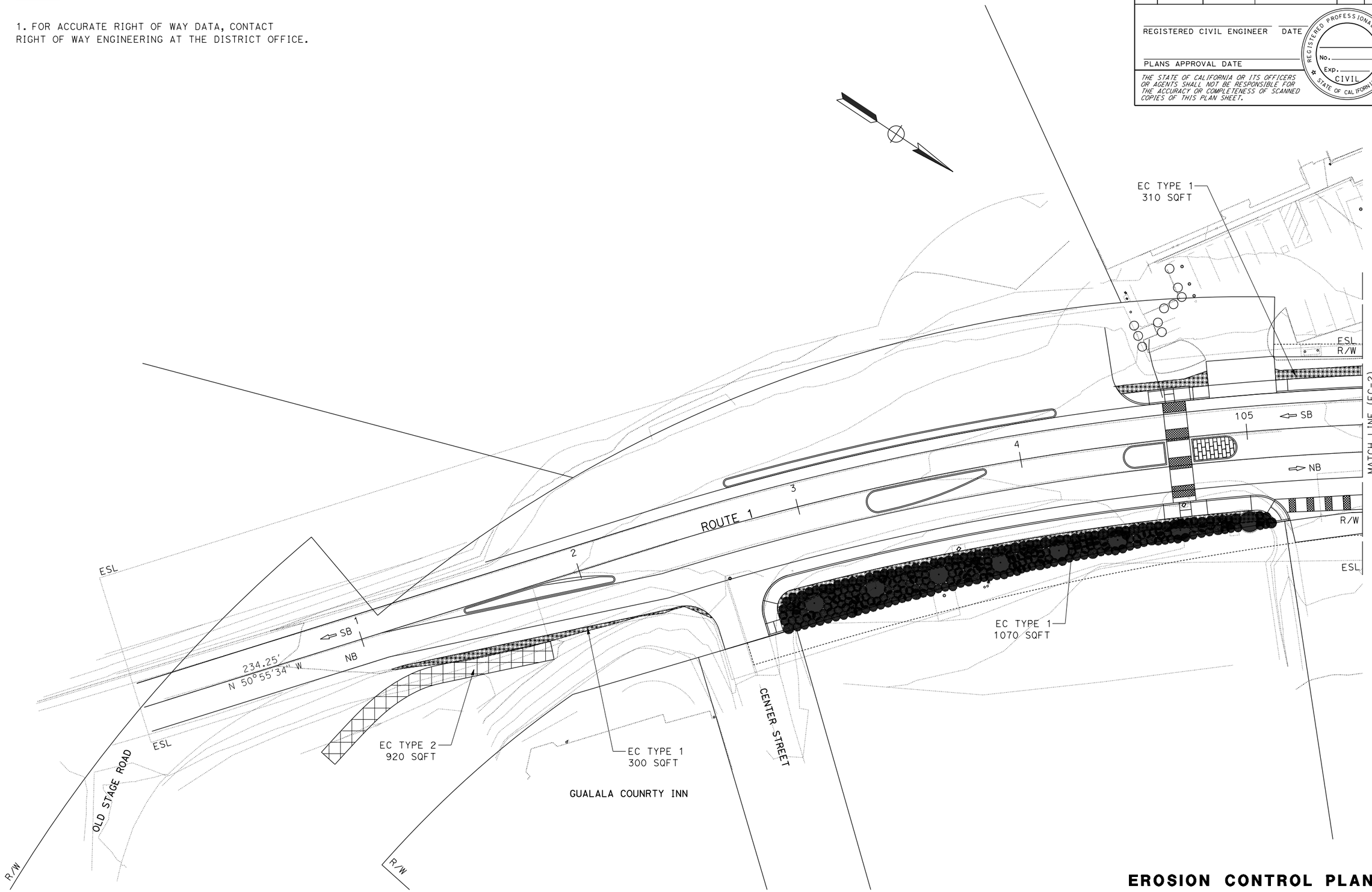

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EROSION CONTROL PLAN

SCALE: 1" = 20' **EC-1**

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CIVIL
STATE OF CALIFORNIA

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NOTES:

1. FOR ACCURATE RIGHT OF WAY DATA, CONTACT RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.

EC TYPE 1
1165 SQFT

EC TYPE 1
1370 SQFT

TCE
R/W
TCE
R/W
R/W
TCE
TCE

MATCH LINE (EC-1)
MATCH LINE (EC-3)

6 7 8 ROUTE 1 ⇦ SB 9 755.35' N 34°13'23" W 110 1

⇨ NB

APPROVED FOR EROSION CONTROL WORK ONLY

EROSION CONTROL PLAN

SCALE: 1" = 20' **EC-2**

REVISED BY	DATE REVISED

CALCULATED-DESIGNED BY: ERIN PONTE
CHECKED BY: MICHAEL COLLINS

FUNCTIONAL SUPERVISOR: DUNG SY

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
Caltrans®
DESIGN

LAST REVISION
DATE PLOTTED => 21-JAN-2025
TIME PLOTTED => 15:13

BORDER LAST REVISED 7/2/2010

USERNAME => s146367
DGN FILE => 0113000032te002.dgn

RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3

UNIT 0332

PROJECT NUMBER & PHASE 0113000032

NOTES:

1. FOR ACCURATE RIGHT OF WAY DATA, CONTACT RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.

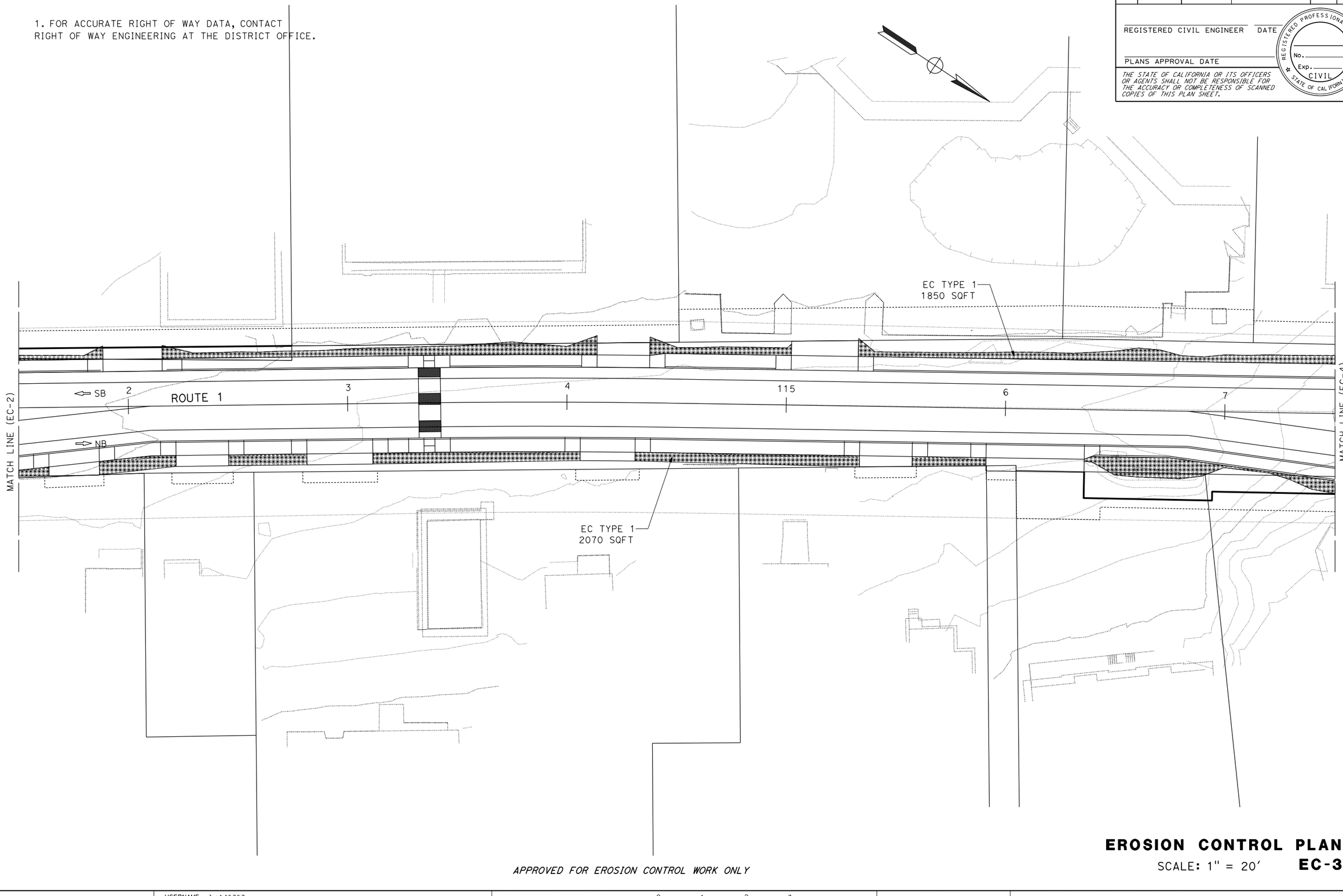
Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
01	Men	01	0.6/1.0		

REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

REGISTERED PROFESSIONAL ENGINEER No. Exp. CIVIL STATE OF CALIFORNIA

THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF SCANNED COPIES OF THIS PLAN SHEET.



APPROVED FOR EROSION CONTROL WORK ONLY

EROSION CONTROL PLAN

SCALE: 1" = 20' **EC-3**

REVISED BY	DATE REVISED

CALCULATED-DESIGNED BY: ERIN PONTE
CHECKED BY: MICHAEL COLLINS
FUNCTIONAL SUPERVISOR: DUNG SY

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
Caltrans®
DESIGN

LAST REVISION
DATE PLOTTED => 21-JAN-2025
TIME PLOTTED => 15:13

BORDER LAST REVISED 7/2/2010

USERNAME => s146367
DGN FILE => 0113000032te003.dgn

RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3

UNIT 0332

PROJECT NUMBER & PHASE 0113000032

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
01	Men	01	0.6/1.0		

REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

REGISTERED PROFESSIONAL ENGINEER
No.
Exp.
CIVIL
STATE OF CALIFORNIA

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NOTES:

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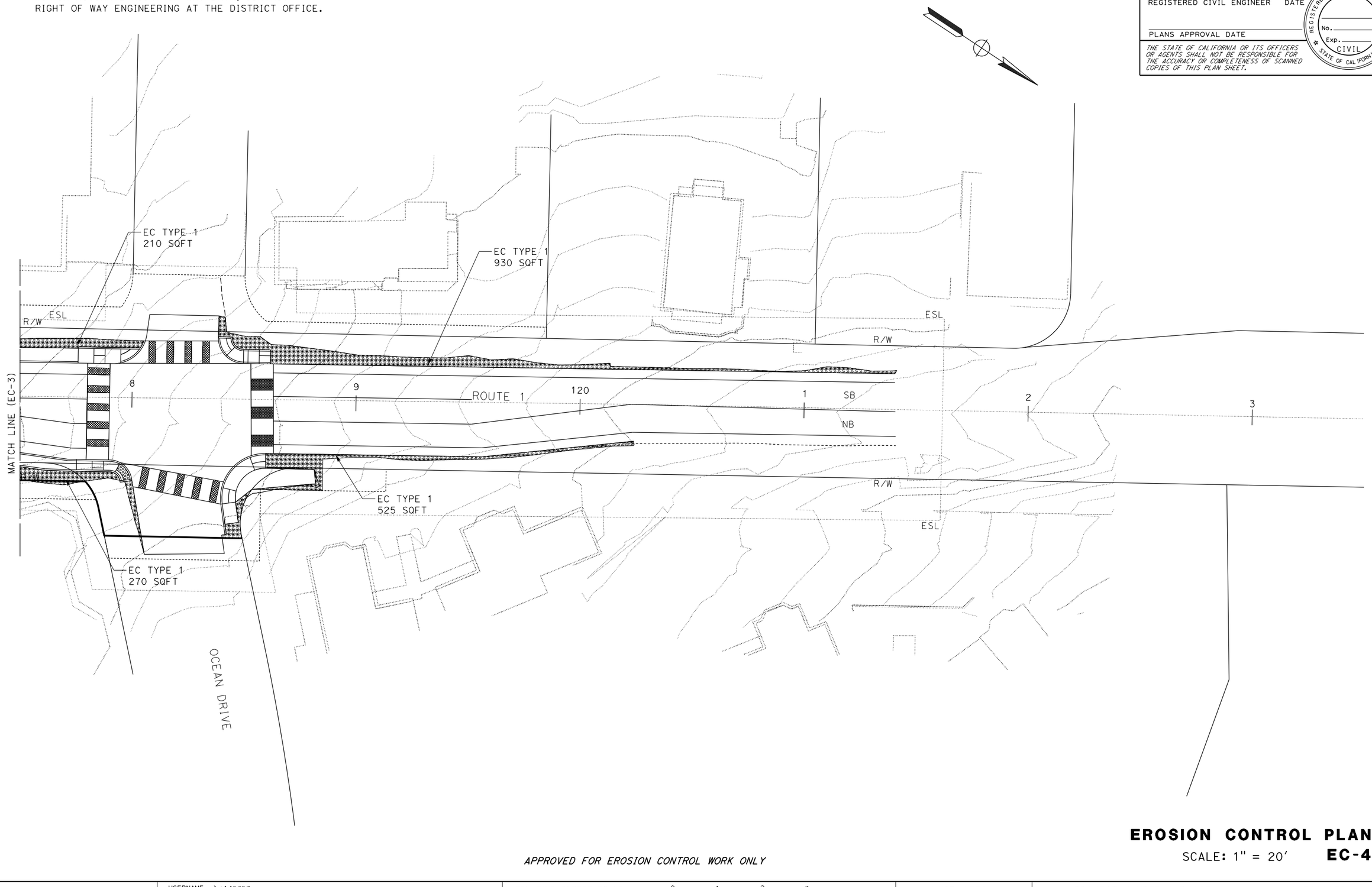

APPROVED FOR EROSION CONTROL WORK ONLY

EROSION CONTROL PLAN

SCALE: 1" = 20' **EC-4**

REVISED BY | DATE REVISED

CALCULATED-DESIGNED BY | CHECKED BY

FUNCTIONAL SUPERVISOR: DUNG SY

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION

Caltrans® **DESIGN**

LAST REVISION | DATE PLOTTED => 21-JAN-2025 TIME PLOTTED => 15:13

BORDER LAST REVISED 7/2/2010 | USERNAME => s146367 DGN FILE => 0113000032te004.dgn | RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3 | UNIT 0332 | PROJECT NUMBER & PHASE 0113000032

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
01	Men	01	0.6/1.0		

REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

REGISTERED PROFESSIONAL ENGINEER No. Exp. CIVIL STATE OF CALIFORNIA

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NOTE:

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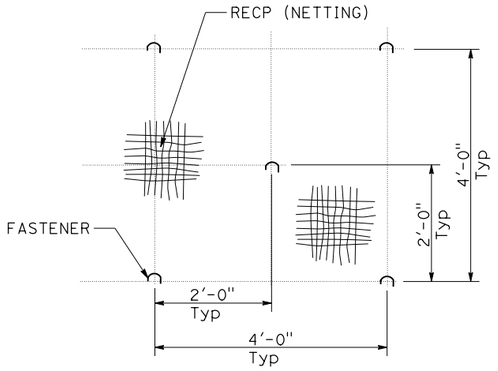
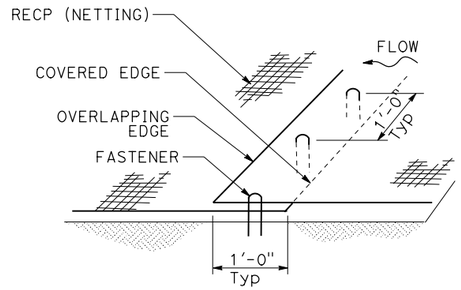


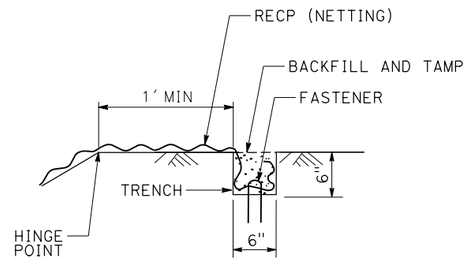
PLAN

DETAIL A
FASTENER PATTERN



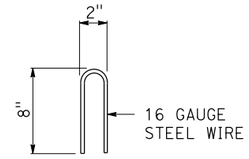
PERSPECTIVE

DETAIL B
BLANKET JOINT

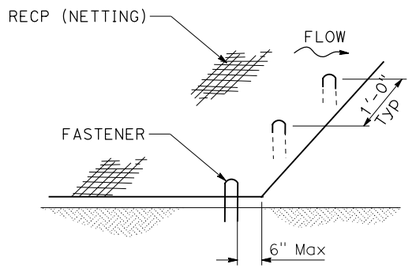


SECTION

DETAIL C
KEY TRENCH

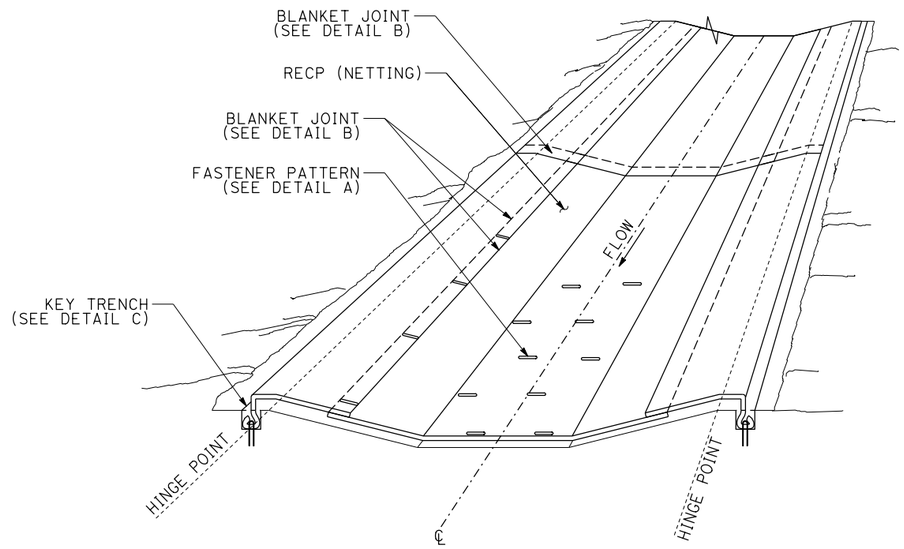


STAPLE DETAIL



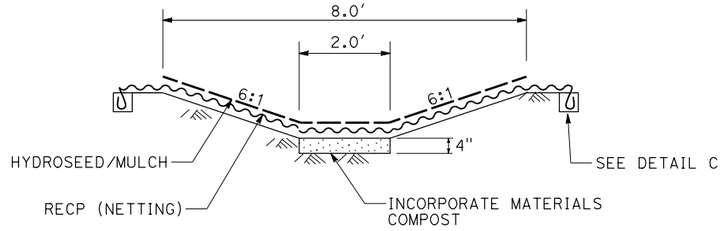
PERSPECTIVE

DETAIL D
FASTENER PATTERN AT EDGE OF NETTING



PERSPECTIVE

RECP (NETTING) IN BIOSWALE



TBMP BIOSWALE SECTION A-A

EROSION CONTROL DETAILS

NO SCALE **ECD-1**

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
Caltrans® DESIGN
FUNCTIONAL SUPERVISOR: DUNG SY
CALCULATED-DESIGNED BY
CHECKED BY
ERIN PONTE
MICHAEL COLLINS
REVISED BY
DATE REVISED

LAST REVISION
DATE PLOTTED => 21-JAN-2025
TIME PLOTTED => 15:13

BORDER LAST REVISED 7/2/2010
USERNAME => s146367
DGN FILE => 0113000032tf001.dgn
RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3
UNIT 0332
PROJECT NUMBER & PHASE 0113000032

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
01	Men	01	0.6/1.0		

REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

REGISTERED PROFESSIONAL ENGINEER No. Exp. CIVIL STATE OF CALIFORNIA

THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF SCANNED COPIES OF THIS PLAN SHEET.

EROSION CONTROL QUANTITIES

EC SHEET	AREA	DESCRIPTION	COMPOST	WOOD MULCH	INCORPRATE MATERIALS	HYDRAULIC BIOTIC GROWTH MEDIUM	FIBER REINFORCED MATRIX	ROLLED EROSION CONTROL PRODUCT (NETTING)	MOVE-IN/MOVE-OUT (EROSION CONTROL)
			CY	CY	SQFT	SQFT	SQFT	SQFT	EA
1	RT	EC TYPE 1	13.0	9.0	1,370				1
	RT	EC TYPE 2	3.0		230	920	920	920	
	LT	EC TYPE 1	3.0	2.0	310				
2	RT	EC TYPE 1	13.0	9.0	1,370				
	LT	EC TYPE 1	11.0	7.0	1,165				
3	RT	EC TYPE 1	19.0	13.0	2,070				
	LT	EC TYPE 1	17.0	12.0	1,850				
4	RT	EC TYPE 1	7.0	5.0	795				
	LT	EC TYPE 1	11.0	7.0	1,140				
TOTAL			**97.0**	**62.0**	**10,000**	920	920	920	

CALCULATED-DESIGNED BY: ERIN PONTE
CHECKED BY: MICHAEL COLLINS
REVISED BY
DATE REVISED
FUNCTIONAL SUPERVISOR: DUNG SY
STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
Caltrans®
DESIGN

LAST REVISION
DATE PLOTTED => 21-JAN-2025
TIME PLOTTED => 15:13

EROSION CONTROL QUANTITIES

ECQ-1

BORDER LAST REVISED 7/2/2010
USERNAME => s146367
DGN FILE => 0113000032tg001.dgn
RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3
UNIT 0332
PROJECT NUMBER & PHASE 0113000032

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
01	Men	01	0.6/1.0		

REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

REGISTERED PROFESSIONAL ENGINEER No. Exp. CIVIL STATE OF CALIFORNIA

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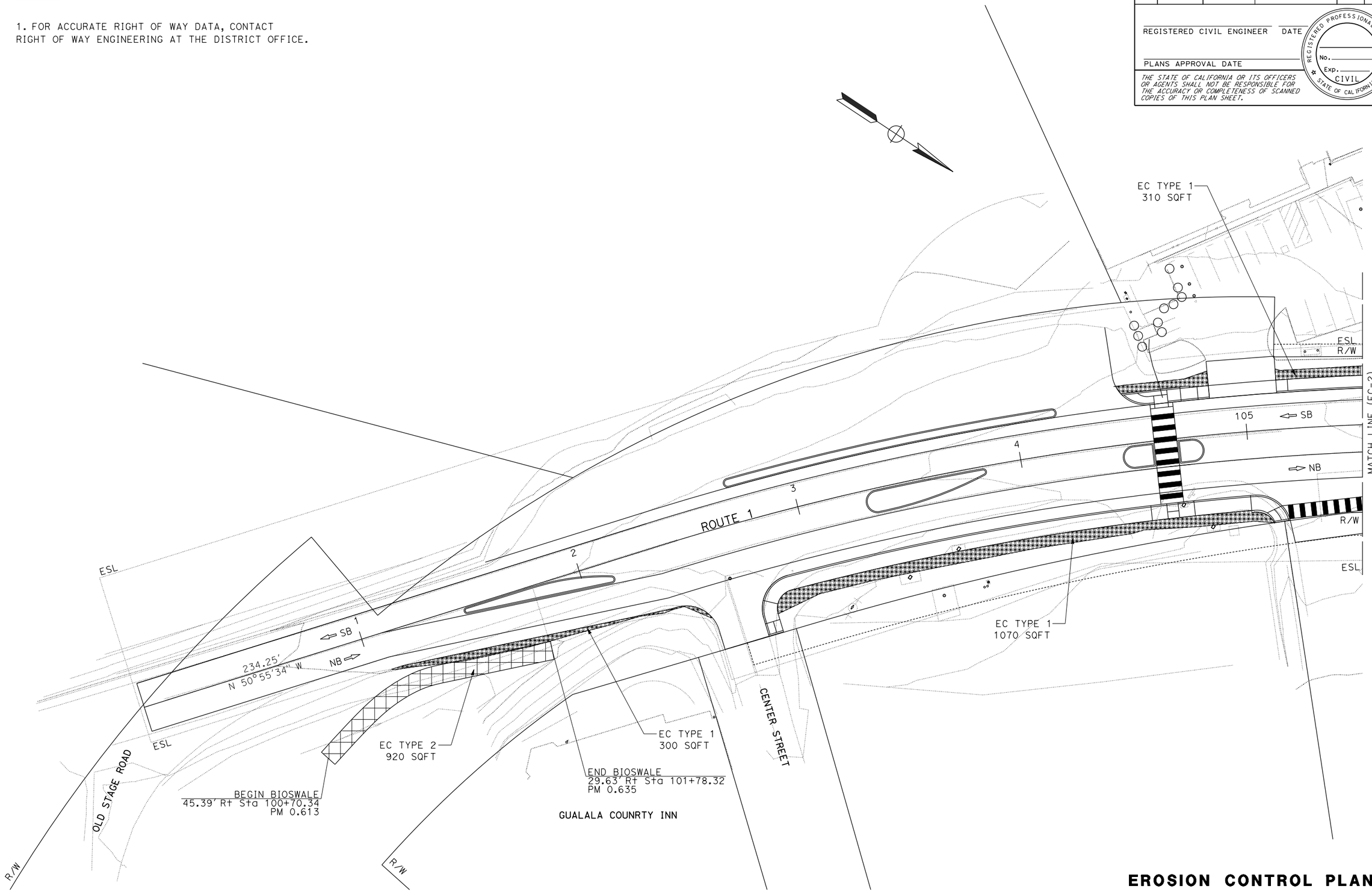
NOTES:

1. FOR ACCURATE RIGHT OF WAY DATA, CONTACT RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.



APPROVED FOR EROSION CONTROL WORK ONLY

EROSION CONTROL PLAN

SCALE: 1" = 20' **EC-1**

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION **DESIGN**

FUNCTIONAL SUPERVISOR: DUNG SY

CALCULATED-DESIGNED BY

CHECKED BY

REVISED BY	DATE REVISED

LAST REVISION DATE PLOTTED => 24-JAN-2025 TIME PLOTTED => 12:10

BORDER LAST REVISED 7/2/2010 | USERNAME => s146367 DGN FILE => 0113000032te001.dgn | RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3 | UNIT 0332 | PROJECT NUMBER & PHASE 0113000032

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
01	Men	01	0.6/1.0		

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PLANS APPROVAL DATE

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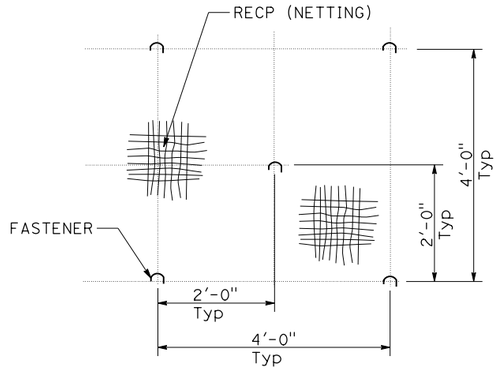
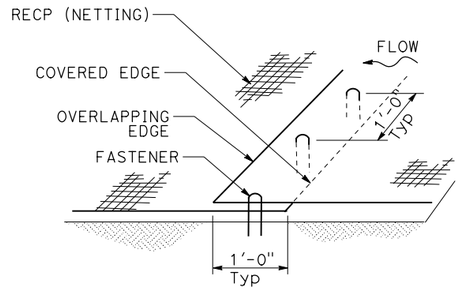


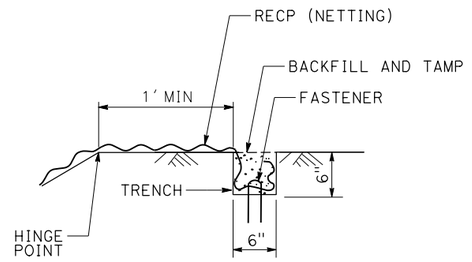
PLAN

DETAIL A
FASTENER PATTERN



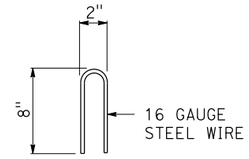
PERSPECTIVE

DETAIL B
BLANKET JOINT

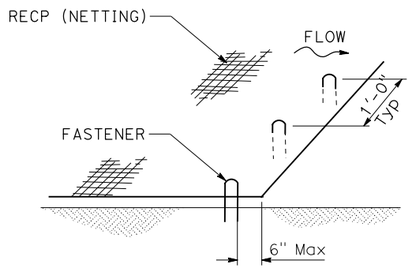


SECTION

DETAIL C
KEY TRENCH

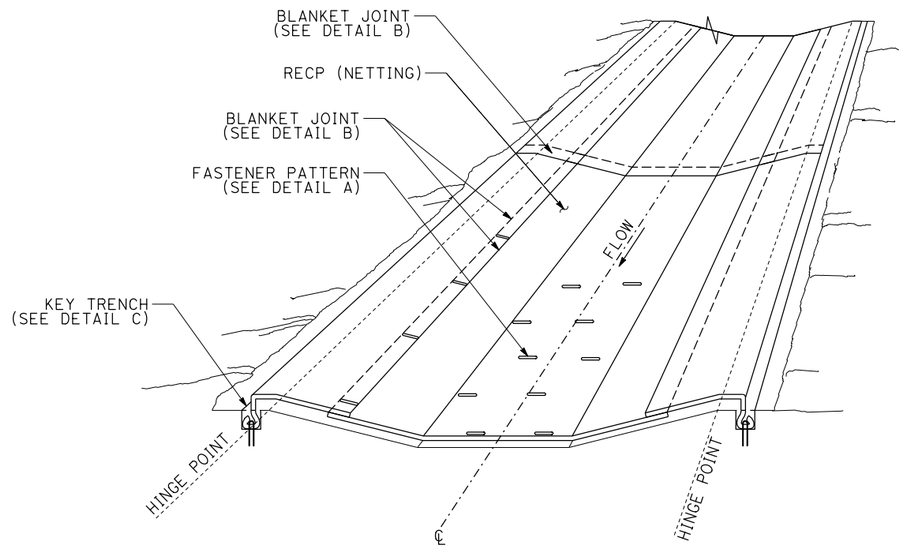


STAPLE DETAIL



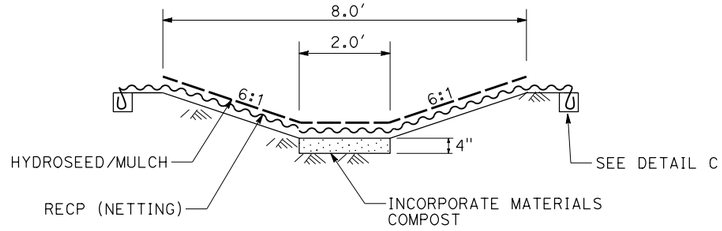
PERSPECTIVE

DETAIL D
FASTENER PATTERN AT EDGE OF NETTING



PERSPECTIVE

RECP (NETTING) IN BIOSWALE



TBMP BIOSWALE SECTION A-A

EROSION CONTROL DETAILS

NO SCALE **ECD-1**

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
DESIGN
FUNCTIONAL SUPERVISOR: DUNG SY
CALCULATED-DESIGNED BY
CHECKED BY
ERIN PONTE / MICHAEL COLLINS
REVISED BY / DATE REVISED

LAST REVISION
DATE PLOTTED => 24-JAN-2025
TIME PLOTTED => 12:10

BORDER LAST REVISED 7/2/2010
USERNAME => s146367
DGN FILE => 0113000032tf001.dgn
RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3
UNIT 0332
PROJECT NUMBER & PHASE 0113000032

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
01	Men	01	0.6/1.0		

REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

REGISTERED PROFESSIONAL ENGINEER No. Exp. CIVIL STATE OF CALIFORNIA

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EROSION CONTROL QUANTITIES

EC SHEET	AREA	DESCRIPTION	COMPOST	WOOD MULCH	INCORPRATE MATERIALS	HYDRAULIC BIOTIC GROWTH MEDIUM	FIBER REINFORCED MATRIX	ROLLED EROSION CONTROL PRODUCT (NETTING)	MOVE-IN/MOVE-OUT (EROSION CONTROL)
			CY	CY	SQFT	SQFT	SQFT	SQFT	EA
1	RT	EC TYPE 1	13.0	9.0	1,370				1
	RT	EC TYPE 2	3.0		230	920	920	920	
	LT	EC TYPE 1	3.0	2.0	310				
2	RT	EC TYPE 1	13.0	9.0	1,370				
	LT	EC TYPE 1	11.0	7.0	1,165				
3	RT	EC TYPE 1	19.0	13.0	2,070				
	LT	EC TYPE 1	17.0	12.0	1,850				
4	RT	EC TYPE 1	7.0	5.0	795				
	LT	EC TYPE 1	11.0	7.0	1,140				
TOTAL			**97.0**	**62.0**	**10,000**	920	920	920	

CALCULATED-DESIGNED BY: ERIN PONTE
CHECKED BY: MICHAEL COLLINS
REVISED BY
DATE REVISED
FUNCTIONAL SUPERVISOR: DUNG SY
STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
Caltrans® DESIGN

LAST REVISION
DATE PLOTTED => 24-JAN-2025
TIME PLOTTED => 12:10

EROSION CONTROL QUANTITIES

ECQ-1

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
01	MEN	001	0.6/1.0		

LICENSED LANDSCAPE ARCHITECT

PLANS APPROVAL DATE

LICENSED LANDSCAPE ARCHITECT (Name & License No.) Signature Renewal Date Date STATE OF CALIFORNIA

THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF SCANNED COPIES OF THIS PLAN SHEET.

PLANT LEGEND

PLANT GROUP (SIZE)	PLANT No.	SYMBOL	BOTANICAL NAME	COMMON NAME	HOLE SIZE		BASIN	BASIN	APPLICATION RATE		ON CENTER SPACING	MIN PLANTING DISTANCE FROM:	REMARKS
					DIAMETER	DEPTH	BASIN TYPE	①③ WOOD MULCH	① PACKET FERTILIZER	①④ SOIL AMENDMENT		BACK OF CURB AND EDGE OF SIDEWALK	
					INCH	INCH		CY	EA	CY	FT	FT	
A (No. 1)	1		MORELLA CALIFORNICA	CALIFORNIA WAX MYRTLE	18	②	I	0.009	1	0.002	⑥	4.0	SHRUB
	2		SALIX HOOKERIANA	COASTAL WILLOW	18	②	I	0.009	1	0.002	⑥	4.0	SHRUB
M (LINER) ⑤	3		CAREX OBNUPTA	SLOUGH SEDGE	12	②	I	0.009	1	0.002	3	1.0	HERB
	4		JUNCUS EFFUSUS	COMMON RUSH	12	②	I	0.009	1	0.002	4	1.5	HERB

NOTES:

1. UNDERLINED PORTIONS OF BOTANICAL NAME INDICATE ABBREVIATIONS USED ON PLANTING PLANS.

APPLICABLE WHEN CIRCLED:

① - QUANTITIES SHOWN ARE "PER PLANT" UNLESS SHOWN AS SQFT OR SQYD APPLICATION RATES

② - SUFFICIENT TO RECEIVE ROOT BALL AND AMENDMENTS

③ - WOOD MULCH MUST BE WOOD CHIP

④ - SOIL AMENDMENT MUST BE FINE COMPOST

⑤ - 1.5" WIDE X 5.5" DEEP OR APPROVED EQUAL

⑥ - AS SHOWN ON PLANS

PLANT LEGEND

PL-1

REVISED BY | DATE REVISED

CALCULATED-DESIGNED BY: ERIN PONTE

CHECKED BY

SENIOR LANDSCAPE ARCHITECT: T. CHRIS JOHNSON

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION

LANDSCAPE ARCHITECTURE

LAST REVISION 00-00-00 | DATE PLOTTED => 3/6/2025 | TIME PLOTTED => 10:19:27 AM

BORDER LAST REVISED 9/8/2021 | USERNAME => | DGN FILE => ...\0113000032st001_alt.dgn | RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3 | UNIT 0000 | PROJECT NUMBER & PHASE 0113000032

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
01	MEN	001	0.6/1.0		

LICENSED LANDSCAPE ARCHITECT

PLANS APPROVAL DATE

LICENSED LANDSCAPE ARCHITECT (Name & License No.) Signature Renewal Date Date STATE OF CALIFORNIA

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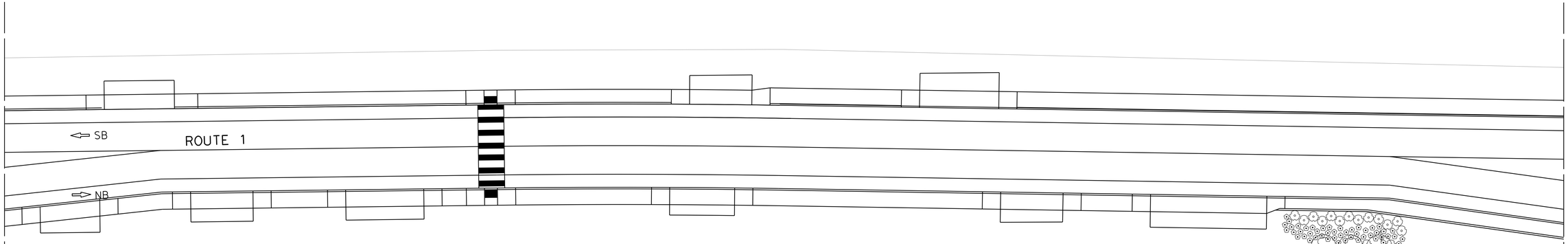

MENDO VINE

PLANTING AREA AT PM 0.93

APPROVED FOR PLANTING WORK ONLY

PLANTING PLAN

SCALE: 1" = 20' **PP-1**

REVISED BY | DATE REVISED

CALCULATED-DESIGNED BY | CHECKED BY

ERIN PONTE

SENIOR LANDSCAPE ARCHITECT

T. CHRIS JOHNSON

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION

Caltrans® LANDSCAPE ARCHITECTURE

LAST REVISION 00-00-00

DATE PLOTTED => 3/6/2025

TIME PLOTTED => 10:10:20 AM

BORDER LAST REVISED 9/8/2021 | USERNAME => | DGN FILE => ...\0113000032su002_alt.dgn | RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3 | UNIT 0000 | PROJECT NUMBER & PHASE 0113000032

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
01	MEN	001	0.6/1.0		

LICENSED LANDSCAPE ARCHITECT

PLANS APPROVAL DATE

LICENSED LANDSCAPE ARCHITECT
Name & License No.
Signature
Renewal Date
Date
STATE OF CALIFORNIA

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LANDSCAPE QUANTITIES

PP SHEET	DESCRIPTION	BOTANICAL NAME	COMMON NAME	PLANT GROUP A	PLANT GROUP M	PLANT BASIN SOIL AMENDMENT	PLANT BASIN PACKET FERTILIZER	PLANT BASIN WOOD MULCH
				EA	EA	CY	EA	CY
1	PLANTING AREA (PP-1)	CAREX OBNUPTA	SLOUGH SEDGE		48	0.10	48	0.432
1	PLANTING AREA (PP-1)	JUNCUS EFFUSUS	COMMON RUSH		16	0.04	16	0.144
1	PLANTING AREA (PP-1)	MORELLA CALIFORNICA	CALIFORNIA WAX MYRTLE	1		0.002	1	0.009
1	PLANTING AREA (PP-1)	SALIX HOOKERIANA	COASTAL WILLOW	2		0.004	2	0.018
			TOTAL	3	64	0.15	67	0.6

LANDSCAPE QUANTITIES

LQ-1

CALCULATED-DESIGNED BY

CHECKED BY

ERIN PONTE

REVISED BY

DATE REVISED

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION

LANDSCAPE ARCHITECTURE

SENIOR LANDSCAPE ARCHITECT

T. CHRIS JOHNSON

LAST REVISION 00-00-00

DATE PLOTTED => 3/12/2025

TIME PLOTTED => 11:06:12 AM

BORDER LAST REVISED 9/8/2021

USERNAME =>

DGN FILE => ...\0113000032sz001_alt.dgn

RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3

UNIT 0000

PROJECT NUMBER & PHASE 0113000032

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS

REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

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REVISED BY | DATE REVISED

CALCULATED-DESIGNED BY | CHECKED BY

FUNCTIONAL SUPERVISOR

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION

Caltrans

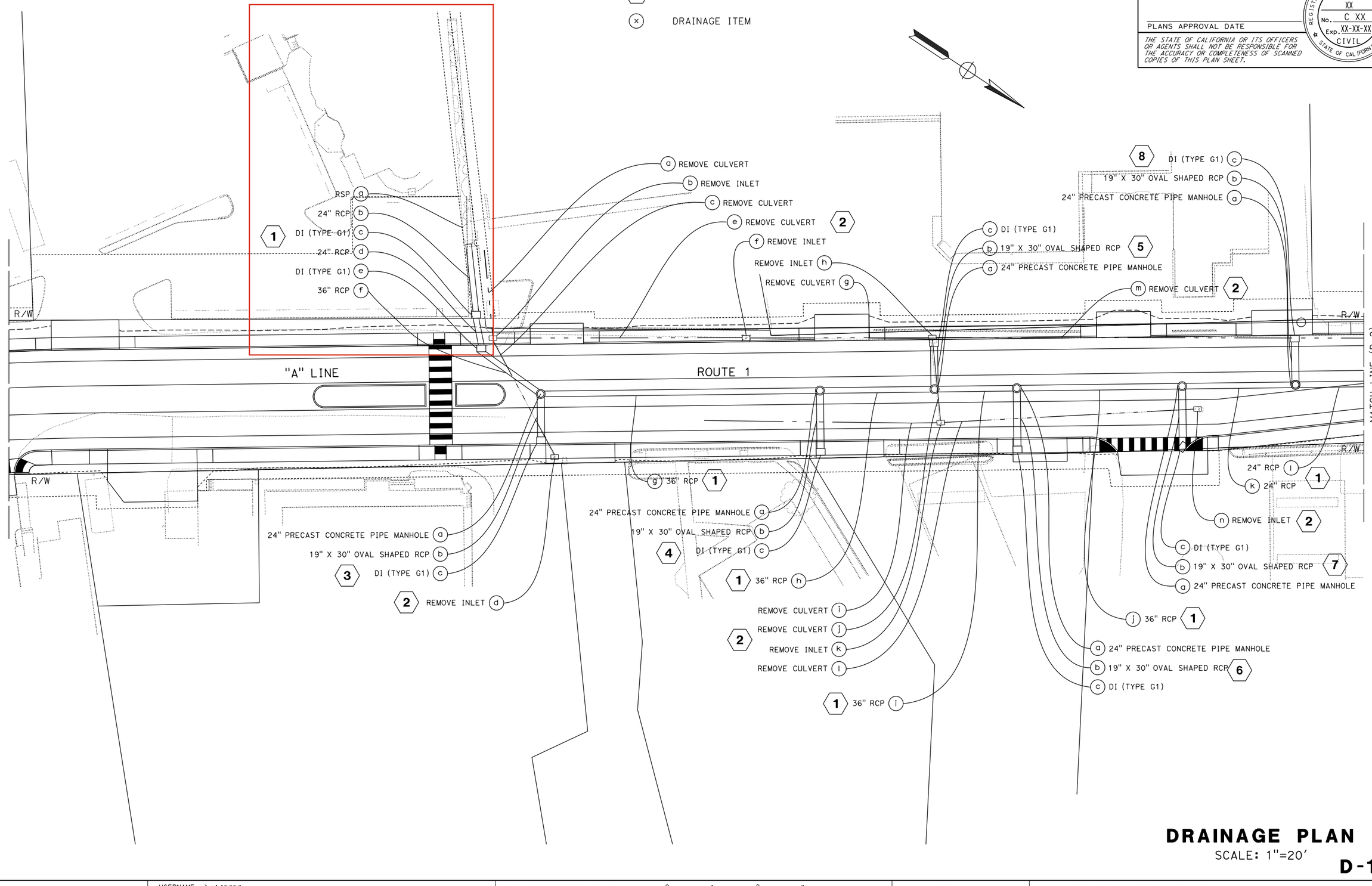
NOTES:

1. FOR ACCURATE RIGHT OF WAY DATA, CONTACT RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.

LEGEND:

(X) DRAINAGE SYSTEM NUMBER

(x) DRAINAGE ITEM



DRAINAGE PLAN

SCALE: 1"=20'

D-1

LAST REVISION | DATE PLOTTED => 10-MAR-2025 | TIME PLOTTED => 09:46

BORDER LAST REVISED 1/4/2023 | USERNAME => s146367 | DGN FILE => 0113000032ia001.dgn | RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3 | UNIT | PROJECT NUMBER & PHASE

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
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REVISED BY | DATE REVISED

ANTONIA EKUZOBEHINWA GS | MICHAEL LARRABEE CHINS

CALCULATED-DESIGNED BY | CHECKED BY

FUNCTIONAL SUPERVISOR | TAIBURG KAHN

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION **DESIGN**

Caltrans

a RSP (150LB, CLASS III, METHOD B)
LENGH = 100.0'
WIDTH = 5.0'
DEPTH = 1.5'
S=6.77%
FL Elev 53.00
FL Elev 59.77
MATCH LINE

14.50' Lt "A" 107+59.42
GRATE FL Elev 67.59
b 24" x 15.12' RCP
29.46' Lt "A" 107+57.18
GRATE FL Elev 66.31
c DI (TYPE G1)
H=6.2'
GRATE TYPE 24-12X
d 24" x 40.81' RCP
MATCH LINE
S=1.00%
FL Elev 59.77
FL Elev 60.17
FL Elev 60.28
FL Elev 60.43
S=1.00%

e DI (TYPE G1 Mod)
H=7.4'
GRATE TYPE 24-12X
SEE SHEET DD-3 FOR DETAILS
f 36" x 33.13' RCP
CONCRETE ENCASEMENT WITH
UNKNOWN UTILTIY BENEATH
3.10'
06.11' Rt "A" 107+85.86
GRATE FL Elev 68.06
FG
S=1.00%
FL Elev 60.96
FL Elev 60.62
FL Elev 61.16

g 36" x 123.68' RCP
CONCRETE ENCASEMENT WITH
UNKNOWN UTILTIY BENEATH
3.15'
06.05' Rt "A" 109+09.29
GRATE FL Elev 68.18
S=1.00%
FL Elev 62.40

h 36" x 50.79' RCP
i 36" x 36.39' RCP
06.05' Rt "A" 109+58.89
GRATE FL Elev 68.37
S=1.00%
S=1.00%
FL Elev 62.66
FL Elev 63.17
FL Elev 63.44
MATCH LINE

i 36" x 36.39' RCP
06.15' Rt "A" 109+96.35
GRATE FL Elev 68.56
3.45'
FG
MATCH LINE
S=1.00%
S=0.50%
FL Elev 64.04
FL Elev 63.80
Exist ELECTRIC LINE

j 36" x 73.23' RCP
k 24" x 50.23' RCP
05.98' Lt "A" 110+69.19
GRATE FL Elev 68.69
S=1.00%
FL Elev 64.41
FL Elev 64.88

06.11' Lt "A" 111+19.79
GRATE FL Elev 68.91
CONCRETE ENCASEMENT WITH
UNKNOWN UTILTIY BENEATH
l 24" x 38.74' RCP
3.15'
S=1.00%
FL Elev 65.39
FL Elev 65.51
FL Elev 65.90

m 24" x 64.98' RCP
06.00' Rt "A" 111+58.62
GRATE FL Elev 69.37
FG
S=1.00%
FL Elev 66.01
FL Elev 66.65

n 24" x 59.71' RCP
06.21' Rt "A" 112+23.22
GRATE FL Elev 70.52
S=1.00%
FL Elev 66.76
MATCH LINE

n 24" x 59.71' RCP
CONCRETE ENCASEMENT WITH
UNKNOWN UTILTIY BENEATH
3.86'
06.01' Rt "A" 112+83.89
GRATE FL Elev 71.60
MATCH LINE
S=1.00%
FL Elev 67.36
FL Elev 67.54

o 24" x 83.95' RCP
06.06' Rt "A" 113+68.54
GRATE FL Elev 72.55
FG
S=1.00%
FL Elev 68.37

DRAINAGE SYSTEM No. 1

0.00° Lt SKEW
"A" 107+57.18

DRAINAGE PROFILES

SCALE: Horiz 1" = 10'
Vert 1" = 10'

DP-1

LAST REVISION 00-00-00 | DATE PLOTTED => 10-MAR-2025 | TIME PLOTTED => 09:47

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GUALALA DOWNTOWN STREETSCAPE ENHANCEMENT PROJECT

ENVIRONMENTALLY SENSITIVE HABITAT AREA ASSESSMENT

District 1-MEN-1 – Post Miles 0.60 to 1.00

EA 01-0C72U / EFIS 0113000032

November 2024

Caltrans
CALIFORNIA DEPARTMENT OF TRANSPORTATION

GUALALA DOWNTOWN STREETSCAPE ENHANCEMENT PROJECT

ENVIRONMENTALLY SENSITIVE HABITAT AREA ASSESSMENT

01-MEN-101 – Post Miles 0.60 to 1.00

EA 01-0C72U / EFIS 0113000032

November 2024

STATE OF CALIFORNIA
Department of Transportation

Prepared By: Gillian Levy Date: 11/14/2024
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Recommended for Approval By: _____ Date: _____
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Approved By: Rachelle Estrada Date: 11/14/2024
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Attn: Gillian Levy, District 1, 1656 Union Street; (707) 498-4071 voice,
or use the California Relay Service TTY number, 711.

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LIST OF ABBREVIATED TERMS

Abbreviation	Description
BMPs	Best Management Practices
Caltrans	California Department of Transportation
CCA	California Coastal Act
CCC	California Coastal Commission
CDFW	California Department of Fish and Wildlife
CNDDB	California Natural Diversity Database
CNPS	California Native Plant Society
CRPR	California Rare Plant Rank
dB	decibels
Dbh	diameter at breast height
DPS	Distinct Population Segment
ECL	Environmental Construction Liaison
ESAs	Environmentally Sensitive Areas
ESHA(s)	Environmentally Sensitive Habitat Area(s)
ESL	Environmental Study Limits
HUM	Humboldt
MAMU	marbeled murrelet
NES	Natural Environment Study
NPDES	National Pollutant Discharge Elimination System
NSO	northern spotted owl
PM(s)	Post Mile(s)
SEMWC	Seawood Estates Municipal Water Company
SNCs	Sensitive Natural Communities
SRRA	Safety Roadside Rest Area
SWPPP	Stormwater Pollution Prevention Plan
THVF	Temporary High Visibility Fencing
U.S.	United States
U.S. 101	United States Highway 101
USACE	U.S. Army Corps of Engineers
USGS	U.S. Geological Survey
WPCP	Water Pollution Control Program

Chapter 1. Introduction

1.1 Project History

Mendocino Council of Governments, through a Caltrans Community-Based Transportation Planning Grant, hired RRM Design Group consulting team to conduct an outreach process and develop the Downtown Gualala Preliminary Project Study Report-Refined Streetscape Design Plan. This was completed in cooperation with the Gualala Municipal Advisory Committee and the greater community. The Department of Transportation (Caltrans) is the lead agency under the California Environmental Quality Act (CEQA).

In addition to serving as Main Street in Gualala, State Route 1 (SR 1) is the only south-to-north arterial. Within the proposed project limits, SR 1 is classified as a minor arterial and has a posted speed limit of 25 mph. Additionally, this segment of roadway is part of the designated Pacific Coast Bike Route, which is a popular interregional cycling route along SR 1 through the entirety of Mendocino County, including Gualala. The recreational and scenic resources of the area attract thousands of visitors each year, with high summer traffic.

The existing highway consists of two 11- to 12-foot-wide lanes. There are no turn lanes within the project limits. Paved or gravel shoulders often blend into parking lot areas. Paved shoulder widths vary from 8 to 17 feet wide and are constrained by curbs, short sidewalk sections, and landscaped areas. Shoulder use is heaviest between the 76 gasoline station on the east side and the Surf Market on the west side. The single crosswalk is 52 feet across and traverses SR 1 at the most congested part of Gualala, crossing between the entrance to Sundstrom Mall (Sundstrom Mall Street) and the Surf Market.

1.2 Purpose and Need

The purpose of the project is to improve traffic flow and create safe, comfortable facilities for pedestrian and bicycle travel through downtown Gualala. The project is also intended to improve Gualala's visual character by incorporating landscape and hardscape features into the project.

This project is needed to reduce conflicts between motorized and non-motorized users of the facilities, which are worsened by on street parking and minimal access control. The shoulder areas, while unmarked, are routinely used for parallel parking throughout the downtown area. Bicyclist and pedestrian pathways are not well defined.

This report summarizes information gathered from previous biological surveys for the project and investigations conducted solely for the purposes of this ESHA assessment, including wetlands and Other Waters of the U.S., sensitive natural communities, riparian areas, areas of vegetation that contain species of rare or endangered plants, and habitats of rare and endangered plants and animals.

Figure 1. Project Vicinity

Figure 2. Environmental Study Limits and 100-foot Coastal Zone Buffer

1.3 Regulatory Background

1.3.1 Definitions and Descriptions

When identifying and mapping ESHAs within the Environmental Study Limits (ESL), and when considering indirect and direct impacts the project could have on an ESHA, various regulations were relied on, as recommended in state and local guidance (California Coastal Commission [CCC] 1976; County of Mendocino 1991). Both the California Coastal Commission (CCC) and County of Mendocino provide definitions of ESHA; these combined definitions and guidance were taken into consideration when evaluating ESHAs within the project area. ESHA definitions are shown below pursuant to the California Coastal Act (CCA) and County of Mendocino Local Coastal Program (LCP).

Environmentally Sensitive Habitat Area

California Coastal Act ESHA Definition (CCA Section 30107.5)

Environmentally sensitive habitat area means any areas in which plant or animal life or their habitats are either rare or especially valuable because of their special nature or role in an ecosystem and which could be easily disturbed or degraded by human activities and developments.

County of Mendocino ESHA Definition (LCP Section 20.496.010)

ESHAs are listed in Section 20.496.010 as including:

"...anadromous fish streams, sand dunes, rookeries and marine mammal haul-out areas, wetlands, riparian areas, areas of pygmy vegetation which contain species of rare or endangered plants and habitats of rare and endangered plants and animals."

Coastal Land Resources and Wetlands

California Coastal Act Wetland Definition and Mapping Guidelines (CCA Section 30121)

Section 30121 of the California Coastal Act (CCC 1976) states: "Wetland" means lands within the Coastal Zone which may be covered periodically or permanently with shallow water and include saltwater marshes, freshwater marshes, open or closed brackish water marshes, swamps, mudflats, and fens.

Riparian Zones

California Coastal Act Riparian Habitat Definition (CCA Section 30121)

For the purposes of this guideline, riparian vegetation is defined as that association of plant species which grows adjacent to freshwater watercourses, including perennial and intermittent streams, lakes, and other freshwater bodies.

The upland limit of a riparian habitat…is determined by the extent of vegetative cover. The upland limit of riparian habitat is where riparian hydrophytes are no longer predominant.

..riparian vegetation may be distinguished from wetland vegetation by the different kinds of plant species.

ESHA Buffers

County of Mendocino ESHA Buffer (LCP Section 20.496.020)

"An area that shall be established adjacent to all ESHAs. The purpose of a buffer area shall be to provide for a sufficient area to protect the ESHA from significant degradation resulting from future developments. The width of the buffer area shall be a minimum of 100-feet, unless an applicant can demonstrate, after consultation and agreement with the California Department of Fish and Wildlife (if applicable), and County Planning Staff, that 100-feet is not necessary to protect the resources of that particular habitat area and the adjacent upland transitional habitat function of the buffer from possible significant disruption caused by the proposed development. The buffer area shall be measured from outside edge of the ESHAs and shall not be less than 50-feet in width."

1.3.2 Conditions of Development Within ESHAs

Pertinent sections of the Mendocino County Code identify allowable "development" as presented below:

Development in Wetlands and Estuaries

County of Mendocino Development in Wetlands and Estuaries (Section 20.496.025)

Section 20.496.025 of the Mendocino County Code identifies allowable "development" for wetlands and estuaries as presented below:

"(A) Development or activities within wetland and estuary areas shall be limited to the following:

...(7) Incidental public service purposes which temporarily impact the resource including but not limited to burying cables and pipes, or inspection of piers, and maintenance of existing intake and outfall lines..."

(B) Requirements for permitted development in wetlands and estuaries.

(1) Any proposed development that is a permitted development in wetlands and estuaries must meet the following statutory requirements, and supplemental findings pursuant to Section 20.532.100 (see below):

(a) There is no feasible, less environmentally damaging alternative.

(b) Where there is no feasible, less environmentally damaging alternative, mitigation measures have been provided to minimize adverse environmental effects."

(c) All feasible mitigation measures capable of reducing or eliminating project related impacts have been adopted.

Section 20.496.025 also states that:

"(3) Diking or Filling. If a development involves diking or filling of a wetland, required minimum mitigation measures shall include the following:

(a) If an appropriate restoration site is available, the applicant shall acquire and restore an equivalent area of equal or greater biological productivity and dedicate the land to a public agency or otherwise permanently restrict its use for open space purposes. The site shall be purchased before the dike or fill development may occur and, at a minimum, restoration must occur simultaneously with project construction..."

(4) Diking, filling, or dredging of a wetland or estuary shall maintain or enhance the functional capacity of the wetland or estuary. Functional capacity means the ability of the wetland or estuary to be self-sustaining and to maintain natural species diversity. In order to establish that the functional capacity is being maintained, the applicant shall demonstrate all of the following:

(a) That the development will not alter present plant and animal populations in the ecosystem in a manner that would impair the long-term stability of the ecosystem; i.e., natural species diversity, abundance and composition are essentially unchanged as a result of the project;

(b) That the development will not harm or destroy a species or habitat that is rare or endangered;

(c) That the development will not harm a species or habitat that is essential to the natural biological functioning of the wetland or estuary;

(d) That the development will not significantly reduce consumptive (e.g., fishing, aquaculture, and hunting) or nonconsumptive (e.g., water quality and research opportunity) values of the wetland or estuarine ecosystem. (Ord. No. 3785 (part), adopted 1991)"

Requirements for Permitted Development in Streams and Rivers.

County of Mendocino Requirements for Permitted Development in Streams and Rivers (Sec. 20.496.030 of the Mendocino County Code):

(1) All channelizations, dams, or other substantial alterations of rivers and streams shall incorporate the best mitigation measures feasible to minimize adverse environmental effects.

Development in Riparian Corridors

County of Mendocino Development in Riparian Corridors (Section 20.496.035 of the Mendocino County Code):

"(A) No development or activity which could degrade the riparian area or diminish its value as a natural resource shall be permitted in the riparian corridor or in any area of riparian vegetation except for the following:

(1) Channelizations, dams or other alterations of rivers and streams as permitted in section 20.496.030(C);

(2) Pipelines, utility lines and road and trail crossings when no less environmentally damaging alternative route is feasible."

"(B) Requirements for development in riparian habitat areas are as follows:

(1) The development shall not significantly disrupt the habitat area and shall minimize potential development impacts or changes to natural stream flow such as increased runoff, sedimentation, biochemical degradation, increased stream temperatures and loss of shade created by development;

(2) No other feasible, less environmentally sensitive alternative exists;

(3) Mitigation measures have been incorporated into the project to minimize adverse impacts upon the habitat;

(4) Where development activities caused the disruption or removal of riparian vegetation, replanting with appropriate native3 plants shall be required at a minimum ratio of one to one (1:1) and replaced if the survival rate is less than seventy-five (75) percent.

1.3.3 Coastal Element Policies

Adopted in 2009, the Mendocino County General Plan identifies planning principals and goals for the development within the county. The following planning principals and goals in the General Plan Coastal Element (CE) policies that are related to this project are as follows:

- CE Policy 3.8-5: Caltrans shall, in cooperation with the County, set priorities based on safety requirements and existing highway congestion for improving the capacity of impacted segments of Highway 1. Measures to be studied should include minor re-alignments, width and shoulder improvements, passing lanes, view turnouts and parking areas, and intersection improvements.

- CE Policy 3.8-6: It shall be a goal of the Transportation Section to achieve, where possible and consistent with other objectives of The Coastal Act and plan policies for Highway 1, a roadbed with a vehicle lane width of 16 feet including the shoulder to achieve a 32-foot paved roadway (12-foot-wide vehicle lane and 4-foot-wide paved shoulder.) The minimum objective shall be a 14-foot vehicle lane width (10-foot-wide vehicle lane and 4-foot-wide paved shoulder). New widening projects shall be allocated, first to safety and improved capacity needs and secondly to paved shoulders.

1.4 Project Description

The proposed project was developed to meet the needs of the community of Gualala by improving the livability and aesthetics of downtown while still maintaining the tourist functions of the area. Many aspects of the proposed project directly address goals identified in the Gualala Town Plan (County of Mendocino 2002), which is part of the Coastal Element of the Mendocino County General Plan (County of Mendocino 2009). The project is located on State Route (SR) 1 from Post Mile (PM) 0.60 to PM 1.00 within the town of Gualala in Mendocino County. It can be found on the 7.5-minute U.S. Geological Survey (USGS) Gualala quadrangle, Township 11 North, Range 15 West, Section 27. The project would improve multimodal transportation from 150 feet south of Center Street to 275 feet north of Ocean Drive on SR 1 in Gualala from PM 0.60 to PM 1.00 in Mendocino County.

This downtown improvement project is sponsored by Mendocino Council of Governments (MCOG). The project is funded through the Regional Transportation Improvement Program, Active Transportation Program, and the Infrastructure, Investment and Jobs Act. The project would reconfigure SR 1 into two 11-foot-wide travel lanes; a 12-foot wide, two-way left turn lane (TWLTL); two 5-foot-wide Class II bicycle lanes; and 6-foot-wide sidewalks on straight alignments and 5-foot winding sidewalks on curvilinear alignments within an 8-foot-wide strip of right of way on both sides of the street. Three side street crosswalks and five mainline crosswalks would be incorporated to highlight the pedestrian right-of-way. Pedestrian activated flashing beacons would be placed at the crosswalks to alert motorists to pedestrians. A radar feedback sign would be placed facing southbound traffic at PM 0.93. The existing radar feedback sign facing northbound traffic at PM 0.3 would be maintained. Additionally, median islands would be installed at selected locations to improve pedestrian safety. The project proposes to improve the drainage facilities and relocate utilities as needed. The project would eliminate on-street parking on SR 1. A net increase of 1.3 acres of impervious area is anticipated.

1.5 Construction Scenario

1.5.1 Construction Schedule

It is anticipated construction would be completed in one construction season, likely within 90 working days. One-way reversible traffic and shoulder closures would be used occasionally during construction. Pedestrian and bicycle access would be maintained during construction.

1.5.2 Other Local Projects and Plans

Additional projects and plans exist in the area, as detailed below.

- 01-0M260, The Inland Mitigation Bank, Men-1-PM 0.4/45.1-to begin construction in early 2027.

- 01-0F710, The Gualala Shoulders and Rumble Strips Safety Improvement Project, Men-1-PM 6.5/9.5-to begin construction in September 2024.

1.5.3 General Plan Description, Zoning, and Surrounding Land Uses

This project was developed to meet the needs of the community of Gualala. Many aspects of the proposed project directly address goals identified in the Gualala Town Plan (County of Mendocino 2002), which is part of the Coastal Element of the Mendocino County General Plan (Table 1). The proposed project would be within an area currently zoned as mixed use (Gualala Village Mixed Use or GVMU). The project would not change the zoning designation.

1.5.4 Drainage Inlets

The project proposes to improve drainage facilities within the corridor. There are currently two existing systems within Gualala; the project aims to improve both systems. The southern drainage system would replace the existing corrugated metal pipe with 2-foot reinforced concrete pipe which would outfall at PM 0.76. The southern drainage system would include 12 new drainage inlets and approximately 1,088 linear feet of new culvert and would convey stormwater off of SR 1.

The outfall at PM 0.76 would require a 12-foot-wide by 150-foot-long drainage easement. The existing 12-inch corrugated metal pipe (CMP) culvert would be replaced with a 24-inch reinforced concrete pipe (RCP). The new culvert would require trenching with shoring due to the Breakers Hotel and the Surf Market buildings in proximity.

The northern drainage system would replace an existing corrugated metal pipe culvert and reinforced concrete pipe culvert with a 3-foot wide reinforced concrete pipe which would outfall at PM 0.93. The northern drainage system would include 6 drainage inlets and approximately 512 linear feet of new culvert. This drainage system would convey stormwater off of SR 1 as well as ground water or other jurisdictional waters.

1.5.5 Landscape Design and Water Use

New landscape design would enhance the visual quality and character of the area. During the open house on January 16, 2018, most attendees expressed a preference for a meandering sidewalk with intermittent areas of decorative, low-maintenance native landscaping. Proposed plans include pedestrian sidewalks built with concrete or a permeable paving in a light to medium gray color.

Caltrans is not responsible for maintaining landscaping, including areas between bike lanes and sidewalks as well as landscaped median islands. A Maintenance Agreement with the County of Mendocino would be required if the islands are landscaped with vegetation. Landscaping will be removed if an agreement cannot be met.

1.5.6 Radar Speed Feedback

A radar speed feedback sign would be placed facing southbound traffic at PM 0.94, immediately south of the southernmost intersection of Ocean Avenue at the bottom of the hill. Pedestrian activated flashing beacons would be placed at the crosswalks to alert motorists to pedestrians. This project would add solar bollard lights on adjacent private properties wherever property owners are willing to agree to accept and maintain those lights.

1.5.7 Consolidation of Driveways

The Gualala Town Plan, Section 4.14 of the Mendocino Coastal Element, recommended that driveways be consolidated to reduce the number of access points to SR 1. The Safety Review of the project also recommended that driveways be consolidated to reduce conflicts and improve safety for all users. There are twenty driveways accessing SR 1 within the project limits. Seventeen of those driveways have encroachment permits.

1.5.8 Asset Management

Table 1 below indicates the additional transportation inventory that would be added with this project in linear feet (LF) or as each (EA) individual unit.

Table 1. Asset Management

No.	New Asset	Unit	Quantity
1	Sidewalk	LF	2,770
2	Reconstructed Sidewalk	LF	330
3	Class 2 Bike Lanes	LF	3,750
4	Pedestrian Crosswalks	LF	410
5	Curb Ramps	EA	9
6	Reconstructed Curb Ramps	EA	0
7	Upgraded Crosswalk	LF	44
9	Pedestrian Refuges	EA	3
10	Radar Feedback Sign	EA	2
11	Pedestrian Activated Flashing Beacons	EA	6

1.5.9 Resource Conservation

Vehicle idle time is reduced with the addition of the TWLTL. Reduced vehicle idle time is expected to reduce fuel consumption and vehicle emissions. Including pedestrian pathways and bicycle lanes in the design is anticipated to reduce the number of local vehicles on the road, as residents and tourists would feel safer to bike and walk Gualala.

1.5.10 Hazardous Materials

According to a Preliminary Site Investigation (PSI) performed by the North Region Office of Environmental Engineering-North, the following Hazardous Waste Issues were considered:

- **Lead in Soil**–Gualala Downtown may have elevated levels of Aerially Deposited Lead (ADL) from vehicle exhaust in shoulder soils that would be excavated to construct the project. A Preliminary Site Investigation (PSI) to address this issue was completed in May 2017. The PSI found that low levels of ADL may be disposed of without restrictions. Although the levels of ADL are low, contract items SSP 7-1.02K(6)(j)(iii) EARTH MATERIAL CONTAINING LEAD and a Lead Compliance Plan should be included in the final project PS&E.

- **Cortese List**–The Cortese List is a compilation of contaminated sites identified by the State of California–State Water Resources Control Board; active, close, and inactive landfills identified by the Integrated Waste Management Board; and potentially hazardous waste sites identified by the Department of Toxic Substances Control. Surf Market, APN 145-261-13, is on the Cortese List. Since a portion of this parcel would be acquired, an acquisition of contaminated parcel process would need to be completed.

1.6 Standard Measures and Best Management Practices

The following section provides a list of standard practices that are included as part of the project description. Standard measures are prescriptive and sufficiently standardized to be generally applicable, and do not require special tailoring to a project situation. These are generally measures that result from laws, permits, guidelines, and resource management plans that are relevant to the project. They contain refinements in planning policies and implementing actions. These practices predate the project's proposal and apply to all similar projects. For this reason, these measures and practices do not qualify as project mitigation and the effects of the project are analyzed with these measures in place. Standard measures relevant to the protection of natural resources deemed applicable to the proposed project include the following:

Standard Measures and Best Management Practices

Before start of work, as required by permit or consultation conditions, a Caltrans biologist or Environmental Construction Liaison (ECL) would meet with the contractor to brief them on environmental permit conditions and requirements relative to each stage of the proposed project, including, but not limited to, work windows, and how to identify and report regulated species within the project areas.

Water Quality and Stormwater Runoff

WQ-1: The project would incorporate pollution prevention and design measures consistent with the *2016 Caltrans Storm Water Management Plan*. This plan complies with the requirements of the Caltrans Statewide NPDES Permit (Order 2022-0033-DWQ).

The project design may include one or more of the following:

- Vegetated surfaces would feature native plants, and revegetation would use the seed mixture, mulch, tackifier, and fertilizer recommended in the Erosion Control Plan prepared for the project.
- Where possible, stormwater would be directed in such a way as to sheet flow across vegetated slopes, thus providing filtration of any potential pollutants.

Wetlands and Other Waters

WW-1: The contractor would be required to place temporary high visibility fencing (THVF) along the boundaries of all riparian, wetland, or other environmentally sensitive areas adjacent to the project footprint.

Animal Species

AS-1: To protect migratory and nongame birds (occupied nests and eggs), if possible, vegetation removal would be limited to the period outside of the bird breeding season (removal would occur between September 16 and January 31). If vegetation removal is required during the breeding season, a nesting bird survey would be conducted by a qualified biologist within five days prior to vegetation removal. If an active nest is located, the biologist would coordinate with CDFW to establish appropriate species-specific buffer(s) and any monitoring requirements. The buffer would be delineated around each active nest and construction activities would be excluded from these areas until birds have fledged, or the nest is determined to be unoccupied.

AS-2: Partially constructed and unoccupied nests within the construction area would be removed and disposed of on a regular basis throughout the breeding season (February 15th to September 1st) to prevent their occupation. Nest removal would be repeated weekly under guidance of a qualified biologist to ensure nests are inactive prior to removal.

AS-3: Pre-construction surveys for active raptor nests within one-fourth mile of the project area would be conducted by a qualified biologist within 15 days prior to the initiation of construction activities. Areas to be surveyed would be limited to those areas subject to increased disturbance because of construction activities (i.e., areas where existing traffic or human activity is greater than or equal to construction-related disturbance need not be surveyed).

If any active raptor nests are identified, appropriate conservation measures (as determined by a qualified biologist) would be implemented. These measures may include, but are not limited to, establishing a construction-free buffer zone around the active nest site, biological monitoring of the active nest site, and delaying construction activities near the active nest site until the young have fledged.

Plant Species, Sensitive Natural Communities, and ESHA

PS-2: Prior to the start of work, Temporary High Visibility Fencing (THVF) and/or flagging would be installed around sensitive natural communities, environmentally sensitive habitat areas, rare plant occurrences, intermittent streams and wetlands and other waters, where appropriate. No work would occur within fenced/flagged areas.

Invasive Species

The standard measures described in PS-1 for restoring the project site post construction are also appropriate for the control of invasive species.

PS-2: After all construction materials are removed, the project area would be restored to a natural setting by grading, placing erosion control, and replanting. Replanting would be subject to a plant establishment period as defined by project permits, which would require Caltrans to adequately water plants, replace unsuitable plants, and control pests.

Caltrans would implement a program of invasive weed control in all areas of soil disturbance caused by construction to improve habitat for native species in and adjacent to disturbed soil areas within the project limit.

Chapter 2. Study Methods

2.1 Previous Studies

Biological studies for the project have been completed and are presented in the project Natural Environment Study (NES) (Caltrans 2017b) and Addendum to the Natural Environment Study (Caltrans 2018a). The NES includes information on:

1) Habitat types
2) Potential jurisdictional wetlands and waters
3) Factors indicating the potential for special status species
4) Inventory baseline conditions of biological resources and
5) Identification of potential issues for the study

Field and record reviews conducted for the project have been used for the purposes of determining ESHAs. The ESHA study area includes a 100-foot Coastal Zone buffer around the project's construction footprint to satisfy the conditions of the Coastal Element of the Mendocino County General Plan (County of Mendocino 2009) (Figures 3 and 4). Three areas were identified that meet the definition of Environmentally Sensitive Habitat Areas (ESHAs). Table 2 includes information on field visits that occurred in 2017–2019. Appendix A features a plant list from botanical surveys that were completed on May 3 and June 6, 2017.

Table 2. Personnel and Survey Dates for Biological Resources/ESHA

Task	Survey Dates	Personnel
Native plant survey and butterfly habitat assessment	May 3, 2017	Lori Price and Mindy Trask (Caltrans Biologists)
Native plant survey and wetland and waters delineation	June 5, 2017	Lori Price, Alexandra Laughtin, and Grant Thornton (Caltrans Biologists)
Updated wetland and waters survey	March 5, 2018	Dawn Graydon, Desiree Davenport, and Robert Meade (Caltrans Biologists)
Agency coordination and professional contacts regarding survey protocol and habitat suitability for Behren's silverspot butterfly	March 7, 2017	Greg Schmidt and John Hunter, USFWS
Agency coordination and field visit to review the water feature at PM 0.93	May 10, 2024	Greg O'Connell (CDFW Liaison), Dawn Graydon (Caltrans Senior Biologist), and Gillian Levy (Caltrans Environmental Scientist)

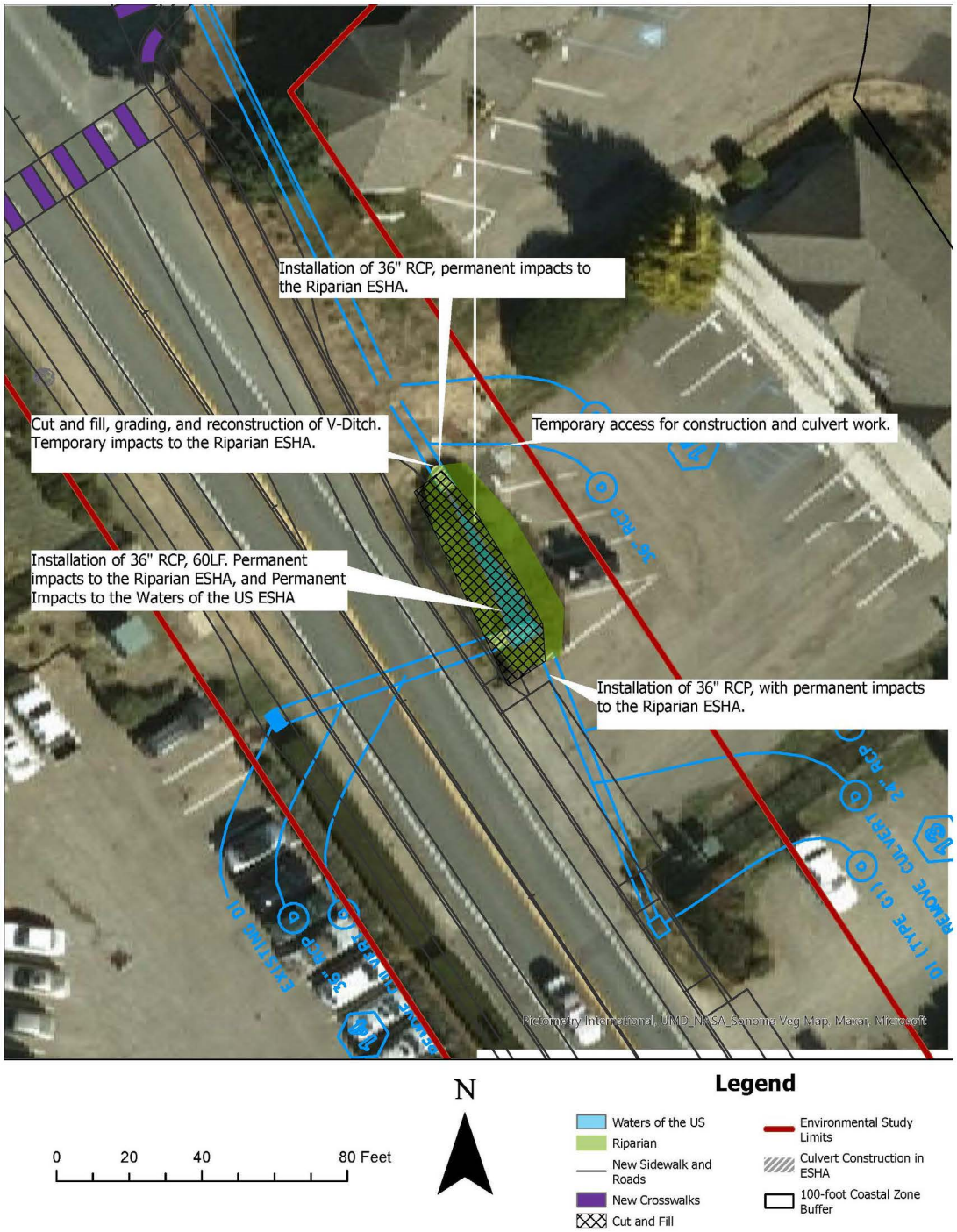

Figure 3. ESHA Map – North End of Environmental Study Limits, ESHAs 2 and 3

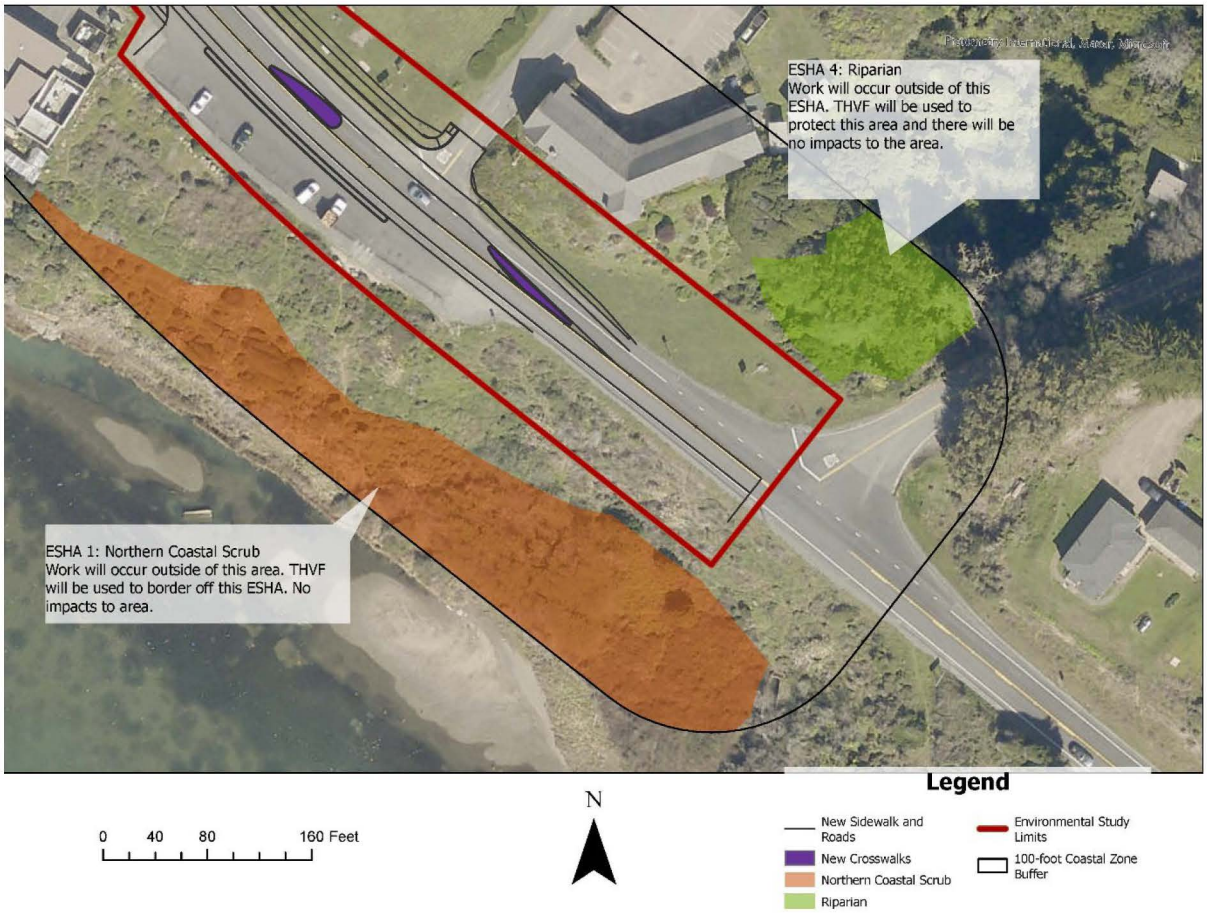

Figure 4. ESHA Map – South End of Environmental Study Limits, ESHAs 1 and 4

Chapter 3. Biological Resources and Discussion of Impacts

3.1 Potential Environmentally Sensitive Habitat Areas

According to Section 20.496.015 of the Mendocino County LCP, "a project has the potential to impact an ESHA if:

(1) The development is proposed to be located on a parcel or proximate to a parcel identified on the land use plan map with a rare and/or endangered species symbol;

(2) The development is proposed to be located within an ESHA, according to an on-site investigation, or documented resource information,

(3) The development is proposed to be located within one hundred (100) feet of an environmentally sensitive habitat and/or has potential to negatively impact the long-term maintenance of the habitat, as determined through project review."

Chapter 20.496 of the Mendocino LCP includes policies that apply to ESHAs. Buffer areas are described and defined in Section 20.496.020 as:

> "An area that shall be established adjacent to all ESHAs. The purpose of a buffer area shall be to provide for a sufficient area to protect the ESHA from significant degradation resulting from future developments. The width of the buffer area shall be a minimum of 100-feet, unless an applicant can demonstrate, after consultation and agreement with the California Department of Fish and Wildlife (if applicable), and County Planning Staff, that 100-feet is not necessary to protect the resources of that particular habitat area and the adjacent upland transitional habitat function of the buffer from possible significant disruption caused by the proposed development. The buffer area shall be measured from the outside edge of the ESHAs and shall not be less than 50-feet in width."

This section describes a variety of standards for determining the allowable width of the buffer area, including standards for development permitted within the buffer area. Mendocino County Code Section 20.496.025(7) further specifies development that is allowed in wetlands, including incidental public service purposes, as described in Section 1.3.2 above.

According to the Mendocino County Local Coastal Program (LCP) Chapter 20.496, highway activities can be allowed within ESHA buffers when avoidance is not feasible. Table 3 describes the ESHAs found within the Environmental Study Limits (ESL)(Figures 3 and 4), as well as a description of work in relation to each ESHA.

Table 3. Potential ESHAs within the Environmental Study Limits

ESHA	Environmentally Sensitive Habitat Area	Potential Impacts	Description of Work within Potential ESHA
1	Northern Coastal Bluff Scrub	No	Staging and work would not occur within the Coastal Zone buffer and would not impact this community. THVF will be used to protect this ESHA.
2	Wetlands and Waters of the U.S. and other Coastal Jurisdictional Areas	Yes	Work would occur within this ESHA and would include construction disturbance and fill and grading. The total impacts, including temporary and permanent are 0.0024 acre.
3	Riparian Area, north end of project	Yes	ESHA 3 includes a riparian habitat area at PM 0.93. Work would occur within this ESHA, including construction disturbance, vegetation removal, and cut/fill. The total impact area proposed includes 0.0136 acre of temporary impacts and 0.0005 acre of permanent impacts, for a total of 0.0141 acre.
4	Riparian Area, south end of project	No	Staging and work would not occur within the Coastal Zone buffer and would not impact this community. THVF will be used to protect this ESHA.

Project Impacts

ESHA 1

Northern Coastal Bluff Scrub occurs in a coastal strip throughout the length of California. Although not the most prevalent coastal habitat in Mendocino County, coastal scrub communities occur in discontinuous patches along most of the county's coastline. Typically, it occurs in areas that are drier, hotter, or have severe conditions that do not accommodate other coastal communities.

Composition of coastal scrub communities is highly variable throughout California. Along the North Coast, coyote bush (*Baccharis pilularis*) is typically the dominant shrub. Other species, including lupines (*Lupinus* spp.), silk tassel (*Garrya elliptica*), ceanothus, poison oak (*Toxicodendron diversilobum*), monkeyflower (*Diplacus* spp.), and various annual grasses

and forbs also occur. In Mendocino County, coastal scrub communities usually occur as patches on south-facing slopes or in sandy soils. The most common surrounding communities include coastal prairie, coastal dune scrub, closed cone pine forest, redwood forest, and Douglas-fir forest. Relatively little is known about the importance of coastal scrub habitat to wildlife. Wildlife species found in this habitat are generally similar to those species found in closed cone pine-cypress habitats. These include the Ensatina salamander (*Ensatina eschscholtzii*), Western fence lizard (*Sceloporus occidentalis*), Western terrestrial garter snake (*Thamnophis elegans*), Western rattlesnake (*Crotalus oreganus*), turkey vulture (*Cathartes aura*), blue-gray gnatcatcher (*Polioptila caerulea*), western bluebird (*Sialia Mexicana*), great horned owl (*Bubo virginianus*), Trowbridge's shrew (*Sorex trowbridgii*), California ground squirrel (*Otospermophilus beecheyi*), gray fox (*Urocyon cinereoargenteus*), raccoon (*Procyon lotor*), and mule deer (*Odocoileus hemionus*).

Buffer: Project work would occur outside of the buffer.

Potential Impacts: Prior to the start of work, Temporary High Visibility Fencing (THVF) and/or flagging would be installed around sensitive natural communities, environmentally sensitive habitat areas, rare plant occurrences, intermittent streams and wetlands and other waters, where appropriate. No work would occur within fenced/flagged areas.

Wetlands and Waters of the United States and State

The project is within the Gualala River watershed (10-digit HUC 180101901). Most drainages within the watershed flow to the Gualala River and eventually to the Pacific Ocean. Drainage within the ESL consists primarily of urban drainage such as runoff from nearby residences, commercial centers, and roadways which is conveyed through cross-culverts, concrete-lined ditches, slotted drains, and a system of underground pipes. Jurisdictional features, such as an ordinary high-water mark (OHWM), bed, bank, or channel, are exhibited at one drainage feature-located at PM 0.93. No wetlands are present within the ESL.

ESHA 2

As discussed in the project description above, proposed alterations to existing drainage features include extending cross culverts and relocating drainage inlets to the outside edges of sidewalks; drainage from parking lots on the east side of the highway would be conveyed under the sidewalks to the west side of SR1 and longitudinal drains would be replaced. The drainage feature at PM 0.93 currently consists of a 5-foot-wide rock-lined ditch that daylights from a pipe culvert for approximately 40 feet on the east side of SR 1 before entering a cross

culvert, which is then directed under the highway and a parking lot/strip mall, exiting into an ephemeral creek (rocky bottom and dense willow (*Salix lasiolepis*) thicket) where it flows for approximately 100 feet before entering the Pacific Ocean. Areas upgradient of the ditch were surveyed and no above ground natural drainages were identified as having the potential to enter the pipe culvert; the pipe receives roadway and slope runoff as well as an underground water source.

Buffer: A buffer is not feasible at this location due to the proposed project features, such as widening of the roadway to accommodate a left turn lane and construction of multi-modal transportation elements, including a 6-foot wide sidewalk and a 5-foot wide bike lane along the northbound lane.

Potential Impacts: The total impact area proposed for the jurisdictional water feature at PM 0.93 is calculated at 0.0024 acre. Caltrans proposes to maintain hydrologic connection to the outlet on the west side of SR 1 by recontouring the existing channel to accommodate the newly widened roadway and sidewalk. The newly contoured channel would be lined with RSP and revegetated with willow stakes and other native riparian species.

The channel at PM 0.93 is a jurisdictional Waters of the U.S. and State and filling of this small drainage channel would therefore require Section 404/401 permits. Consultation with the California Department of Fish and Wildlife (CDFW) is also required to determine requirements for a 1602 Lake and Streambed Alteration Agreement.

ESHA 3

Riparian vegetation is an association of plant species which grows adjacent to freshwater watercourses, including perennial and intermittent streams, lakes, and other bodies of fresh water. ESHA 3 includes a vegetated riparian area adjacent to one 40-foot-long, above-ground stream located at Post Mile (PM) 0.93 between SR 1 and a parking lot for two Gualala businesses. This short segment of riparian habitat supports a small patch of Arroyo willow (*Salix lasiolepis*), small-fruited bulrush (*Scirpus microcarpus*), poison oak (*Toxicodendron diversilobum*), red claws (*Escallonia rubra*), and bigleaf periwinkle (*Vinca major*). The small size of this riparian area, close proximity to pedestrian traffic, and impacts from town maintenance activities indicate minimal ecosystem function. The weedy composition does not allow identification to an alliance or association.

Buffer: A buffer is not feasible at this location, due to the proposed project features, such as widening of the roadway to accommodate a left turn lane and construction of multi-modal

transportation elements, including a 6-foot-wide sidewalk and a 5-foot-wide bike lane along the northbound lane.

Potential Impacts: Approximately 0.0136 acre of temporary and 0.0005 acre of permanent impacts for a total of 0.0141 acre impacts that would occur due to construction disturbance including vegetation removal, cut and fill, and grading to recontour the ditch feature due to the widened road and addition of pedestrian sidewalks (Figure 3 and Appendix B). The recontoured channel would be lined with smaller diameter rock slope protection (RSP) and revegetated with native riparian vegetation that is outlined in the Landscape Planting Plan (Appendix D).

ESHA 4

This riparian area is comprised of a mix of riparian species, including a predominance of European ivy (*Hedera helix*) throughout the canopy and the shrub cover. Other species include California bay (*Umbellularia californica*), red alder (*Alnus rubra*), coyote bush (*Baccharis pilularis*), cotoneaster (*Cotoneaster* sp.), and California blackberry (*Rubus ursinus*).

Buffer: Project work would occur outside of the buffer.

Potential Impacts: Prior to the start of work, Temporary High Visibility Fencing (THVF) and/or flagging would be installed around sensitive natural communities, environmentally sensitive habitat areas, rare plant occurrences, intermittent streams and wetlands and other waters, where appropriate. No work would occur within fenced/flagged areas.

3.2 Special Status Wildlife Habitat

For the purposes of this ESHA assessment, special status wildlife habitat is considered to consist of areas occupied or presumed occupied by species regarded as federal or state threatened, endangered, candidates for listing, proposed as threatened or endangered, or state fully protected.

Habitats are considered to be of special concern based on (1) federal, state, or local laws regulating their development; (2) limited distributions; and/or (3) the habitat requirements of special status plants or animals occurring on site. Surveys were conducted to assess the Environmental Study Limits (ESL) for the presence of biological resources, such as special status sensitive habitats.

The Behren's silverspot butterfly (BSSB) was listed as a federal endangered species on December 5, 1997. BSSB is a rare, endemic, coastal species with a highly limited range. According to the United States Fish and Wildlife Service (USFWS) "Draft Guidelines for Habitat Assessments and Surveys for Behren's Silverspot Butterfly (*Speyeria zerene behrensii*)", the range of the BSSB in Mendocino County is currently considered to be within one mile of marine waters from Laguna Point in MacKerricher State Park north of Fort Bragg, south to the Sonoma County border. In the Point Arena area of Mendocino County, the range extends further inland because the mostly non-forested coastal slope extends further inland. Within the range, habitats considered potentially suitable for BSSB can be variously described as grasslands, coastal prairie, coastal scrub, openings in coastal coniferous forest, and sand dunes. Uniform coniferous forest or dense brush fields are not considered suitable habitat for BSSB. The project area is within the range of BSSB.

Caltrans biologists Lori Price and Mindy Trask performed a habitat assessment on May 3, 2017, according to the protocol listed in the Draft Guidelines provided by the USFWS and with technical assistance from Greg Schmidt and John Hunter (USFWS biologists on March 7, 2017). No *Viola adunca* or other potential nectar source plants were found within the ESL or within 100 meters of the project site. Per the Draft Guidelines and survey results, there is no suitable habitat for BSSB in the project vicinity; thus, no BSSB ESHA will be considered in this analysis.

The ESL is highly developed and does not contain suitable habitat for any other special status animal species. Based on a lack of suitable habitat within the ESL, special status species are not expected to occur within the ESL or be impacted by project activities.

3.3 Special Status Plant Species

Plants are considered to be of special concern based on (1) federal, state, or local laws regulating their development; (2) limited distributions; and/or (3) the presence of habitat required by the special-status plants occurring on site.

The ESL is largely paved, graveled, altered, or otherwise disturbed. Few special status plants occur in disturbed roadside habitats, as are present within the ESL. Focused native plant surveys were conducted in May and June, 2017. No special status plants were observed.

3.4 Conclusions and Regulatory Determination

Federal Regulatory Requirements

Federal Endangered Species Act Consultation Summary

Based on the minimal scope of work, and lack of suitable habitat, the project would have *no effect* to federally listed species or critical habitat protected under the Federal Endangered Species Act. Consultation with USFWS was not necessary for the project.

State Regulations

California Endangered Species Act Consultation Summary

The project would not result in *"take"* of any species protected under the California Endangered Species Act (CESA), therefore consultation with CDFW was not necessary. Appendix A contains a list of all plants identified within 100 feet of the Project ESL.

California Fish and Game Code Sections 3503 and 3503.5

Under California Fish and Game Code Sections 3503 and 3503.5, it is unlawful to take, possess, or needlessly destroy the nest or eggs of any bird, or to take, possess, or destroy any birds of prey or their nest or eggs.

The project may result in the removal of trees and shrubs that may support bird nests. Removal of vegetation during the breeding season (February 1 to September 15) could impact active bird nests. To avoid impacts to nesting birds, the following measure would be adhered to:

- Vegetation will be removed outside of the bird breeding season (September 16 to January 31). If vegetation will be removed during the bird breeding season (February 1 to September 15), migratory bird surveys will be conducted by a qualified biologist within the Environmental Study Limits no earlier than five days prior to construction.

Chapter 4. Reduced Buffer Analysis

The following information is a reduced buffer analysis as required by and outlined in Section 20.496.020 of the Mendocino County Coastal Zoning Code.

(A) Buffer Areas. Buffers will be used where feasible for ESHA 1. Buffers are not possible for the other ESHAs in this project. Environmentally sensitive area (ESA) fencing will be installed to limit construction impacts where possible.

(1) Width. Buffers will be established wherever possible but will be less than 100 feet. Some ESHAs will be directly impacted by construction. Impacts are expected to be temporary and permanent in nature. Where possible, impacts will be avoided through the use of temporary high visibility fencing (THVF) and other avoidance and minimization measures described in Section 1.6

a) ***Biological Significance of Adjacent Lands:*** The project area has a low biological value since the waters associated with the impact area do not support salmonids or other sensitive species. Permanent modifications from the project would maintain the habitat functions of the surrounding lands in the broader landscape.

b) ***Sensitivity of Species to Disturbance:*** The project would not reduce the functional capacity of surrounding habitats. The project, as proposed, is primarily located within the streetscapes of the town of Gualala; no sensitive plant or animal species exist within this highly altered area. The project would not result in a substantial impact to sensitive species.

c) ***Susceptibility of Parcel to Erosion:*** Work would temporarily expose bare soil, posing a temporary risk of sediment running off. Caltrans will implement temporary Best Management Practices (BMPs) to control sediment and erosion in accordance with the current Caltrans Construction BMP Manual (Caltrans 2017a). A Water Pollution Control Plan would be prepared for the project and/or appropriate BMPs would be employed to protect water quality.

d) ***Use of Natural Topographic Features to Locate Development:*** The work area for this project is dictated by the location. Buffers at 100 feet are not possible due to the preexisting proximity of State Route 1, parking areas, and residential and

storefront buildings. THVF fencing will protect ESAs and minimize vegetation disturbance to ESHA 1.

e) ***Use of Existing Cultural Features to Locate Buffer Zones:*** Work areas for this project are dictated by the location of the existing highway, ground disturbance, and existing parking areas.

f) ***Lot Configuration and Location of Existing Development:*** The project is located in and adjacent to the existing roadway.

g) ***Type and Scale of Development Proposed:*** The proposed project would result in temporary and permanent impacts. The project is located in and adjacent to the existing roadway. When feasible, measures have been proposed to protect ESHAs during construction.

(2) Configuration: The buffer is measured from the nearest outside edge of the ESHA.

(3) Land Division: No new subdivision or boundary line adjustments are proposed in conjunction with this development.

(4) Permitted Development:

a) The proposed developments would not significantly impact the functional capacity of the habitat. Additionally, the project would not change hydrologic connections, wildlife migration corridors, breeding areas, or other biological pathways.

b) Work would only be conducted at or adjacent to the existing developed roadway. No additional structures are proposed.

c) The purpose of the project is to prevent impacts and degradation of surrounding habitats and to protect the traveling public. The project has been designed to minimize future impacts to adjacent sensitive resource areas. Re-siting the project is not feasible and was dictated by the location of damage and likelihood for erosion. The project would be outside of 100-year flood zones.

d) The project was designed to be compatible with the continuing functionality of ESHAs.

e) The project would be sited at and adjacent to an existing developed roadway and would minimize impacts to ESHAs. No other sites would be feasible.

Minimization measures would be implemented for ESHA 1, allowing for its continuation and enhancement.

f) The project would result in a net increase of 1.3 acres of impervious surface, minimize removal of vegetation, and minimize the amount of bare soil, noise, dust, and air pollution. No permanent artificial light would remain related to this project, and no work in wetlands would result from the project.

g) Loss of riparian vegetation would be minimized to the extent feasible.

h) The project would be outside of 100-year flood zones.

i) The project would not change hydrologic connections, wildlife migration corridors, breeding areas, or other biological pathways.

j) The project would improve groundwater and stormwater flow through the Gualala downtown area.

k) Adverse impacts to ESHAs from permanent impacts are related to culvert extensions, recontouring of the water feature and associated riparian area at PM 0.93, as well as widening of the road and shoulder.

Chapter 5. Mitigation

Jurisdictional waters are regulated such that there is no "net loss"; thus, any impacts or losses must be permitted and often compensated for. Compensatory mitigation would be required for permanent impacts to some ESHAs as identified in Table 3. Temporal and permanent impacts that cannot be fully offset on-site would be mitigated at appropriate off-site locations approved by the resource and regulatory agencies. Off-site compensatory mitigation may include the following:

- Caltrans proposes to recontour ESHA 2 and replant native riparian vegetation at a 1:1 ratio within the disturbed and modified area of ESHA 3. It is anticipated that the establishment period would extend between approximately 12-24 months, during which time plants would be watered and weeded to promote healthy growth. In addition, Caltrans would purchase credits at the Mendocino Mitigation Bank to offset the temporal loss of habitat (0.0141 acre), as well as permanent loss of the stream channel (0.0024 acre). Mitigation bank credits would be purchased at a 3:1 ratio to further offset impacts to this low-quality ESHA habitat. If the mitigation credits are not available in time for construction on this project, or if, after plant establishment is complete, the riparian plantings are not successful, then Caltrans would propose a plan to evaluate onsite success and submit an amendment to the mitigation plan and increase the Mendocino Mitigation Bank mitigation package if necessary.

Chapter 6. References

California Department of Fish and Wildlife (CDFW). 2022. California Natural Community List. 2022. Available at: https://www.wildlife.ca.gov/Data/VegCAMP/Natural-Communities. Accessed February 2024.

California Department of Transportation [Caltrans]. 2017a. Construction Site Best Management Practices (BMP) Manual. CTSW-RT-17-314.18.1. May 2017. Available at: http://www.dot.ca.gov/hq/construc/stormwater/CSBMP-May-2017-Final.pdf

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County of Mendocino. Revised, 2002. Gualala Town Plan. Mendocino County Planning and Building Services, Ukiah, CA.

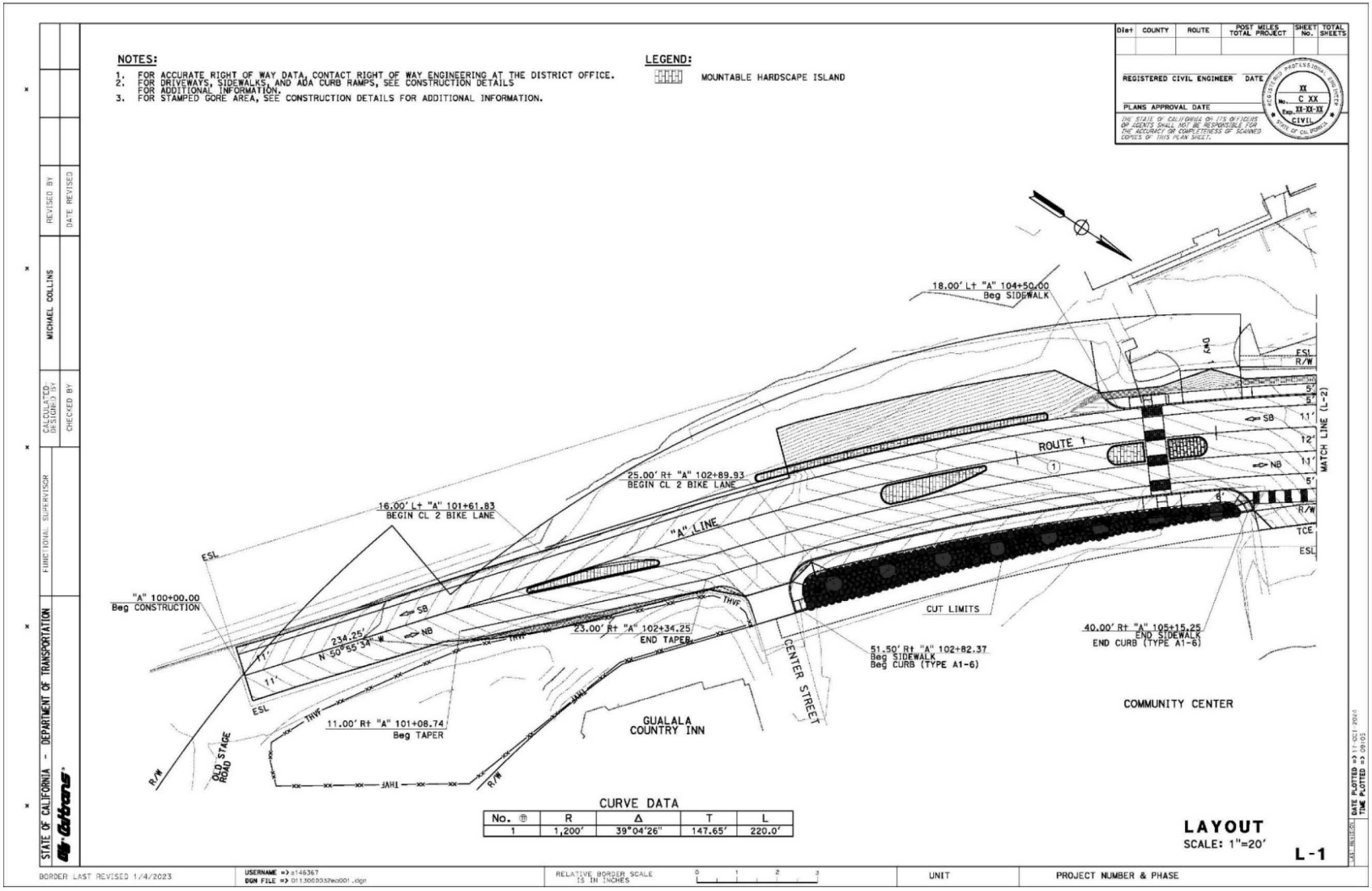
County of Mendocino. Revised, 2009. Mendocino County General Plan. Coastal Commission Certified 1985. Mendocino County Planning and Building Services, Ukiah, CA.

APPENDIX A. Plants Identified within 100 Feet of the Project ESL

Gualala Downtown Enhancements Botanical Survey Survey Dates – May 3 and June 6, 2017 Biologists – Mindy Trask, Lori Price and Grant Thornton, Alex Laughtin	
Scientific Name	**Common Name**
TREES	
Cupressus macrocarpa	Monterey cypress
Pinus muricata	Bishop Pine
SHRUBS	
Baccharis pilularis	coyote brush
Cytisus scoparius	Scotch broom
Salix hookeriana	coastal willow
Salix lasiolepis	arroyo willow
Rubus discolor	Himalayan blackberry
HERBS	
Anthoxanthum odoratum	sweet vernal grass
Avena barbata	slender wild oat
Brassica rapa	field mustard
Briza maxima	rattlesnake grass
Bromus diandrus	ripgut grass
Bromus hordeaceus	soft chess
Carduus pycnocephalus	Italian thistle
Cortaderia jubata	weedy pampas grass
Delairea odorata	Cape ivy
Dimorphotheca sp.	African daisy
Equisetum telmateia	scouring rush
Erodium cicutarium	common stork's bill
Eschscholzia californica	California poppy
Foeniculum vulgare	Fennel
Festuca sp.	fescue
Galium aparine	goose grass
Galium sp.	bedstraw
Geranium sp.	geranium
Hirschfeldia incana	Mediterranean mustard
Holcus lanatus	common velvet grass
Hypochaeris radicata	hairy cat's-ear

Gualala Downtown Enhancements Botanical Survey Survey Dates – May 3 and June 6, 2017 Biologists – Mindy Trask, Lori Price and Grant Thornton, Alex Laughtin	
Hypericum sp.	ornamental
Juncus effusus	common rush
Lathyrus sp.	pea
Lolium perenne	perennial ryegrass
HERBS Continued	
Lotus corniculatus	Bird's-foot trefoil
Lupinus sp.	Lupine
Plantago lanceolata	English plantain
Poa sp.	bluegrass
Polystichum munitum	sword fern
Rubus ursinus	California blackberry
Raphanus sativus	cultivated radish
Scirpus microcarpus	small flowered bullrush
Scrophularia californica	California figwort
Stachys sp.	hedge nettle
Toxicodendron diversilobum	poison oak
Trifolium incarnatum	crimson clover
Vicia sp.	vetch
Vinca major	big-leaf periwinkle

APPENDIX B. Construction Plan Sets


NOTES:
1. FOR ACCURATE RIGHT OF WAY DATA, CONTACT RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.
2. FOR DRIVEWAYS, SIDEWALKS, AND ADA CURB RAMPS, SEE CONSTRUCTION DETAILS FOR ADDITIONAL INFORMATION.
3. FOR STAMPED GORE AREA, SEE CONSTRUCTION DETAILS FOR ADDITIONAL INFORMATION.
LEGEND:
MOUNTABLE HARDSCAPE ISLAND
Dist | COUNTY | ROUTE | POST MILES TOTAL PROJECT | SHEET No. | TOTAL SHEETS
REGISTERED CIVIL ENGINEER DATE
PLANS APPROVAL DATE
THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF SCANNED COPIES OF THIS PLAN SHEET.
STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
Caltrans
FUNCTIONAL SUPERVISOR
CALCULATED/DESIGNED BY
CHECKED BY
MICHAEL COLLINS
REVISED BY
DATE REVISED
18.00' Lt "A" 104+50.00
Beg SIDEWALK
ESL
R/W
5'
5'
SB
11'
12'
NB
11'
5'
R/W
TCE
ESL
MATCH LINE (L-2)
ROUTE 1
25.00' Rt "A" 102+89.93
BEGIN CL 2 BIKE LANE
16.00' Lt "A" 101+61.83
BEGIN CL 2 BIKE LANE
"A" LINE
"A" 100+00.00
Beg CONSTRUCTION
234.25'
N 50°55'34" W
11'
11'
ESL
THVF
23.00' Rt "A" 102+34.25
END TAPER
CUT LIMITS
51.50' Rt "A" 102+82.37
Beg SIDEWALK
Beg CURB (TYPE A1-6)
40.00' Rt "A" 105+15.25
END SIDEWALK
END CURB (TYPE A1-6)
CENTER STREET
COMMUNITY CENTER
11.00' Rt "A" 101+08.74
Beg TAPER
GUALALA
COUNTRY INN
OLD STAGE ROAD
R/W
R/W
CURVE DATA
No. | R | Δ | T | L
1 | 1,200' | 39°04'26" | 147.65' | 220.0'
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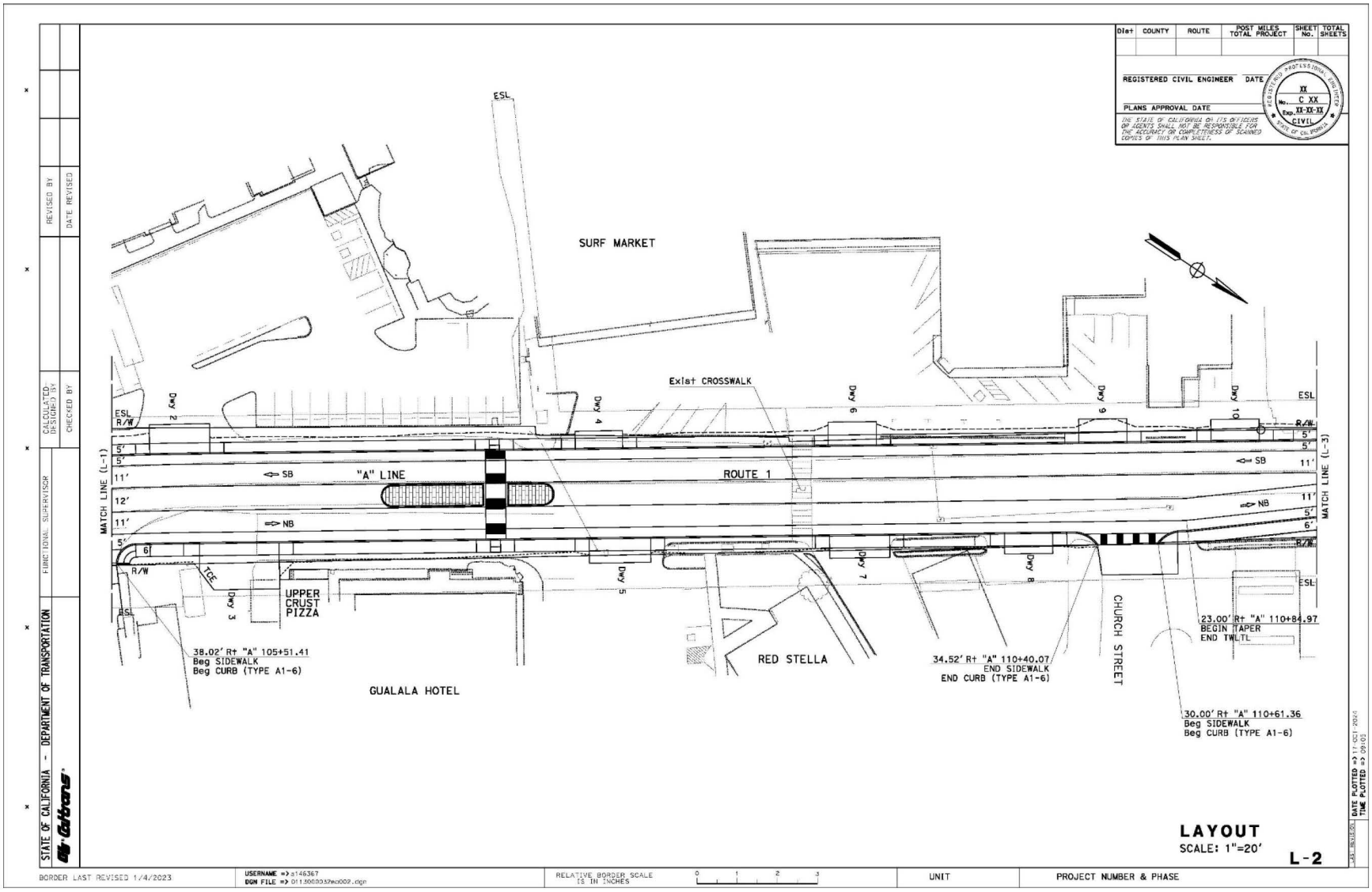
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ESL
Exist CROSSWALK
"A" LINE
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SB
NB
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MATCH LINE (L-3)
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RED STELLA
GUALALA HOTEL
CHURCH STREET
38.02' Rt "A" 105+51.41
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Beg CURB (TYPE A1-6)
34.52' Rt "A" 110+40.07
END SIDEWALK
END CURB (TYPE A1-6)
23.00' Rt "A" 110+84.97
BEGIN TAPER
END TWLTL
30.00' Rt "A" 110+61.36
Beg SIDEWALK
Beg CURB (TYPE A1-6)
LAYOUT
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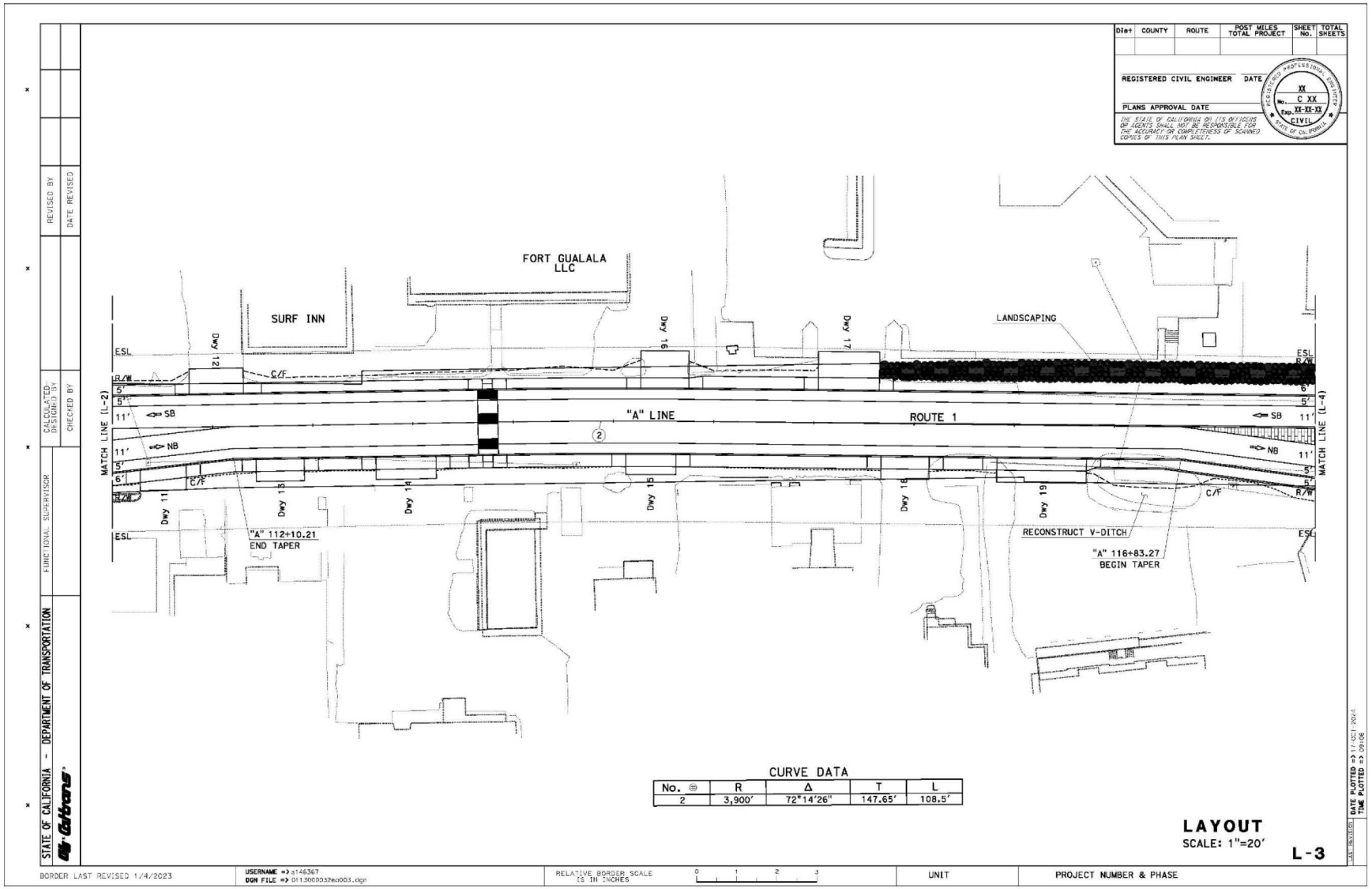
PLANS APPROVAL DATE
STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION


FORT GUALALA LLC
SURF INN
LANDSCAPING
"A" LINE
ROUTE 1
SB
NB
ESL
R/W
C/F
MATCH LINE (L-2)
MATCH LINE (L-4)
"A" 112+10.21
END TAPER
"A" 116+83.27
BEGIN TAPER
RECONSTRUCT V-DITCH
CURVE DATA
No. | R | Δ | T | L
2 | 3,900′ | 72°14′26" | 147.65′ | 108.5′
LAYOUT
SCALE: 1"=20′
L-3
STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
REGISTERED CIVIL ENGINEER DATE
PLANS APPROVAL DATE
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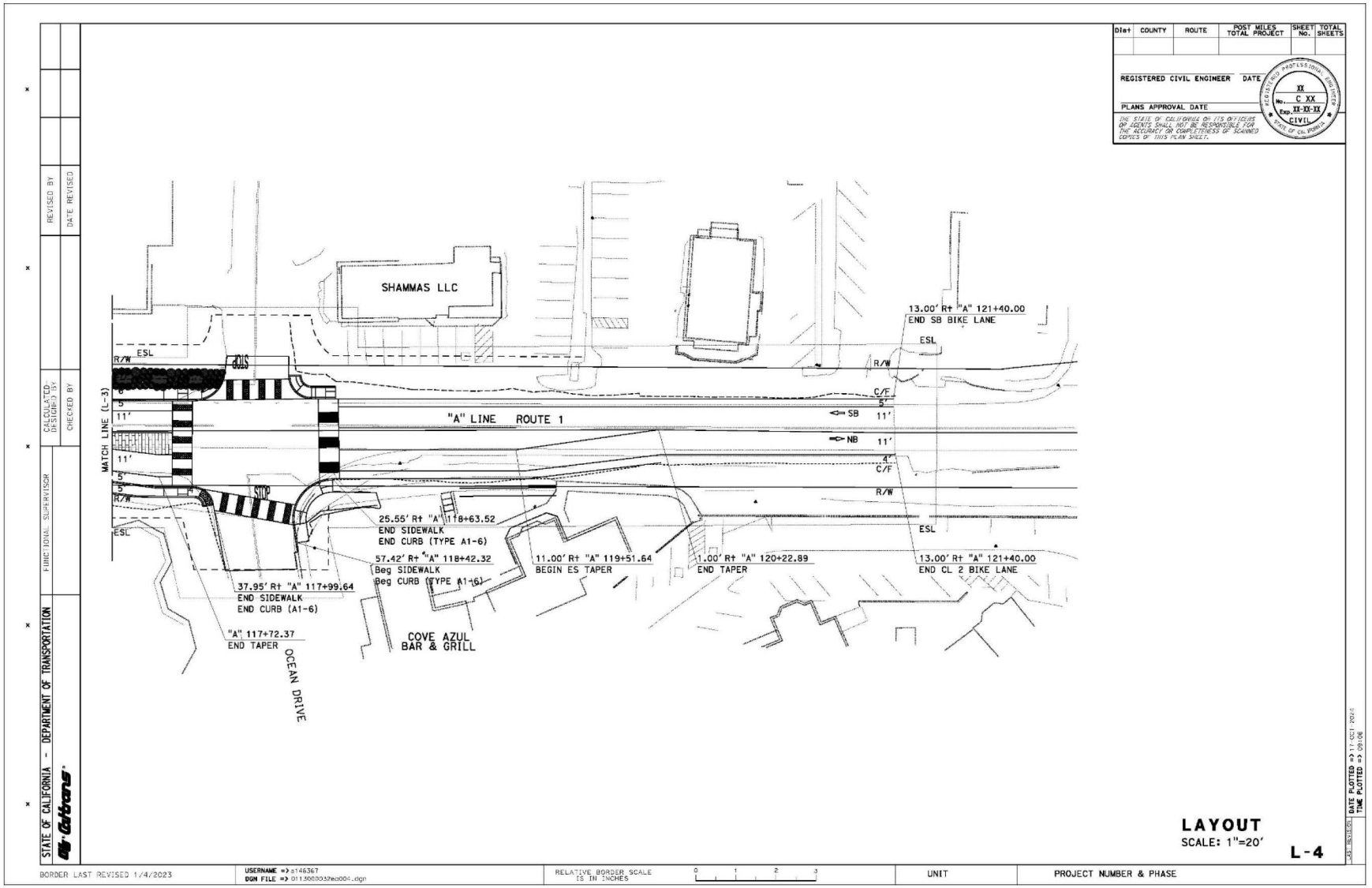
SHAMMAS LLC
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ESL
R/W
STOP
"A" LINE ROUTE 1
SB 11'
NB 11'
C/F
MATCH LINE (L-3)
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END SIDEWALK
END CURB (TYPE A1-6)
57.42' Rt "A" 118+42.32
Beg SIDEWALK
Beg CURB (TYPE A1-6)
11.00' Rt "A" 119+51.64
BEGIN ES TAPER
1.00' Rt "A" 120+22.89
END TAPER
13.00' Rt "A" 121+40.00
END CL 2 BIKE LANE
37.95' Rt "A" 117+99.64
END SIDEWALK
END CURB (A1-6)
"A" 117+72.37
END TAPER
OCEAN DRIVE
COVE AZUL
BAR & GRILL
REGISTERED CIVIL ENGINEER DATE
PLANS APPROVAL DATE
THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF SCANNED COPIES OF THIS PLAN SHEET.
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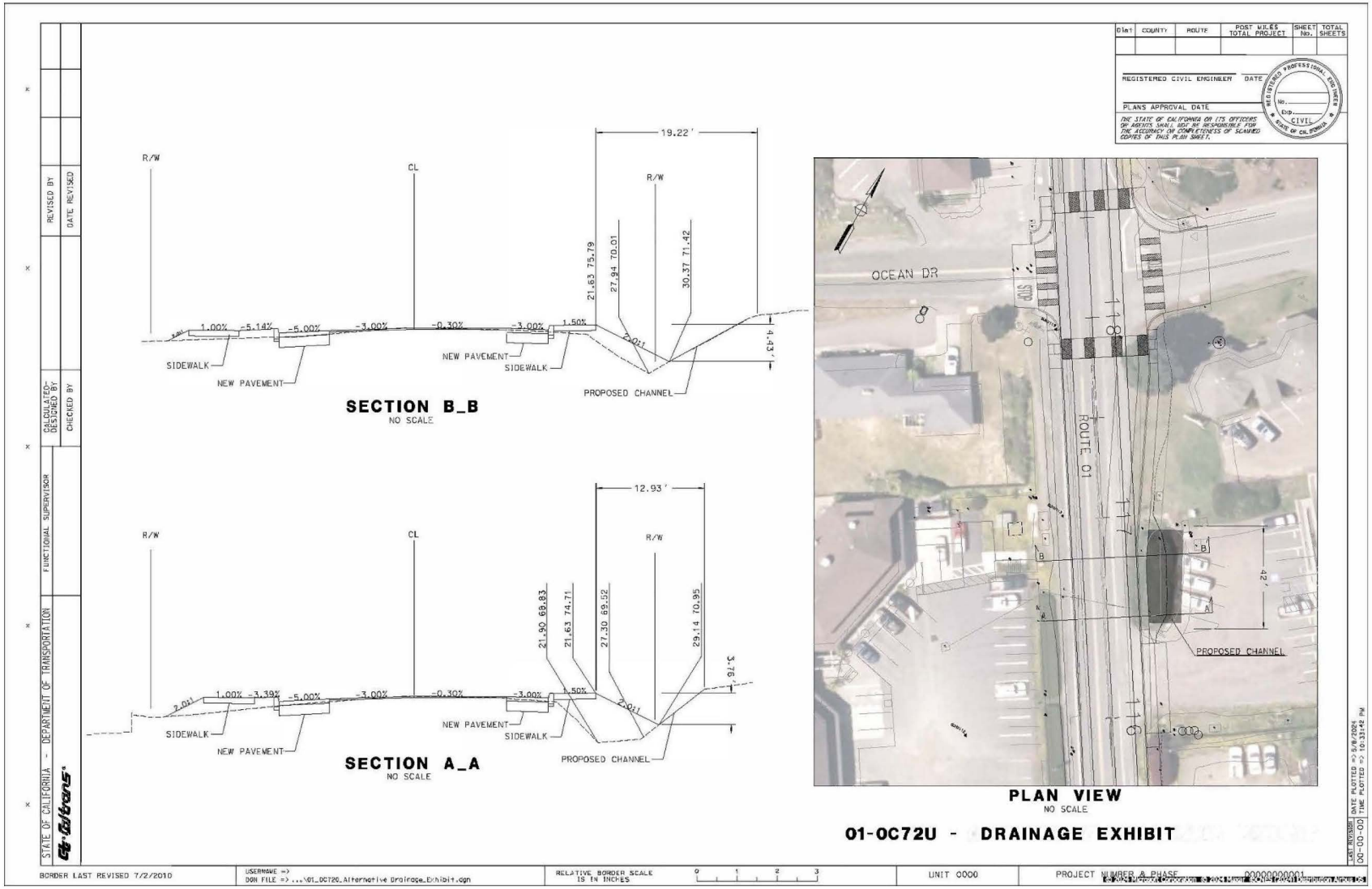
R/W
CL
R/W
19.22'
21.63 75.79
27.94 70.01
30.37 71.42
1.00%
-5.14%
-5.00%
-3.00%
-0.30%
-3.00%
1.50%
2.0%
4.43'
SIDEWALK
NEW PAVEMENT
NEW PAVEMENT
SIDEWALK
PROPOSED CHANNEL
SECTION B_B
NO SCALE
R/W
CL
R/W
12.93'
21.90 68.83
21.63 74.71
27.30 69.52
29.14 70.95
2.0%
1.00%
-3.39%
-5.00%
-3.00%
-0.30%
-3.00%
1.50%
2.0%
3.91'
SIDEWALK
NEW PAVEMENT
NEW PAVEMENT
SIDEWALK
PROPOSED CHANNEL
SECTION A_A
NO SCALE
OCEAN DR
STOP
ROUTE 01
PROPOSED CHANNEL
PLAN VIEW
NO SCALE
01-0C72U - DRAINAGE EXHIBIT
REGISTERED CIVIL ENGINEER
DATE
PLANS APPROVAL DATE
THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF SCANNED COPIES OF THIS PLAN SHEET.
REGISTERED PROFESSIONAL ENGINEER
CIVIL
STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
FUNCTIONAL SUPERVISOR
CALCULATED-DESIGNED BY
CHECKED BY
REVISED BY
DATE REVISED
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TIME PLOTTED => 10:33:42 PM

APPENDIX C. Site Photos

Photo 1. ESHA 1 Northern Coastal Scrub looking southwest on the south side of Gualala

Photo 2. Riparian area at the Southeast end of the project. Top of Bank is outside the ESL and Coastal Zone Buffer

Photos 3 and 4. Waters of the U.S. and Adjacent Riparian Habitat

APPENDIX D. Landscape Planting Plan

Wednesday, June 11, 2024

GUALALA DOWNTOWN STREETSCAPE (01-0C720)

PROPOSED PLANTS

Small Trees

BOTANICAL NAME	COMMON NAME	NOTES
Arbutus unedo 'Compacta'	Compact Strawberry Tree	Evergreen, drought tolerant, abundant flowers and fruit
Ceanothus 'Ray Hartman'	Ray Hartman Wild Lilac	CA native

Shrubs & Groundcovers

BOTANICAL NAME	COMMON NAME	NOTES
Achillea millefolium	Yarrow	CA native
Arctostaphylos uva-ursi	Kinnikinnick	CA native
Baccharis pilularis 'Pigeon Point'	Dwarf Coyote Brush	CA native
Dudleya farinosa	Bluff Lettuce	CA native
Fragaria chiloensis	Beach Strawberry	CA native
Iris douglasiana	Douglas Iris	CA native

Grasses & Grass-like

BOTANICAL NAME	COMMON NAME	NOTES
Festua californica	California Fescue	CA native
Muhlenbergia rigens	Deer Grass	Clay tolerant
Sisyrinchium bellum	Blue-Eyed Grass	CA native

Complimentary Plants (currently found in Gualala along roadway)

BOTANICAL NAME	COMMON NAME	NOTES
Euphorbia characias	Mediterranean Spurge	Decorative option for chartreuse accents
Hemerocallis sp.	Daylily	Decorative option near signage
Limonium perezii	Sea Lavender	Decorative option near signage
Penstemon sp.	Beardtongue	Decorative option near signage
Rosmarinus sp.	Rosemary	Predominantly dry areas. Choose lower growing varieties
Salvia sp.	Sage	Predominantly dry areas

LID Options

BOTANICAL NAME	COMMON NAME	NOTES
Carex obnupta	Slough Sedge	Needs moisture
Carex pansa	Sand Dune Sedge	Needs sandy soil
Festuca idahoensis	Western Fescue	Do not plant in low zone
Juncus effusus	Common Rush	

Natural Environment Study

(Minimal Impacts)

Gualala Downtown Enhancements

01-MEN-001-0.6/1

EA 01-0C720, EFIS 0113000032

July 2017

STATE OF CALIFORNIA
Department of Transportation

Prepared By: Lori Price Date: 7/18/17

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Environmental Management, E-M1 Branch
District 3/North Region

Recommended for Approval By: Allison Kunz Date: 7/18/17

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Approved By: Adele Pommerenck Date: 7/19/17

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Environmental Management, E-M1 Branch
District 3/North Region

Caltrans
CALIFORNIA DEPARTMENT OF TRANSPORTATION

Summary

The California Department of Transportation (Caltrans) is proposing an enhancement project along State Route (SR) 1 in the town of Gualala in Mendocino County. Based on the current project description, the proposed project will not have an impact on biological resources and no permits are required.

1 - Introduction

Project Purpose and Need

The purpose of the project is to improve traffic flow and create safe and comfortable facilities for pedestrian and bicycle travel in downtown Gualala. The project is also intended to improve Gualala's visual character by incorporating landscape and hardscape features.

The shoulder areas, while unmarked, are routinely used for parallel parking throughout the downtown area. Gualala is an unincorporated rural community on the southwest corner of coastal Mendocino County and northern Sonoma County. Gualala serves a regional population of about 2,500 persons. The scenic and recreational resources of the area attracts thousands of visitors each year. SR 1 is classified as a two-lane conventional highway and is a designated segment of the Pacific Coast Bike Route. Conflicts between motorized and non-motorized users of the facility are frequent and are exacerbated by on-street parking and minimal access control.

Project Description

The project is located in the town of Gualala in Mendocino County along SR 1 from just south of Center Street (post mile [PM] 0.63) to just north of Ocean Drive (PM 0.99) (Figure 1). The project is located on the Gualala 7.5-minute U.S. Geological Survey (USGS) quadrangle, within Township 11 North, Range 15 West, Section 27.

The existing facility consists of two 11-foot travel lanes and varying widths of paved/graveled shoulders. The project proposes to widen SR 1 to accommodate two 11-foot wide travel lanes, a center 12-foot wide two-way left-turn lane, 5-foot wide bike lanes and 8-foot wide sidewalks on both sides of the highway, crosswalks, and median islands. Existing drainage features such as drainage inlets and slotted drains would need to be raised and/or relocated. New culverts may be installed. Vegetation removal would be required. The project would also install new landscaping and hardscaping features. Underground utilities would be relocated. New right-of-way (ROW) and temporary construction easements would be acquired. This is a state funded project.

The construction year has not yet been programmed. Construction of the project is expected to take approximately 75 working days and would take one construction season to complete.

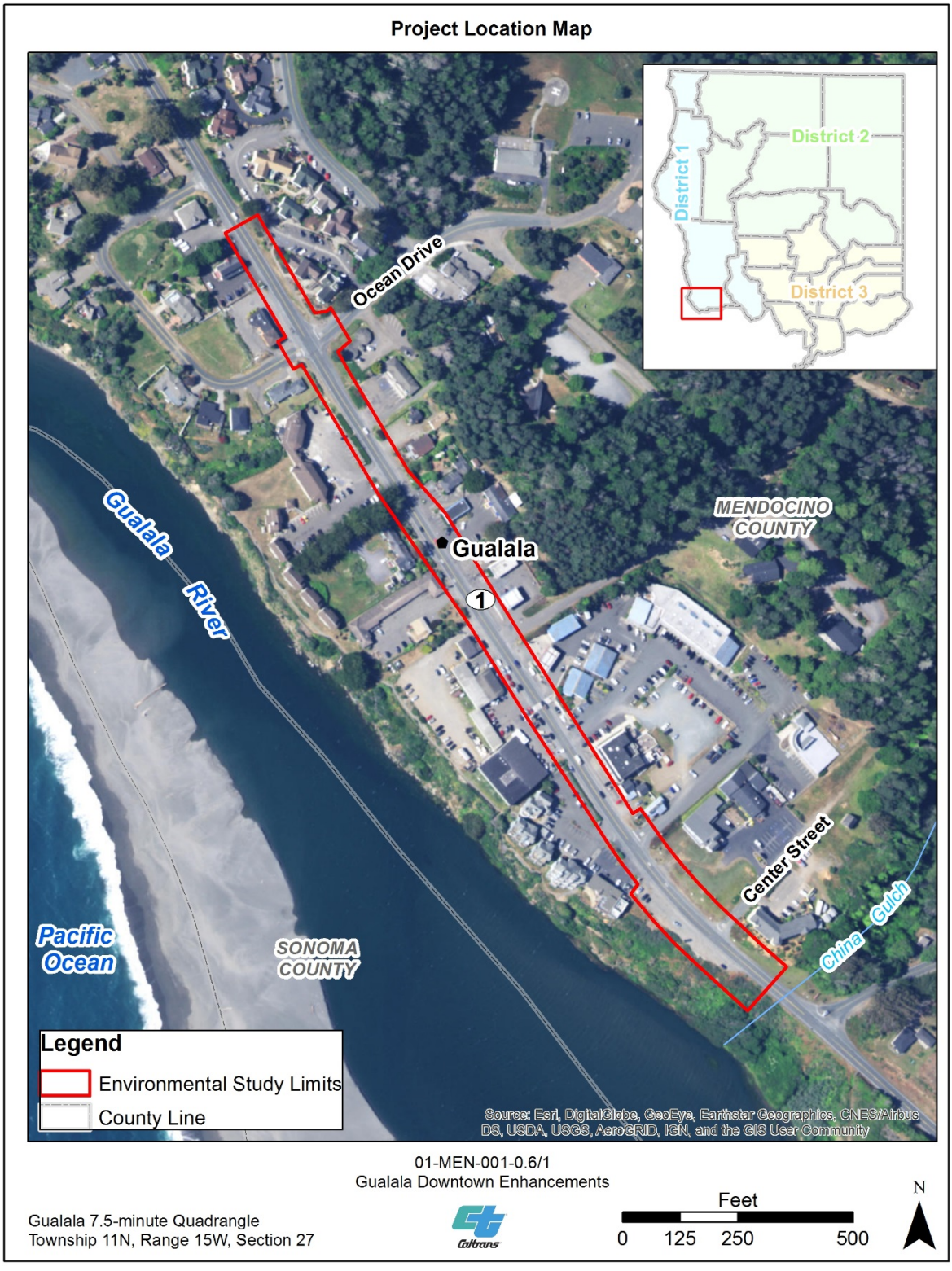

Figure 1. Project Location Map

2 - Study Methods

A list of sensitive species and habitats potentially occurring within the project vicinity was developed by reviewing the U.S. Fish and Wildlife Service (USFWS) online species list database, the California Department of Fish and Wildlife (CDFW) Natural Diversity Database (CNDDB), the California Native Plant Society (CNPS) Inventory of Rare and Endangered Vascular Plants, and the National Marine Fisheries Service (NMFS) online species list for the Gualala 7.5-minute USGS quadrangle. Appendix A contains the list of sensitive species and habitats identified as potentially occurring in the project vicinity that were considered during the review of this project. Appendix B contains the lists generated from the USFWS, CNDDB, CNPS, and NMFS queries.

Regulatory Requirements

Based on the current project description, no permits are required.

Studies Required

Literature Search

- USFWS IPaC Trust Resources Report; updated on July 18, 2017.
- CDFW Biogeographic Data Branch. CNDDB list for the Gualala 7.5-minute USGS quadrangle; updated on July 18, 2017.
- CNPS list for the Gualala 7.5-minute USGS quadrangle; updated on July 18, 2017.
- NMFS Google Earth Application Species List for the Gualala 7.5-minute USGS quadrangle; updated on July 18, 2017.

Field Reviews

An initial field review was conducted by Caltrans Engineers Kelly Timmons and Eric Shada, Caltrans Biologist Lori Price, and Caltrans Environmental Planner Michelle Holtz on November 14, 2016.

Survey Methods

Surveys were conducted to assess the environmental study limits (ESL) for the presence of biological resources such as special status plants and wildlife, sensitive habitats, and federal and state jurisdictional waters and wetlands. As a condition of the Mendocino County Coastal Zoning code, a survey of Environmentally Sensitive Habitat Areas (ESHAs) within 100 feet of the ESL was also performed (discussed in a separate ESHA Assessment report).

A habitat assessment of potentially suitable habitat for the Behren's silverspot butterfly was conducted within 100 meters of the ESL, per protocol.

Personal Survey Dates

A native plant survey and butterfly habitat assessment was conducted by Caltrans Biologists Lori Price and Mindy Trask on May 3, 2017. A native plant survey, and wetland and waters delineation was conducted by Caltrans Biologists Lori Price, Alexandra Laughtin, and Grant Thornton on June 5, 2017.

Agency Coordination and Professional Contacts

Greg Schmidt and John Hunter, USFWS, were contacted regarding survey protocol and habitat suitability for Behren's silverspot butterfly.

Limitations That May Influence Results

Caltrans was denied access to survey undeveloped privately-owned parcels within the protocol 100-meter Behren's silverspot butterfly survey area. Due to the disturbed nature of the parcels and the surrounding unsuitable habitat, limited access did not change the results of the determination for the butterfly. No other problems or limitations were encountered that would affect the conclusion of this Natural Environment Study.

3 - Results: Environmental Setting

The project is located on a coastal bluff along SR 1 in southern Mendocino County, within the town of Gualala. The environmental setting is characterized by the Gualala River and Pacific Ocean directly to the south and west; relatively dense, hilly, conifer forest/woodland to the east; and the built-environment of the town of Gualala. The area is influenced by a mild Mediterranean climate and a cool marine air layer which yields wet, cool winters and dry, mild summers.

Description of the Existing Biological and Physical Conditions
Study Area

The ESL encompasses all areas needed for work and staging which includes the existing roadway and paved/graveled shoulders, existing drainage structures, parking lots, landscaped areas, and grassy undeveloped areas directly adjacent to the highway. The ESL is relatively flat at an elevation of approximately 100 feet above mean sea level. The project occurs within and adjacent to existing Caltrans ROW.

Soils

Soils are of the Bruhel-Shinglemill complex. Bruhel soils consist of well-drained residuum weathered from sandstone, typically found on hills and mountains. Shinglemill soils consist of poorly drained fluviomarine deposits derived from sedimentary rock, typically found on marine terraces. The typical soil profile of this complex includes loams, clay loams, gravelly clay loams, sandy clay, and bedrock (NRCS 2017).

Hydrology and Waters

The project is within the Gualala River watershed (10-digit HUC 1801010901). Drainages within the watershed flow to the Gualala River, and eventually to the Pacific Ocean.

Waters of the U.S. include intermittent, ephemeral, and perennial drainages that have an "ordinary high water mark" (OHWM) but that do not meet the criteria to be a wetland (dominated by hydrophytic vegetation cover, have hydric soils, and wetland hydrology), and connect directly or indirectly to a traditional navigable water. Waters of the State have a defined bed, bank, and channel. Drainage within the ESL consists of urban drainage such as runoff from nearby residences, commercial centers, and roadways that is conveyed through cross-culverts, concrete-lined ditches, slotted drains, and a system of underground pipes. The project would raise and/or relocate existing drainage inlets and install a new culvert to accommodate the new sidewalk at PM 0.92. Jurisdictional features such as an OHWM, bed, bank, or channel, are not exhibited in any of the drainages within the ESL.

The drainage feature at PM 0.92 is a 1-foot wide rock-lined ditch that daylights from a pipe culvert for approximately 45 feet on the east side of SR 1 before entering a cross-culvert and being directed under the highway and a parking lot/strip mall beyond the ESL. Areas upgradient of the ditch were surveyed and no natural drainages enter the pipe culvert; the pipe only receives roadway and slope runoff. No jurisdictional features are present within the ditch. Within the ESL, the ditch does support a small (0.01 acre) patch of arroyo willow (*Salix lasiolepis*), *Rhamnaceae spp*, bigleaf periwinkle (*Vinca major*), and panicled bulrush (*Scirpus microcarpus*). This vegetative patch is considered opportunistic and not riparian habitat due to its small size and lack of contiguity, the low habitat quality of the ditch itself, and the minimal ecosystem functions that the patch provides. Therefore, no waters of the U.S. or State are present within the ESL. No wetlands are present within the ESL.

Vegetation

The ESL is largely paved, graveled, altered, or otherwise disturbed. Vegetation in the ESL consists primarily of landscape plant varieties and various nonnative grasses and herbs adjacent to the roadway. Species present include quaking grass (*Briza maxima*), ripgut brome (*Bromus diandrus*), soft chess (*Bromus hordeaceus*), velvet grass (*Holcus lanatus*), lupine (*Lupinus* spp), mustard (*Brassica* spp.), wild radish (*Raphanus sativus*), clover (*Trifolium* spp.),

cape weed (*Arctotheca calendula*), vetch (*Vicia* spp.), and cape ivy (*Delairea odorata*). A few Monterey cypress (*Hesperocyparis macrocarpa*) and one Bishop pine (*Pinus muricata*) are also present within the ESL. Tree removal may be required.

Regional Species and Habitats and Natural Communities of Concern

Species and habitats of concern may occur in the greater project vicinity. However, the ESL is limited to paved surfaces and directly adjacent landscaped and disturbed areas surrounded by development. These areas do not provide high quality habitat for species and habitats of concern. There is minimal potential for species of concern to be present within the ESL or to be impacted by project activities. Appendix A contains a list of sensitive species and habitats that were identified as potentially occurring in the vicinity and were considered during the review of this project.

4 - Results: Biological Resources, Discussion of Impacts & Mitigation

Habitats and Natural Communities of Special Concern

Habitats are considered to be of special concern based on (1) federal, state, or local laws regulating their development; (2) limited distributions; and/or (3) the habitat requirements of special status plants or animals occuring on site.

No habitats or natural communities of special concern are present within the ESL.

Special Status Plant Species

Plants are considered to be of special concern based on (1) federal, state, or local laws regulating their development; (2) limited distributions; and/or (3) the presence of habitat required by the special-status plants occurring on site.

The ESL is largely paved, graveled, altered, or otherwise disturbed. Few special status plants occur in disturbed roadside habitats, as are present within the ESL. Focused native plant surveys were conducted in May and June 2017. No special status plants were observed.

Special Status Animal Species Occurrences

Animals are considered to be of special concern based on (1) federal, state, or local laws regulating their development; (2) limited distributions, and/or (3) the habitat requirements of special-status animals occurring on site.

The ESL is highly developed and does not contain suitable habitat for special status animal species. Based on a lack of suitable habitat within the ESL, special status species are not expected to occur in the ESL or be impacted by project activities.

DISCUSSION OF BEHREN'S SILVERSPOT BUTTERFLY

Behren's silverspot butterfly (*Speyeria zerene behrensii*) (BSSB) was listed as a federal endangered species on December 5, 1997. BSSB is a rare, endemic, coastal species. The range of the BSSB in Mendocino County is considered to be within one mile of marine waters from the Sonoma County border, north to Laguna Point in MacKerricher State Park north of Fort Bragg. BSSB occupy early successional coastal terrace prairie habitat that contains plants from the genus *Viola* (especially *Viola adunca*), which it requires for both food and larval-hosting purposes. The project is located within the potential geographic range of BSSB.

Survey Results

Surveys were conducted on May 3, 2017 by Caltrans biologists Lori Price and Mindy Trask following the *Draft Guidelines for Habitat Assessments and Surveys for Behren's Silverspot Butterfly* (*Speyeria zerene behrensii*) (Draft Guidelines). Per technical assistance with the USFWS (personal communication, Greg Schmidt and John Hunter USFWS, March 7, 2017), only potentially suitable habitat areas within 100 meters of the ESL needed to be surveyed.

Areas within 100 meters of the ESL include lands that have been mostly disturbed and converted for urbanization, residences, and lawns. Undeveloped areas within the 100 meter buffer consist of bare ground, closed-cone pine-cypress (Bishop pine), and grassland.

No *Viola adunca* or other potential nectar source plants were found within the ESL or within 100 meters of the project. Per the Draft Guidelines and survey results, the project site is not considered suitable habitat for BSSB.

Project Impacts

The construction of the proposed project will have no effect to the BSSB.

Avoidance and Minimization Efforts/Compensatory Mitigation

None proposed.

5 - Conclusions & Regulatory Determination

Federal Regulatory Requirements

FEDERAL ENDANGERED SPECIES ACT CONSULTATION SUMMARY

Based on a lack of suitable habitat and minimal scope of work, the project will have no effect to federally listed species or critical habitat protected under the Federal Endangered Species Act. Consultation with the USFWS was not necessary for the project. Appendix B contains a list of all federal protected species that have the potential to occur in the project vicinity, including an effect determination for each.

State Regulations

CALIFORNIA ENDANGERED SPECIES ACT CONSULTATION SUMMARY

The project will not result in take of any species protected under the California Endangered Species Act. Consultation with the CDFW was not necessary for the project. Appendix B contains a list of all state protected species that have the potential to occur in the project vicinity, including an effect determination for each.

CALIFORNIA FISH AND GAME CODE SECTIONS 3503 AND 3503.5

Under California Fish and Game Code Sections 3503 and 3503.5, it is unlawful to take, possess, or needlessly destroy the nest or eggs of any bird, or to take, possess, or destroy any birds of prey or their nest or eggs.

The project may result in the removal of trees and shrubs that may support bird nests. Removal of vegetation during the breeding season (February 1 to September 15) could impact active bird nests. To avoid impacts to nesting birds, the below measure will be adhered to:

- Vegetation will be removed outside of the bird breeding season (September 16 to January 31). If vegetation will be removed during the bird breeding season (February 1 to September 15), migratory bird surveys will be conducted within the environmental study limits no earlier than two weeks prior to construction by a qualified biologist.

References

California Department of Fish and Wildlife, Biogeographic Data Branch. California Natural Diversity Database (Government Version). Retrieved July 18, 2017 from http://map.dfg.ca.gov/rarefind/view/RareFind.aspx

CNPS, Rare Plant Program. 2017 Inventory of Rare and Endangered Vascular Plants (online edition v8-02). California Native Plant Society, Sacramento, CA. Accessed on July 18, 2017 from http://www.rareplant.cnps.org

National Marine Fisheries Service (NMFS). 2016. Intersection of USGS 7.5" Topographic Quadrangles with NOAA Fisheries ESA Listed Species, Critical Habitat, Essential Fish Habitat, and MMPA Species Data within California. Google Earth application. Retrieved July 18, 2017.

U.S. Fish and Wildlife Service, Arcata Fish and Wildlife Office. Information for Planning and Conservation (IPaC). Retrieved on July 18, 2017 from http://www.ecos.fws.gov/ipac/

____. 2015. Recovery Plan for Behren's Silverspot Butterfly (*Speyeria zerene behrensii*). U.S. Fish and Wildlife Service, Pacific Southwest Regional Office, Region 8, Sacramento, California. xi + 95 pp.

Appendix A – List of Sensitive Species Potentially Occurring in the Project Vicinity

Scientific name	Common name	Status[1] Federal/State/ CNPS	Habitat	Habitat Present/ Absent	Rationale
AMPHIBIANS					
Dicamptodon ensatus	California giant salamander	-/SSC	Wet, coastal forests in/near clear, cold, permanent and semi-permanent streams and seepages.	Absent	**No Impact.** No suitable habitat present in project area.
Rana boylii	Foothill yellow-legged frog	-/C	Creeks or rivers in woodlands or forests with rock and gravel substrate and low overhanging vegetation along the edge.	Absent	**No Impact.** No suitable habitat present in project area.
Rana draytonii	California red-legged frog	T/SSC	Permanent and semi-permanent aquatic habitats such as creeks and cold water ponds, with emergent and submergent vegetation.	Absent	**No Effect.** No suitable habitat present in project area.
Taricha rivularis	Red-bellied newt	-/SSC	Streams in coastal woodlands and redwood forest in coastal northern California.	Absent	**No Impact.** No suitable habitat present in project area.
BIRDS					
Brachyramphus marmoratus	Marbled murrelet	T/E	Mature, coastal coniferous forests for nesting; nearby coastal water for foraging; nests in conifer stands greater than 150 years old and may be found up to 35 miles inland; winters on subtidal and pelagic waters often well offshore.	Absent	**No Effect.** No suitable habitat present in project area.
Cerohinca monocerata	Rhinoceros auklet	-/WL	Pelagic. Colonial nester on offshore islands; nests in burrows.	Absent	**No Impact.** No suitable habitat present in project area.
Charadrius alexandrinus nivosus	Western snowy plover	T/SSC	Coastal beaches above the normal high tide limit with wood or other debris for cover. Inland shores of salt ponds and alkali or brackish inland lakes.	Absent	**No Effect.** No suitable habitat present in project area.
Coccyzus americanus occidentalis	Western yellow-billed cuckoo	T/E	Wide, dense riparian forests with a thick understory of willows for nesting; sites with a dominant cottonwood overstory are preferred for foraging.	Absent	**No Effect.** No suitable habitat present in project area.
Fratercula cirrhata	Tufted puffin	-/SSC	Oceanic. Nests colonially in burrows on sea cliffs.	Absent	**No Impact.** No suitable habitat present in project area.

Strix occidentalis caurina	Northern spotted owl	T/C	Dense old-growth or mature forests dominated by conifers with topped trees or oaks available for nesting crevices.	Absent	**No Effect.** No suitable habitat present in project area.
FISH					
Acipenser medirostris	Green sturgeon, sDPS	T/SC	Occupy nearshore oceanic waters, bays, and estuaries, returning to large freshwater rivers to spawn.	Absent	**No Effect.** No suitable habitat present in project area.
Eucyclogobius newberryi	Tidewater goby	E/SSC	On bottom or existing on submerged plants in shallow weedy areas of coastal lagoons and estuaries.	Absent	**No Effect.** No suitable habitat present in project area.
Lavinia symmetricus parvipinnis	Gualala roach	-/SSC	Found in warm water pools in most tributaries throughout the Gualala River watershed.	Absent	**No Impact.** No suitable habitat present in project area.
Oncorhynchus kisutch	Coho salmon, Central California coast ESU	E/E	Cool freshwater streams and rivers, require sand and gravel for spawning.	Absent	**No Effect.** No suitable habitat present in project area.
Oncorhynchus mykiss irideus	Steelhead, Northern California DPS	T/-	Cool freshwater streams and rivers, require sand and gravel for spawning.	Absent	**No Effect.** No suitable habitat present in project area.
Oncorhynchus tshawytscha	Chinook salmon, California Coastal ESU	T/-	Ocean and coastal streams.	Absent	**No Effect.** No suitable habitat present in project area.
INVERTEBRATES					
Bombus caliginosus	Obscure bumble bee	-/-	Open grassy coastal prairies and meadows. Generalist forager. Nests above or underground.	Absent	**No Impact.** No suitable habitat present in project area.
Danaus plexippus (pop.1)	Monarch butterfly, CA overwintering population	-/-	Open habitats including fields, meadows, weedy areas, marshes, and roadsides, with milkweed.	Absent	**No Impact.** No suitable habitat present in project area.
Haliotis cracherodii	Black abalone	E/-	Cling to rocky surfaces in the low intertidal zone. Generally present in areas of moderate to high surf.	Absent	**No Effect.** No suitable habitat present in project area.
Lycaeides argyrognomon lotis	Lotis blue butterfly	E/-	Coastal peat bogs and pygmy conifer forest inland from coastal sand dunes.	Absent	**No Effect.** No suitable habitat present in project area.
Speyeria zerene behrensii	Behren's silverspot butterfly	E/-	Habitats with larval food sources (violets) are required; specific habitat unknown.	Absent	**No Effect.** No suitable habitat present in project area.

Syncaris pacifica	California freshwater shrimp	E/-	Lowland, low gradient streams in Marin, Sonoma, and Napa counties.	Absent	**No Effect.** No suitable habitat present in project area.
MAMMALS					
Aplodontia rufa nigra	Point Arena mountain beaver	E/SSC	North-facing, wooded slopes of ridges or gullies where there is abundant moisture, thick under-growth, and soft soil for burrowing.	Absent	**No Effect.** No suitable habitat present in project area.
Arborimus pomo	Sonoma tree vole	-/SSC	Inhabits old-growth forests of Douglas-fir, redwood, or montane hardwood-conifer species.	Absent	**No Impact.** No suitable habitat present in project area.
Balaenoptera borealis	Sei whale	E/-	Open ocean whales, not often seen near the coast.	Absent	**No Effect.** No suitable habitat present in project area.
Balaenoptera musculus	Blue whale	E/-	Occur in all oceans, primarily along the edge of the continental shelf or along ice fronts. Major populations are found in the North Pacific, North Atlantic and southern hemisphere.	Absent	**No Effect.** No suitable habitat present in project area.
Balaenoptera physalus	Fin whale	E/-	Located throughout the world's oceans, especially in the Northeastern Pacific portion of North America, less common in tropical seas. Tend to stay in deep water, however they have been seen along coastal areas with depth no less than 90 feet.	Absent	**No Effect.** No suitable habitat present in project area.
Corynorhinus townsendii	Townsend's big-eared bat	-/C, SSC	Roosts in caves, tunnels, mines, and dark attics of abandoned buildings.	Absent	**No Impact.** No suitable habitat present in project area.
Eubalaena japonica	North Pacific Right whale	E/-	Coastal or shelf waters; sometimes deep waters.	Absent	**No Effect.** No suitable habitat present in project area.
Megaptera novaengliae	Humpback whale	E/-	Distributed worldwide in all ocean basins, though in the North Pacific it does not occur in Arctic waters.	Absent	**No Effect.** No suitable habitat present in project area.
Orcinus orca	Killer whale, S. resident	E/-	North Pacific Ocean. Winter range may extend south to central California. Consume salmon.	Absent	**No Effect.** No suitable habitat present in project area.

Physeter macrocephalus	Sperm whale	E/-	Tend to inhabit areas with a water depth of 1,968 feet or more, and are uncommon in waters less than 984 feet deep.	Absent	**No Effect.** No suitable habitat present in project area.
REPTILES					
Chelonia mydas	Green sea turtle, East Pacific DPS	T/-	Primarily use three types of habitat: oceanic beaches (for nesting), convergence zones in the open ocean, and benthic feeding grounds in coastal areas.	Absent	**No Effect.** No suitable habitat present in project area.
Dermochelys coriacea	Leatherback sea turtle	E/-	Mainly pelagic, but also forages in coastal waters.	Absent	**No Effect.** No suitable habitat present in project area.
Lepidochelys olivacea	Olive Ridley sea turtle	T, E/-	Mainly pelagic, but also inhabits coastal areas, including bays and estuaries.	Absent	**No Effect.** No suitable habitat present in project area.
PINNIPEDS					
Arctocephalus townsendi	Guadalupe fur seal	T/-	Mainly inhabit tropical islands off the coast of Baja California, but known from the Mexico/Guatemala border to Point Reyes.	Absent	**No Effect.** No suitable habitat present in project area.
PLANTS					
Agrostis blasdalei	Blasdale's bent grass	-/-/List 1B.2	Coastal bluff scrub, coastal dunes, coastal prairie.	Absent	**No Impact.** No suitable habitat present in project area. Not found during plant surveys.
Astragalus agnicidus	Humboldt County milk-vetch	-/E/List 1B.1	Broadleafed upland forest, North Coast coniferous forest/openings, disturbed areas, sometimes roadsides.	Absent	**No Impact.** Not found during plant surveys.
Astragalus rattanii var. *rattanii*	Rattan's milk-vetch	-/-/List 4.3	Chaparral, cismontane woodland, lower montane coniferous forest/gravelly streambanks.	Absent	**No Impact.** No suitable habitat present in project area. Not found during plant surveys.
Calamagrostis bolanderi	Bolander's reed grass	-/-/List 4.2	Bogs and fens, broadleafed upland forest, closed-cone coniferous forest, coastal scrub, meadows and seeps (mesic), marshes and swamps (freshwater), North Coast coniferous forest/mesic.	Absent	**No Impact.** No suitable habitat present in project area. Not found during plant surveys.

Calystegia purpurata ssp. *saxicola*	Coastal bluff morning-glory	-/-/List 1B.2	Coastal dunes, coastal scrub, North Coast coniferous forest.	Absent	**No Impact.** No suitable habitat present in project area. Not found during plant surveys.
Campanula californica	Swamp harebell	-/-/List 1B.2	Bogs and fens, closed-cone coniferous forest, coastal prairie, meadows and seeps, marshes and swamps (freshwater), North Coast coniferous forest/mesic.	Absent	**No Impact.** No suitable habitat present in project area. Not found during plant surveys.
Carex californica	California sedge	-/-/List 2B.3	Bogs and fens, closed-cone coniferous forest, coastal prairie, meadows and seeps, marshes and swamps (margins).	Absent	**No Impact.** No suitable habitat present in project area. Not found during plant surveys.
Castilleja ambigua ssp. *ambigua*	Johnny-nip	-/-/List 4.2	Coastal bluff scrub, coastal prairie, coastal scrub, marshes and swamps, valley and foothill grassland, vernal pool margins.	Absent	**No Impact.** No suitable habitat present in project area. Not found during plant surveys.
Castilleja mendocinensis	Mendocino Coast paintbrush	-/-/List 1B.2	Coastal bluff scrub, closed-cone coniferous forest, coastal dunes, coastal prairie, coastal scrub.	Absent	**No Impact.** No suitable habitat present in project area. Not found during plant surveys.
Ceanothus gloriosus var. *exaltatus*	Glory brush	-/-/List 4.3	Chaparral.	Absent	**No Impact.** No suitable habitat present in project area. Not found during plant surveys.
Ceanothus gloriosus var. *gloriosus*	Point Reyes ceanothus	-/-/List 4.3	Coastal bluff scrub, closed-cone coniferous forest, coastal dunes, coastal scrub/sandy.	Absent	**No Impact.** No suitable habitat present in project area. Not found during plant surveys.
Cuscuta pacifica var. papillata	Mendocino dodder	-/-/List 1B.2	Coastal dunes.	Absent	**No Impact.** No suitable habitat present in project area. Not found during plant surveys.
Erigeron biolettii	Streamside daisy	-/-/List 3	Broadleafed upland forest, cismontane woodland, North Coast coniferous forest/rocky, mesic.	Absent	**No Impact.** No suitable habitat present in project area. Not found during plant surveys.

Erigeron supplex	Supple daisy	-/-/List 1B.2	Coastal bluff scrub and coastal prairie.	Absent	**No Impact.** No suitable habitat present in project area. Not found during plant surveys.
Erysimum concinnum	Bluff wallflower	-/-/List 1B.2	Coastal bluff scrub, coastal dunes and coastal prairie.	Absent	**No Impact.** No suitable habitat present in project area. Not found during plant surveys.
Fritillaria roderickii	Roderick's fritillary	-/E/List 1B.1	Coastal bluff scrub, coastal prairie, valley and foothill grassland.	Absent	**No Impact.** No suitable habitat present in project area. Not found during plant surveys.
Gilia capitata ssp. *pacifica*	Pacific gilia	-/-/List 1B.2	Coastal bluff scrub, chaparral (openings), coastal prairie, valley and foothill grassland.	Absent	**No Impact.** No suitable habitat present in project area. Not found during plant surveys.
Hesperevax sparsiflora var. *brevifolia*	Short-leaved evax	-/-/List 1B.2	Coastal bluff scrub (sandy), coastal dunes.	Absent	**No Impact.** No suitable habitat present in project area. Not found during plant surveys.
Hesperocyparis pygmaea	Pygmy cypress	-/-/List 1B.2	Closed-cone coniferous forest (usually podzol-like soil).	Absent	**No Impact.** No suitable habitat present in project area. Not found during plant surveys.
Horkelia marinensis	Point Reyes horkelia	-/-/List 1B.2	Coastal dunes, coastal prairie, coastal scrub/sandy.	Absent	**No Impact.** No suitable habitat present in project area. Not found during plant surveys.
Horkelia tenuiloba	Thin-lobed horkelia	-/-/List 1B.2	Broadleafed upland forest, chaparral, valley and foothill grassland/mesic openings, sandy.	Absent	**No Impact.** No suitable habitat present in project area. Not found during plant surveys.
Hosackia gracilis	Harlequin lotus	-/-/List 4.2	Wetlands and roadsides in a variety of habitats.	Absent	**No Impact.** Not found during plant surveys.

Kopsiopsis hookeri	Small groundcone	-/-/List 2B.3	North Coast coniferous forest.	Absent	**No Impact.** No suitable habitat present in project area. Not found during plant surveys.
Lasthenia burkei	Burke's goldfields	E/E/List 1B.1	Meadows and seeps (mesic), vernal pools.	Absent	**No Effect.** No suitable habitat present in project area. Not found during plant surveys.
Lasthenia californica ssp. *bakeri*	Baker's goldfields	-/-/List 1B.2	Closed-cone coniferous forest (openings), coastal scrub, meadows and seeps, marshes and swamps.	Absent	**No Impact.** No suitable habitat present in project area. Not found during plant surveys.
Lasthenia californica ssp. *macrantha*	Perennial goldfields	-/-/List 1B.2	Coastal bluff scrub, coastal dunes, coastal scrub.	Absent	**No Impact.** No suitable habitat present in project area. Not found during plant surveys.
Lasthenia conjugens	Contra Costa goldfields	E/-/List 1B.1	Cismontane woodland, playas (alkaline), valley and foothill grassland, vernal pools/mesic.	Absent	**No Effect.** No suitable habitat present in project area. Not found during plant surveys.
Lathyrus palustris	Marsh pea	-/-/List 2B.2	Bogs and fens, coastal prairie, coastal scrub, lower montane coniferous forest, marshes and swamps, North Coast coniferous forest/mesic.	Absent	**No Impact.** No suitable habitat present in project area. Not found during plant surveys.
Lilium maritimum	Coast lily	-/-/List 1B.1	Broadleafed upland forest, closed-cone coniferous forest, coastal prairie, coastal scrub, marshes and swamps (freshwater), North Coast coniferous forest/sometimes roadside.	Absent	**No Impact.** Not found during plant surveys.
Lycopodium clavatum	Running-pine	-/-/List 4.1	Lower montane coniferous forest (mesic), marshes and swamps, North Coast coniferous forest (mesic)/often edges, openings, and roadsides.	Absent	**No Impact.** Not found during plant surveys.
Sidalcea malachroides	Maple-leaved checkerbloom	-/-/List 4.2	Broadleafed upland forest, coastal prairie, coastal scrub, North Coast coniferous forest, riparian woodland/often in disturbed areas.	Absent	**No Impact.** Not found during plant surveys.

Sidalcea malviflora ssp. *purpurea*	Purple-stemmed checkerbloom	-/-/List 1B.2	Broadleafed upland forest, coastal prairie.	Absent	**No Impact.** No suitable habitat present in project area. Not found during plant surveys.
Trifolium amoenum	Showy Indian clover	E/-/List 1B.1	Coastal bluff scrub, valley and foothill grassland (sometimes serpentinite).	Absent	**No Effect.** No suitable habitat present in project area. Not found during plant surveys.
Veratrum fimbriatum	Fringed false-hellebore	-/-/List 4.3	Bogs and fens, coastal scrub, meadows and seeps, North Coast coniferous forest/mesic.	Absent	**No Impact.** No suitable habitat present in project area. Not found during plant surveys.
SENSITIVE HABITATS					
Coastal Brackish Marsh				Absent	
Coastal and Valley Freshwater Marsh				Absent	
Essential Fish Habitat – salmon, groundfish, coastal pelagics				Absent	

[1]Status Explanations:

Federal Status (pursuant to the Federal Endangered Species Act of 1973, as amended)

E = endangered. Listed as being in danger of extinction.
T = threatened. Listed as likely to become endangered within the foreseeable future.
P = proposed. Proposed for listing as threatened or endangered, or for delisting.
C = candidate. Candidate that may become a proposed species.
D = delisted.
- = no listing under the Federal Endangered Species Act.

State Status (pursuant to §1904 (Native Plant Protection Act of 1977) and §2074.2 and §2075.5 (California Endangered Species Act of 1984) of the Fish and Game Code)

E = listed as endangered under the California Endangered Species Act.
T = listed as threatened under the California Endangered Species Act.
C = candidate. Candidate that may become threatened, endangered, or delisted.
D = delisted.
- = no listing.

State Status (other listings)

SSC = species of special concern. Animals not listed under the Federal Endangered Species Act or the California Endangered Species Act but which are declining at a rate that could result in listing, or historically occurred in low numbers and known threats to their persistence currently exist.
FP = Fully Protected. Fully Protected species may not be taken or possessed at any time and no licenses or permits may be issued for their take except for collecting these species for necessary scientific research and relocation of the bird species for the protection of livestock.
WL = Watch List. Species that do not meet the criteria of SC, but for which there is concern and a need for additional information to clarify status.

California Native Plant Society (CNPS)

List 1A = Presumed extinct in California.
List 1B species = Plants rare, threatened, or endangered in California and elsewhere.
List 2 species = Rare, threatened, or endangered in California, but more common elsewhere.
List 3 species = More information is needed about the plant species.
List 4 species = Limited distribution (Watch List).
.1 = seriously endangered in California.
.2 = fairly endangered in California.
.3 = Not very endangered in California.

Appendix B – Species Queries

IPaC **U.S. Fish & Wildlife Service**

IPaC resource list

This report is an automatically generated list of species and other resources such as critical habitat (collectively referred to as *trust resources*) under the U.S. Fish and Wildlife Service's (USFWS) jurisdiction that are known or expected to be on or near the project area referenced below. The list may also include trust resources that occur outside of the project area, but that could potentially be directly or indirectly affected by activities in the project area. However, determining the likelihood and extent of effects a project may have on trust resources typically requires gathering additional site-specific (e.g., vegetation/species surveys) and project-specific (e.g., magnitude and timing of proposed activities) information.

Below is a summary of the project information you provided and contact information for the USFWS office(s) with jurisdiction in the defined project area. Please read the introduction to each section that follows (Endangered Species, Migratory Birds, USFWS Facilities, and NWI Wetlands) for additional information applicable to the trust resources addressed in that section.

Project information

NAME

Gualala Downtown Enhancements

LOCATION

Mendocino County, California

Not for consultation

DESCRIPTION

Enhancing
SR 1 through Gualala by adding shoulders, bike lanes, a two-way center left turn lane, landscaping and hardscaping

Local office

Arcata Fish And Wildlife Office

(707) 822-7201
(707) 822-8411

1655 Heindon Road
Arcata, CA 95521-4573

Endangered species

This resource list is for informational purposes only and does not constitute an analysis of project level impacts.

The primary information used to generate this list is the known or expected range of each species. Additional areas of influence (AOI) for species are also considered. An AOI includes areas outside of the species range if the species could be indirectly affected by activities in that area (e.g., placing a dam upstream of a fish population, even if that fish does not occur at the dam site, may indirectly impact the species by reducing or eliminating water flow downstream). Because species can move, and site conditions can change, the species on this list are not guaranteed to be found on or near the project area. To fully determine any potential effects to species, additional site-specific and project-specific information is often required.

Not for consultation

Section 7 of the Endangered Species Act **requires** Federal agencies to "request of the Secretary information whether any species which is listed or proposed to be listed may be present in the area of such proposed action" for any project that is conducted, permitted, funded, or licensed by any Federal agency. A letter from the local office and a species list which fulfills this requirement can **only** be obtained by requesting an official species list from either the Regulatory Review section in IPaC (see directions below) or from the local field office directly.

For project evaluations that require USFWS concurrence/review, please return to the IPaC website and request an official species list by doing the following:

1. Log in to IPaC.
2. Go to your My Projects list.
3. Click PROJECT HOME for this project.
4. Click REQUEST SPECIES LIST.

Listed species

[1] are managed by the Ecological Services Program of the U.S. Fish and Wildlife Service.

1. Species listed under the Endangered Species Act are threatened or endangered; IPaC also shows species that are candidates, or proposed, for listing. See the listing status page for more information.

The following species are potentially affected by activities in this location:

Mammals

NAME	STATUS
Point Arena Mountain Beaver Aplodontia rufa nigra No critical habitat has been designated for this species. https://ecos.fws.gov/ecp/species/7727	Endangered

Birds

NAME	STATUS
Marbled Murrelet Brachyramphus marmoratus There is a **final** critical habitat designated for this species. Your location is outside the designated critical habitat. https://ecos.fws.gov/ecp/species/4467	Threatened
Northern Spotted Owl Strix occidentalis caurina There is a **final** critical habitat designated for this species. Your location is outside the designated critical habitat. https://ecos.fws.gov/ecp/species/1123	Threatened
Western Snowy Plover Charadrius alexandrinus nivosus There is a **final** critical habitat designated for this species. Your location is outside the designated critical habitat. https://ecos.fws.gov/ecp/species/8035	Threatened

Not for consultation

Yellow-billed Cuckoo Coccyzus americanus There is a **proposed** critical habitat for this species. Your location is outside the proposed critical habitat. https://ecos.fws.gov/ecp/species/3911	Threatened

Reptiles

NAME	STATUS
Leatherback Sea Turtle Dermochelys coriacea There is a **final** critical habitat designated for this species. Your location is outside the designated critical habitat. https://ecos.fws.gov/ecp/species/1493	Endangered

Amphibians

NAME	STATUS
California Red-legged Frog Rana draytonii There is a **final** critical habitat designated for this species. Your location is outside the designated critical habitat. https://ecos.fws.gov/ecp/species/2891	Threatened

Fishes

NAME	STATUS
Tidewater Goby Eucyclogobius newberryi There is a **final** critical habitat designated for this species. Your location is outside the designated critical habitat. https://ecos.fws.gov/ecp/species/57	Endangered

Insects

NAME	STATUS
Behren's Silverspot Butterfly Speyeria zerene behrensii No critical habitat has been designated for this species. https://ecos.fws.gov/ecp/species/900	Endangered

Not for consultation

Lotis Blue Butterfly Lycaeides argyrognomon lotis — Endangered
No critical habitat has been designated for this species.
https://ecos.fws.gov/ecp/species/5174

Crustaceans

NAME	STATUS
California Freshwater Shrimp Syncaris pacifica	Endangered

No critical habitat has been designated for this species.
https://ecos.fws.gov/ecp/species/7903

Flowering Plants

NAME	STATUS
Burke's Goldfields Lasthenia burkei	Endangered

No critical habitat has been designated for this species.
https://ecos.fws.gov/ecp/species/4338

Contra Costa Goldfields Lasthenia conjugens — Endangered
There is a **final** critical habitat designated for this species.
Your location is outside the designated critical habitat.
https://ecos.fws.gov/ecp/species/7058

Showy Indian Clover Trifolium amoenum — Endangered
No critical habitat has been designated for this species.
https://ecos.fws.gov/ecp/species/6459

Not for consultation

Critical habitats

Potential effects to critical habitat(s) in this location must be analyzed along with the endangered species themselves.

THERE ARE NO CRITICAL HABITATS AT THIS LOCATION.

Migratory birds

Certain birds are protected under the Migratory Bird Treaty Act

[1] and the Bald and Golden Eagle Protection Act[2].

Any activity that results in the take (to harass, harm, pursue, hunt, shoot, wound, kill, trap, capture, or collect, or to attempt to engage in any such conduct) of migratory birds or eagles is prohibited unless authorized by the U.S. Fish and Wildlife Service

[3]. There are no provisions for allowing the take of migratory birds that are unintentionally killed or injured.

Any person or organization who plans or conducts activities that may result in the take of migratory birds is responsible for complying with the appropriate regulations and implementing appropriate conservation measures.

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1. The Migratory Birds Treaty Act of 1918.
2. The Bald and Golden Eagle Protection Act of 1940.
3. 50 C.F.R. Sec. 10.12 and 16 U.S.C. Sec. 668(a)

Additional information can be found using the following links:

- Birds of Conservation Concern http://www.fws.gov/birds/management/managed-species/birds-of-conservation-concern.php
- Conservation measures for birds http://www.fws.gov/birds/management/project-assessment-tools-and-guidance/conservation-measures.php
- Year-round bird occurrence data http://www.birdscanada.org/birdmon/default/datasummaries.jsp

Not for consultation

The migratory birds species listed below are species of particular conservation concern (e.g. Birds of Conservation Concern) that may be potentially affected by activities in this location. It is not a list of every bird species you may find in this location, nor a guarantee that all of the bird species on this list will be found on or near this location. Although it is important to try to avoid and minimize impacts to all birds, special attention should be made to avoid and minimize impacts to birds of priority concern. To view available data on other bird species that may occur in your project area, please visit the AKN Histogram Tools and Other Bird Data Resources. To fully determine any potential effects to species, additional site-specific and project-specific information is often required.

NAME	SEASON(S)
Allen's Hummingbird Selasphorus sasin https://ecos.fws.gov/ecp/species/9637	Breeding
Black Oystercatcher Haematopus bachmani https://ecos.fws.gov/ecp/species/9591	Year-round
Burrowing Owl Athene cunicularia https://ecos.fws.gov/ecp/species/9737	Year-round
Fox Sparrow Passerella iliaca	Wintering
Lesser Yellowlegs Tringa flavipes https://ecos.fws.gov/ecp/species/9679	Wintering
Lewis's Woodpecker Melanerpes lewis https://ecos.fws.gov/ecp/species/9408	Wintering
Long-billed Curlew Numenius americanus https://ecos.fws.gov/ecp/species/5511	Wintering
Marbled Godwit Limosa fedoa https://ecos.fws.gov/ecp/species/9481	Wintering
Nuttall's Woodpecker Picoides nuttallii https://ecos.fws.gov/ecp/species/9410	Year-round
Oak Titmouse Baeolophus inornatus https://ecos.fws.gov/ecp/species/9656	Year-round
Olive-sided Flycatcher Contopus cooperi https://ecos.fws.gov/ecp/species/3914	Breeding
Peregrine Falcon Falco peregrinus https://ecos.fws.gov/ecp/species/8831	Year-round

Not for consultation

Purple Finch Carpodacus purpureus	Year-round
Red Knot Calidris canutus ssp. roselaari https://ecos.fws.gov/ecp/species/8880	Wintering
Rufous Hummingbird selasphorus rufus https://ecos.fws.gov/ecp/species/8002	Breeding
Rufous-crowned Sparrow Aimophila ruficeps https://ecos.fws.gov/ecp/species/9718	Year-round
Short-billed Dowitcher Limnodromus griseus https://ecos.fws.gov/ecp/species/9480	Wintering
Short-eared Owl Asio flammeus https://ecos.fws.gov/ecp/species/9295	Wintering
Snowy Plover Charadrius alexandrinus	Breeding
Western Grebe aechmophorus occidentalis https://ecos.fws.gov/ecp/species/6743	Wintering
Whimbrel Numenius phaeopus https://ecos.fws.gov/ecp/species/9483	Wintering
Willow Flycatcher Empidonax traillii https://ecos.fws.gov/ecp/species/3482	Breeding
Yellow Warbler dendroica petechia ssp. brewsteri https://ecos.fws.gov/ecp/species/3230	Breeding

Not for consultation

What does IPaC use to generate the list of migratory bird species potentially occurring in my specified location?

Landbirds:

Migratory birds that are displayed on the IPaC species list are based on ranges in the latest edition of the National Geographic Guide, Birds of North America (6th Edition, 2011 by Jon L. Dunn, and Jonathan Alderfer). Although these ranges are coarse in nature, a number of U.S. Fish and Wildlife

Service migratory bird biologists agree that these maps are some of the best range maps to date. These ranges were clipped to a specific Bird Conservation Region (BCR) or USFWS Region/Regions, if it was indicated in the 2008 list of Birds of Conservation Concern (BCC) that a species was a BCC species only in a particular Region/Regions. Additional modifications have been made to some ranges based on more local or refined range information and/or information provided by U.S. Fish and Wildlife Service biologists with species expertise. All migratory birds that show in areas on land in IPaC are those that appear in the 2008 Birds of Conservation Concern report.

Atlantic Seabirds:

Ranges in IPaC for birds off the Atlantic coast are derived from species distribution models developed by the National Oceanic and Atmospheric Association (NOAA) National Centers for Coastal Ocean Science (NCCOS) using the best available seabird survey data for the offshore Atlantic Coastal region to date. NOAANCCOS assisted USFWS in developing seasonal species ranges from their models for specific use in IPaC. Some of these birds are not BCC species but were of interest for inclusion because they may occur in high abundance off the coast at different times throughout the year, which potentially makes them more susceptible to certain types of development and activities taking place in that area. For more refined details about the abundance and richness of bird species within your project area off the Atlantic Coast, see the Northeast Ocean Data Portal. The Portal also offers data and information about other types of taxa that may be helpful in your project review.

About the NOAANCCOS models: the models were developed as part of the NOAANCCOS project: Integrative Statistical Modeling and Predictive Mapping of Marine Bird Distributions and Abundance on the Atlantic Outer Continental Shelf. The models resulting from this project are being used in a number of decision-support/mapping products in order to help guide decision-making on activities off the Atlantic Coast with the goal of reducing impacts to migratory birds. One such product is the Northeast Ocean Data Portal, which can be used to explore details about the relative occurrence and abundance of bird species in a particular area off the Atlantic Coast.

All migratory bird range maps within IPaC are continuously being updated as new and better information becomes available.

Not for consultation

Can I get additional information about the levels of occurrence in my project area of specific birds or groups of birds listed in IPaC?

Landbirds:

The Avian Knowledge Network (AKN) provides a tool currently called the "Histogram Tool", which draws from the data within the AKN (latest,survey, point count, citizen science datasets) to create a view of relative abundance of species within a particular location over the course of the year. The results of the tool depict the frequency of detection of a species in survey events, averaged between multiple datasets within AKN in a particular week of the year. You may access the histogram tools through the Migratory Bird Programs AKN Histogram Tools webpage.

The tool is currently available for 4 regions (California, Northeast U.S., Southeast U.S. and Midwest), which encompasses the following 32 states: Alabama, Arkansas, California, Connecticut, Delaware, Florida, Georgia, Illinois, Indiana, Iowa, Kentucky, Louisiana, Maine, Maryland, Massachusetts,

Michigan, Minnesota, Mississippi, Missouri, New Hampshire, New Jersey, New York, North, Carolina, Ohio, Pennsylvania, Rhode Island, South Carolina, Tennessee, Vermont, Virginia, West Virginia, and Wisconsin.

In the near future, there are plans to expand this tool nationwide within the AKN, and allow the graphs produced to appear with the list of trust resources generated by IPaC, providing you with an additional level of detail about the level of occurrence of the species of particular concern potentially occurring in your project area throughout the course of the year.

Atlantic Seabirds:

For additional details about the relative occurrence and abundance of both individual bird species and groups of bird species within your project area off the Atlantic Coast, please visit the Northeast Ocean Data Portal. The Portal also offers data and information about other taxa besides birds that may be helpful to you in your project review. Alternately, you may download the bird model results files underlying the portal maps through the NOAANCCOS Integrative Statistical Modeling and Predictive Mapping of Marine Bird Distributions and Abundance on the Atlantic Outer Continental Shelf project webpage.

Facilities

Wildlife refuges

Any activity proposed on National Wildlife Refuge lands must undergo a 'Compatibility Determination' conducted by the Refuge. Please contact the individual Refuges to discuss any questions or concerns.

THERE ARE NO REFUGES AT THIS LOCATION.

Not for consultation

Fish hatcheries

THERE ARE NO FISH HATCHERIES AT THIS LOCATION.

Wetlands in the National Wetlands

Inventory

Impacts to NWI wetlands and other aquatic habitats may be subject to regulation under Section 404 of the Clean Water Act, or other State/Federal statutes.

For more information please contact the Regulatory Program of the local U.S. Army Corps of Engineers District.

THERE ARE NO KNOWN WETLANDS AT THIS LOCATION.

Data limitations

The Service's objective of mapping wetlands and deepwater habitats is to produce reconnaissance level information on the location, type and size of these resources. The maps are prepared from the analysis of high altitude imagery. Wetlands are identified based on vegetation, visible hydrology and geography. A margin of error is inherent in the use of imagery; thus, detailed on-the-ground inspection of any particular site may result in revision of the wetland boundaries or classification established through image analysis.

The accuracy of image interpretation depends on the quality of the imagery, the experience of the image analysts, the amount and quality of the collateral data and the amount of ground truth verification work conducted. Metadata should be consulted to determine the date of the source imagery used and any mapping problems.

Wetlands or other mapped features may have changed since the date of the imagery or field work. There may be occasional differences in polygon boundaries or classifications between the information depicted on the map and the actual conditions on site.

Not for consultation

Data exclusions

Certain wetland habitats are excluded from the National mapping program because of the limitations of aerial imagery as the primary data source used to detect wetlands. These habitats include seagrasses or submerged aquatic vegetation that are found in the intertidal and subtidal zones of estuaries and nearshore coastal waters. Some deepwater reef communities (coral or tuberficid worm reefs) have also been excluded from the inventory. These habitats, because of their depth, go undetected by aerial imagery.

Data precautions

Federal, state, and local regulatory agencies with jurisdiction over wetlands may define and describe wetlands in a different manner than that used in this inventory. There is no attempt, in either the design or products of this inventory, to define the limits of proprietary jurisdiction of any Federal, state, or local government or to establish the geographical scope of the regulatory programs of government agencies. Persons intending to engage in activities involving modifications within or adjacent to wetland areas should seek the advice of appropriate federal,

state, or local agencies concerning specified agency regulatory programs and proprietary jurisdictions that may affect such activities.

Not for consultation

Selected Elements by Scientific Name

California Department of Fish and Wildlife

California Natural Diversity Database

Query Criteria: Quad IS (Gualala (3812375))
 AND County IS (Mendocino)

Species	Element Code	Federal Status	State Status	Global Rank	State Rank	Rare Plant Rank/CDFW SSC or FP
Agrostis blasdalei Blasdale's bent grass	PMPOA04060	None	None	G2	S2	1B.2
Arborimus pomo Sonoma tree vole	AMAFF23030	None	None	G3	S3	SSC
Astragalus agnicidus Humboldt milk-vetch	PDFAB0F080	None	Endangered	G2	S2	1B.1
Bombus caliginosus obscure bumble bee	IIHYM24380	None	None	G4?	S1S2	
Calystegia purpurata ssp. saxicola coastal bluff morning-glory	PDCON040D2	None	None	G4T2T3	S2S3	1B.2
Campanula californica swamp harebell	PDCAM02060	None	None	G3	S3	1B.2
Castilleja mendocinensis Mendocino Coast paintbrush	PDSCR0D3N0	None	None	G2	S2	1B.2
Cerorhinca monocerata rhinoceros auklet	ABNNN11010	None	None	G5	S3	WL
Coastal and Valley Freshwater Marsh Coastal and Valley Freshwater Marsh	CTT52410CA	None	None	G3	S2.1	
Coastal Brackish Marsh Coastal Brackish Marsh	CTT52200CA	None	None	G2	S2.1	
Corynorhinus townsendii Townsend's big-eared bat	AMACC08010	None	None	G3G4	S2	SSC
Cuscuta pacifica var. papillata Mendocino dodder	PDCUS011A2	None	None	G5T1	S1	1B.2
Danaus plexippus pop. 1 monarch - California overwintering population	IILEPP2012	None	None	G4T2T3	S2S3	
Dicamptodon ensatus California giant salamander	AAAAH01020	None	None	G3	S2S3	SSC
Erigeron supplex supple daisy	PDAST3M3Z0	None	None	G2	S2	1B.2
Erysimum concinnum bluff wallflower	PDBRA160E3	None	None	G3	S2	1B.2
Fratercula cirrhata tufted puffin	ABNNN12010	None	None	G5	S1S2	SSC
Fritillaria roderickii Roderick's fritillary	PMLIL0V0M0	None	Endangered	G1Q	S1	1B.1
Gilia capitata ssp. pacifica Pacific gilia	PDPLM040B6	None	None	G5T3	S2	1B.2

Selected Elements by Scientific Name

California Department of Fish and Wildlife

California Natural Diversity Database

Species	Element Code	Federal Status	State Status	Global Rank	State Rank	Rare Plant Rank/CDFW SSC or FP
Hesperocyparis pygmaea pygmy cypress	PGCUP04032	None	None	G1	S1	1B.2
Horkelia marinensis Point Reyes horkelia	PDROS0W0B0	None	None	G2	S2	1B.2
Horkelia tenuiloba thin-lobed horkelia	PDROS0W0E0	None	None	G2	S2	1B.2
Kopsiopsis hookeri small groundcone	PDORO01010	None	None	G4?	S1S2	2B.3
Lasthenia californica ssp. bakeri Baker's goldfields	PDAST5L0C4	None	None	G3T1	S1	1B.2
Lasthenia californica ssp. macrantha perennial goldfields	PDAST5L0C5	None	None	G3T2	S2	1B.2
Lathyrus palustris marsh pea	PDFAB250P0	None	None	G5	S2	2B.2
Lavinia symmetricus parvipinnis Gualala roach	AFCJB19025	None	None	G4T1T2	S2S3	SSC
Lilium maritimum coast lily	PMLIL1A0C0	None	None	G2	S2	1B.1
Oncorhynchus kisutch coho salmon - central California coast ESU	AFCHA02034	Endangered	Endangered	G4	S2?	
Oncorhynchus mykiss irideus steelhead - northern California DPS	AFCHA0209Q	Threatened	None	G5T2T3Q	S2S3	
Rana boylii foothill yellow-legged frog	AAABH01050	None	Candidate Threatened	G3	S3	SSC
Sidalcea malachroides maple-leaved checkerbloom	PDMAL110E0	None	None	G3	S3	4.2
Sidalcea malviflora ssp. purpurea purple-stemmed checkerbloom	PDMAL110FL	None	None	G5T1	S1	1B.2
Speyeria zerene behrensii Behren's silverspot butterfly	IILEPJ6088	Endangered	None	G5T1	S1	
Taricha rivularis red-bellied newt	AAAAF02020	None	None	G4	S2	SSC

Record Count: 35

CNPS California Native Plant Society

Plant List

Inventory of Rare and Endangered Plants

31 matches found. *Click on scientific name for details*

Search Criteria

Found in Mendocino County, Found in Quad 3812375

Modify Search Criteria | Export to Excel | Modify Columns | Modify Sort | Display Photos

Scientific Name	Common Name	Family	Lifeform	Blooming Period	CA Rare Plant Rank	State Rank	State Listing Status	Federal Listing Status
Agrostis blasdalei	Blasdale's bent grass	Poaceae	perennial rhizomatous herb	May-Jul	1B.2	S2		
Astragalus agnicidus	Humboldt County milk-vetch	Fabaceae	perennial herb	Apr-Sep	1B.1	S2	CE	
Astragalus rattanii var. rattanii	Rattan's milk-vetch	Fabaceae	perennial herb	Apr-Jul	4.3	S4		
Calamagrostis bolanderi	Bolander's reed grass	Poaceae	perennial rhizomatous herb	May-Aug	4.2	S4		
Calystegia purpurata ssp. saxicola	coastal bluff morning-glory	Convolvulaceae	perennial herb	(Mar)Apr-Sep	1B.2	S2S3		
Campanula californica	swamp harebell	Campanulaceae	perennial rhizomatous herb	Jun-Oct	1B.2	S3		
Carex californica	California sedge	Cyperaceae	perennial rhizomatous herb	May-Aug	2B.3	S2		
Castilleja ambigua var. ambigua	johnny-nip	Orobanchaceae	annual herb (hemiparasitic)	Mar-Aug	4.2	S4		
Castilleja mendocinensis	Mendocino Coast paintbrush	Orobanchaceae	perennial herb (hemiparasitic)	Apr-Aug	1B.2	S2		
Ceanothus gloriosus var. exaltatus	glory brush	Rhamnaceae	perennial evergreen shrub	Mar-Jun (Aug)	4.3	S4		
Ceanothus gloriosus var. gloriosus	Point Reyes ceanothus	Rhamnaceae	perennial evergreen shrub	Mar-May	4.3	S4		
Cuscuta pacifica var. papillata	Mendocino dodder	Convolvulaceae	annual vine (parasitic)	Jul-Oct	1B.2	S1		
Erigeron biolettii	streamside daisy	Asteraceae	perennial herb	Jun-Oct	3	S3?		

Erigeron supplex	supple daisy	Asteraceae	perennial herb	May-Jul	1B.2	S2	
Erysimum concinnum	bluff wallflower	Brassicaceae	annual / perennial herb	Feb-Jul	1B.2	S2	
Fritillaria roderickii	Roderick's fritillary	Liliaceae	perennial bulbiferous herb	Mar-May	1B.1	S1	CE
Gilia capitata ssp. pacifica	Pacific gilia	Polemoniaceae	annual herb	Apr-Aug	1B.2	S2	
Hesperevax sparsiflora var. brevifolia	short-leaved evax	Asteraceae	annual herb	Mar-Jun	1B.2	S2	
Hesperocyparis pygmaea	pygmy cypress	Cupressaceae	perennial evergreen tree		1B.2	S1	
Horkelia marinensis	Point Reyes horkelia	Rosaceae	perennial herb	May-Sep	1B.2	S2	
Horkelia tenuiloba	thin-lobed horkelia	Rosaceae	perennial herb	May-Jul (Aug)	1B.2	S2	
Hosackia gracilis	harlequin lotus	Fabaceae	perennial rhizomatous herb	Mar-Jul	4.2	S3	
Kopsiopsis hookeri	small groundcone	Orobanchaceae	perennial rhizomatous herb (parasitic)	Apr-Aug	2B.3	S1S2	
Lasthenia californica ssp. bakeri	Baker's goldfields	Asteraceae	perennial herb	Apr-Oct	1B.2	S1	
Lasthenia californica ssp. macrantha	perennial goldfields	Asteraceae	perennial herb	Jan-Nov	1B.2	S2	
Lathyrus palustris	marsh pea	Fabaceae	perennial herb	Mar-Aug	2B.2	S2	
Lilium maritimum	coast lily	Liliaceae	perennial bulbiferous herb	May-Aug	1B.1	S2	
Lycopodium clavatum	running-pine	Lycopodiaceae	perennial rhizomatous herb	Jun-Aug (Sep)	4.1	S3	
Sidalcea malachroides	maple-leaved checkerbloom	Malvaceae	perennial herb	(Mar)Apr-Aug	4.2	S3	
Sidalcea malviflora ssp. purpurea	purple-stemmed checkerbloom	Malvaceae	perennial rhizomatous herb	May-Jun	1B.2	S1	
Veratrum fimbriatum	fringed false-hellebore	Melanthiaceae	perennial herb	Jul-Sep	4.3	S3	

Suggested Citation

California Native Plant Society, Rare Plant Program. 2017. Inventory of Rare and Endangered Plants of California (online edition, v8-03 0.39). Website http://www.rareplants.cnps.org [accessed 18 July 2017].

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Memorandum

Making Conservation a California Way of Life

To: Stephen Umbertis, Environmental Coordinator

Date: April 6, 2018

File: MEN-001 PM 0.6/1
EA: 01-0C720

From: Dawn Graydon
District Biologist
North Region Environmental Planning

Subject: **ADDENDUM TO 01-0C720 NATURAL ENVIRONMENT STUDY (Hydrology and Waters)**

Summary

The Natural Environment Study (NES) for the Gualala Streetscapes Improvement project, dated July 2017, provided information on the natural environment, species present, hydrology within the project limits, and evaluated potential impacts of the proposed project on sensitive biological resources. Based on hydrological observations from a March 2018 site visit, it was determined that a re-analysis of Jurisdictional waters is warranted and changes be made to the NES to reflect updated hydrological findings. All other conclusions made in the 2017 NES are still valid.

Project Purpose & Need

The purpose and need for the project has not changed from the 2017 NES. The purpose of this project is to reduce conflict between motorized and non-motorized users of State Route (SR) 1 through downtown Gualala in southern Mendocino County by improving traffic flow and creating safe and comfortable facilities for pedestrian and bicycle travel. To accomplish this, Caltrans proposes to widen SR 1 to accommodate two 11-foot wide travel lanes, a center 12-foot wide two-way left-turn lane, 5-foot wide bike lanes and 8-foot wide sidewalks on both sides of the highway between post mile (PM) 0.6 and PM 1.0. Refer to the Natural Environment Study for a complete project description.

Previous Survey Results

The initial site visit and analysis of waters resulted in no delineation of Jurisdictional water features found within the Environmental Study Limits (ESL). Caltrans biologists Lori Price, Grant Thorton, and Alex Laughtin, completed a wetland delineation within the wetted ditch at PM 0.93 on June 6, 2017. Results of this delineation indicated an absence of hydric soils at this location. In addition, biologists also recorded an absence of Jurisdictional water features such as Original High-Water Mark (OHWM), or a defined bed, bank, or channel at P.M. 0.93 or any other location within the project ESL.

Updated Survey Results

Further investigation revealed that the water feature at PM 0.93 drainage is connected through a series of underground culvets/pipes to a well defined outlet stream that drains directly into the Pacific Ocean. Caltrans Biologists Dawn Graydon, Desiree Davenport, and Robert Meade conducted a site visit on March 5, 2018 to make a final Jurisdictional waters analysis. Based on observations from this follow up visit, it was determined that the water feature at PM 0.93 is a Jurisdictional water feature.

The NES, section "Environmental Setting – Hydrology and Waters," should read as follows:

Environmental Setting
Hydrology and Waters

The project is within the Gualala River watershed (10-digit HUC 1801010901). Most drainages within the watershed flow to the Gualala River, and eventually to the Pacific Ocean. Drainage within the ESL consists primarily of urban drainage such as runoff from nearby residences, commercial centers, and roadways that is conveyed through cross-culverts, concrete-lined ditches, slotted drains, and a system of underground pipes. Jurisdictional features such as an OHWM, bed, bank, or channel, are exhibited at one drainage feature - located at PM 0.93. No wetlands are present within the ESL.

The project would raise and/or relocate existing drainage inlets and install a new culvert to accommodate the new sidewalk at PM 0.93. The drainage feature at PM 0.93 is a 1-foot wide rock-lined ditch that daylights from a pipe culvert for approximately 45 feet on the east side of SR 1 before entering a cross-culvert and being directed under the highway and a parking lot/strip mall and exiting into an ephemeral creek (rocky bottom & dense willow (Salix lasiolepis) thicket) where it flows for approximately 100 feet before entering the Pacific Ocean. Areas upgradient of the ditch were surveyed and no above ground natural drainages were identified as having potential to enter the pipe culvert; the pipe receives roadway and slope runoff as well as an underground water source. During the March 2018 site survey, Caltrans biologists noted that while all surface water drainages at the site (roadside ditches and upslope culverts) were dry, running water flowed in the ditch. The ditch supports a small (0.01 acre) patch of arroyo willow (*Salix lasiolepis*), Rhamnaceae spp, bigleaf periwinkle (*Vinca major*), and panicled bulrush (*Scirpus microcarpus*). This vegetative patch is considered opportunistic and not riparian habitat due to its small size and lack of contiguity, the low habitat quality of the ditch itself, and the minimal ecosystem functions that the patch provides.

Waters of the U.S. include intermittent, ephemeral, and perennial drainages that have an "ordinary high water mark" (OHWM) but that do not meet the criteria to be a wetland (dominated by hydrophytic vegetation cover, have hydric soils, and wetland hydrology), and connect directly or indirectly to a traditional navigable water. Waters of the State have a defined bed, bank, and channel. Additionally, pursuant to the California Porter Cologne Water

Quality Control Act (Section 13050.(e)), Waters of the State include "any surface water or groundwater, including saline waters, within boundaries of the state."

The ditch at P.M. 0.93 is Jurisdictional waters of the U.S. and the State. and since impacts below the OHWM are anticipated – 404/401 permits are required. Consultation with the California Department of Fish and Wildlife (CDFW) is also required to determine requirements for a 1602 Lake and Streambed Alteration Agreement.

References:

Environmental Protection Agency and U. S. Army Corps of Engineers. 2008. Clean Water Act Jurisdiction Following the U. S. Supreme Court's Decision in Rapanos v. United States and Carabell v. United States. Agency guidance memorandum for the EPA and U. S. Army Corps of Engineers, December 2, 2008.

Mersel, M. K. and R. W. Lichvar. 2014. A Guide to Ordinary High Water Mark (OHWM) Delineation for Non-Perennial Streams in the Western Mountains, Valleys and Coast Region of the United States, ERDC/CRREL TR-14-13. U. S. Army Corps of Engineers Engineer Research and Development Center, Cold Regions Research and Engineering Laboratory, Hanover, NH. 61 pp.

Porter-Cologne Water Quality Control Act; Water Code Division 7 and Related Sections. January 2018. California State Water Resources Control Board. Link: https://www.waterboards.ca.gov/laws_regulations/docs/portercologne.pdf

Personal Communication:

Robert Mead, USACE Liaison, North Region Environmental, California Department of Transportation.

JoAnn Loehr, Senior Environmental Scientist Specialist & Caltrans Liaison, California Department of Fish and Wildlife.

State of California
DEPARTMENT OF TRANSPORTATION

California State Transportation Agency

M e m o r a n d u m

Making Conservation a California Way of Life

To: ~~Stephen Umbertis, Environmental Coordinator~~
Cari Williams, Environmental Coordinator

Date: ~~April 6, 2018~~
May 10, 2019

File: MEN-001 PM 0.6/1
EA: 01-0C720

From: Dawn Graydon
District Biologist
North Region Environmental Planning

Subject: **ADDENDUM TO 01-0C720 NATURAL ENVIRONMENT STUDY (Project Description, Hydrology and Waters)**

Summary

The Natural Environment Study (NES) for the Gualala Streetscapes Improvement project, dated July 2017, provided information on the natural environment, species present, hydrology within the project limits, and evaluated potential impacts of the proposed project on sensitive biological resources. Based on hydrological observations from a March 2018 site visit, it was determined that a re-analysis of Jurisdictional waters is warranted, and changes be made to the NES to reflect updated hydrological findings. Slight revisions to the project description and proposed work are also included in this addendum. All other conclusions made in the 2017 NES are still valid.

Project Purpose & Need

The purpose and need for the project have not changed from the 2017 NES. The purpose of this project is to reduce conflict between motorized and non-motorized users of State Route (SR) 1 through downtown Gualala in southern Mendocino County by improving traffic flow and creating safe and comfortable facilities for pedestrian and bicycle travel.

Project Description

Caltrans proposes to improve multimodal transportation in Mendocino County at Gualala from 150 feet south of Center Street to 275 feet north of Ocean Drive (PM 0.6 to PM 1.0). To accomplish this, this project will widen SR 1 to accommodate two 11-foot wide travel lanes, a center 12-foot wide two-way left-turn lane, two 5-foot wide Class II bike lanes and 8-foot wide sidewalks on both sides of the highway.

Additional work will include the following: installation of crosswalks and median islands at selected locations to improve pedestrian safety, utility relocations where the utilities conflict with proposed drainage work or sidewalk, installation of a radar feedback sign at PM 0.94 facing southbound traffic, and pedestrian activated flashing sign panels at crosswalks. Drainage inlets will be relocated to the outside edges of the sidewalks. Longitudinal drains will be replaced. Drainage from adjacent parking lots on the right side of the highway will be

conveyed under the sidewalks, to the highway surface on the right side of the northbound bicycle lanes.

This construction scenario is anticipated to take approximately 90 working days and will include shoulder closures and one-way reversable lane control.

Previous Survey Results

The initial site visit and analysis of waters resulted in no delineation of Jurisdictional water features found within the Environmental Study Limits (ESL). Caltrans biologists Lori Price, Grant Thorton, and Alex Laughtin completed a wetland delineation within the wetted ditch at PM 0.93 on June 6, 2017. Results of this delineation indicated an absence of hydric soils at this location. In addition, biologists also recorded an absence of Jurisdictional water features such as Original High-Water Mark (OHWM), or a defined bed, bank, or channel at P.M. 0.93 or any other location within the project ESL.

Updated Survey Results

Further investigation revealed that the water feature at PM 0.93 drainage is connected through a series of underground culvets/pipes to a well defined outlet stream that drains directly into the Pacific Ocean. Caltrans Biologists Dawn Graydon, Desiree Davenport, and Robert Meade conducted a site visit on March 5, 2018 to make a final Jurisdictional waters analysis. Based on observations from this follow up visit, it was determined that the water feature at PM 0.93 is a Jurisdictional water feature.

The NES, section "Environmental Setting – Hydrology and Waters," should read as follows:

Environmental Setting
Hydrology and Waters

The project is within the Gualala River watershed (10-digit HUC 1801010901). Most drainages within the watershed flow to the Gualala River, and eventually to the Pacific Ocean. Drainage within the ESL consists primarily of urban drainage such as runoff from nearby residences, commercial centers, and roadways that is conveyed through cross-culverts, concrete-lined ditches, slotted drains, and a system of underground pipes. Jurisdictional features such as an OHWM, bed, bank, or channel, are exhibited at one drainage feature - located at PM 0.93. No wetlands are present within the ESL.

As discussed in the project description above, proposed alterations to existing drainage features include extending cross culverts and relocating drainage inlets to the outside edges of sidewalks; drainage from parking lots on the east side of the highway will be conveyed under the sidewalks to the west side of SR1 and longitudinal drains will be replaced.
The total permanent impact area proposed for the jurisdictional water feature at PM 0.93 is calculated as 480 sq. ft. = 0.011 acre. Caltrans proposes to maintain hydrologic connection to

the outlet on the west side of SR1 by replacing and extending the existing concrete culverts at this location. Sections of the existing concrete culverts will be removed and replace with a new reinforced concrete pipe (RCP) culvert that will connect the existing drainage outlet to the cross-drain inlet on south side of the open drainage, approx. 40 feet south. An estimated 90 cubic yards of material will be used to fill this small drainage around the new RCP and allow construction of the new SR1 roadway and sidewalk at this location (Attachment A).

The drainage feature at PM 0.93 currently consists of a 1-foot wide rock-lined ditch that daylights from a pipe culvert for approximately 40 feet on the east side of SR 1 before entering a cross-culvert and being directed under the highway and a parking lot/strip mall and exiting into an ephemeral creek (rocky bottom & dense willow (*Salix lasiolepis*) thicket) where it flows for approximately 100 feet before entering the Pacific Ocean. Areas upgradient of the ditch were surveyed and no above ground natural drainages were identified as having potential to enter the pipe culvert; the pipe receives roadway and slope runoff as well as an underground water source. During the March 2018 site survey, Caltrans biologists noted that while all surface water drainages at the site (roadside ditches and upslope culverts) were dry, running water flowed in the ditch. The ditch supports a small (0.01 acre) patch of arroyo willow (*Salix lasiolepis*), *Rhamnaceae* spp, bigleaf periwinkle (*Vinca major*), and panicled bulrush (*Scirpus microcarpus*). This vegetative patch is considered opportunistic and not riparian habitat due to its small size and lack of contiguity, the low habitat quality of the ditch itself, and the minimal ecosystem functions that the patch provides.

Waters of the U.S. include intermittent, ephemeral, and perennial drainages that have an "ordinary high water mark" (OHWM) but that do not meet the criteria to be a wetland (dominated by hydrophytic vegetation cover, have hydric soils, and wetland hydrology), and connect directly or indirectly to a traditional navigable water. Waters of the State have a defined bed, bank, and channel. Additionally, pursuant to the California Porter Cologne Water Quality Control Act (Section 13050.(e)), Waters of the State include "any surface water or groundwater, including saline waters, within boundaries of the state."

The ditch at P.M. 0.93 is Jurisdictional waters of the U.S. and the State. and filling of this small drainage channel will therefore require 404/401 permits. Consultation with the California Department of Fish and Wildlife (CDFW) is also required to determine requirements for a 1602 Lake and Streambed Alteration Agreement.

References:

Environmental Protection Agency and U. S. Army Corps of Engineers. 2008. Clean Water Act Jurisdiction Following the U. S. Supreme Court's Decision in Rapanos v. United States and Carabell v. United States. Agency guidance memorandum for the EPA and U. S. Army Corps of Engineers, December 2, 2008.

Mersel, M. K. and R. W. Lichvar. 2014. A Guide to Ordinary High Water Mark (OHWM) Delineation for Non-Perennial Streams in the Western Mountains, Valleys and Coast Region

of the United States, ERDC/CRREL TR-14-13. U. S. Army Corps of Engineers Engineer Research and Development Center, Cold Regions Research and Engineering Laboratory, Hanover, NH. 61 pp.

Porter-Cologne Water Quality Control Act; Water Code Division 7 and Related Sections. January 2018. California State Water Resources Control Board. Link: https://www.waterboards.ca.gov/laws_regulations/docs/portercologne.pdf

Personal Communication:

Robert Mead, USACE Liaison, North Region Environmental, California Department of Transportation.

JoAnn Loehr, Senior Environmental Scientist Specialist & Caltrans Liaison, California Department of Fish and Wildlife.

M e m o r a n d u m

Making Conservation a California Way of Life

To: File

Date: February 6, 2025

File: MEN-001 PM 0.6/1
EA: 01-0C72U

From: Bryce Hawley-Jones
District Biologist
North Region Environmental Planning

Subject: **ADDENDUM TO 01-0C72U NATURAL ENVIRONMENT STUDY (Project Description, Hydrology and Waters)**

Summary

The Natural Environment Study (NES) for the Gualala Streetscapes Improvement project, dated July 2017, provided information on the natural environment, species present, hydrology within the project limits, and evaluated potential impacts of the proposed project on sensitive biological resources. Based on observations from a September 2024 site visit, it was determined that a re-analysis of the projects Environmental Study Limits (ESL) is warranted, and changes be made to the NES to reflect updated findings. Treatment Best Management Practices (TBMPs) were discussed and it was decided to add a bioswale to divert stormwater over a vegetated area before entering into a riparian area. Slight revisions to the project description and proposed work are also included in this addendum. All other conclusions made in the 2017 NES are still valid.

Project Purpose & Need

The purpose and need for the project have not changed from the 2017 NES. The purpose of this project is to reduce conflict between motorized and non-motorized users of State Route (SR) 1 through downtown Gualala in southern Mendocino County by improving traffic flow and creating safe and comfortable facilities for pedestrian and bicycle travel.

Project Description

Caltrans proposes to improve multimodal transportation in Mendocino County at Gualala from 150 feet south of Center Street to 275 feet north of Ocean Drive (PM 0.6 to PM 1.0). To accomplish this, this project will widen SR 1 to accommodate two 11-foot wide travel lanes, a center 12-foot wide two-way left-turn lane, two 5-foot wide Class II bike lanes and 8-foot wide sidewalks on both sides of the highway.

Additional work will include the following: The removal of existing infrastructure and the installation of a 24" RCP of 28 LF between the Surf Market and Hotel Breakers. The culvert will be tied into a daylit concrete ditch prior to entering an area of vegetation and soil that runs underneath a pedestrian walkway along the bluff above the Gualala River where it will then enter the Pacific Ocean. The ESL has been extended for this project, extending west towards the ocean between the Surf Market and Hotel Breakers.

A bioswale is being added to the southern end of the project between PM 0.64 and 0.61, on the northeast side of SR1 between Center Street and Old Stage Road. There is currently a vegetated strip of material between SR1 and a riparian area and this is where the bioswale is being installed.

Project 0C720 is funded with ATP and STIP funds. Non-participating ATP work is being funded with SHOPP funds through 0N180. The existing environmental document covers all the work between the two projects. The projects will be combined at construction.

This construction scenario is anticipated to take approximately 90 working days and will include shoulder closures and one-way reversable lane control.

Previous Survey Results

The ESL for the project ran north-south, bordering SR 1 and extending appropriately for needed work (Figure 1). Biological surveys and field visits were being conducted with that being understood. Most of the focus was on the riparian feature at PM 0.93.

For the bioswale area, there was no planned work in this area, initially. Caltrans biologists Gillian Levy and Bryce Hawley-Jones visited the area prior to the discussion of the bioswale addition, but performed no official surveys as there was no planned work in the area at that time.

Updated Survey Results

Further investigation of the project footprint led Caltrans biologists Gillian Levy and Bryce Hawley-Jones to examine the area between Hotel Breakers and the Surf Market on September 24th. It was found that there was planned work, the installation of a 24" RCP of 28 LF, extending outside the ESL. Upon returning to the office, this was relayed to the design team who updated the ESL for that area, and who also investigated the rest of the project footprint and extended it where needed to accommodate the proposed work. The ESL change is reflected in this document in Figure 2.

The addition of a bioswale into the southern area of the project was discussed in December 2024, and Caltrans biologists Gillian Levy and Rose Dana visited the area on January 9th, 2025

and completed a wetland determination. It was found that the area is not a coastal wetland, and the addition of the bioswale would not cause any additional impacts or cause any impacts to Environmentally Sensitive Habitat Areas (ESHAs) due to the area itself not being an ESHA, or the ESHAs for the project are outside the proposed bioswale area.

Project 0C720 is funded with ATP and STIP funds, and SHOPP funds are being used for non-participating ATP work through 0N180. The existing environmental document will cover all the work between the two projects. At construction, it is planned to combine these projects.

The NES, section "Environmental Setting – Hydrology and Waters," should read as follows:

Environmental Setting
Hydrology and Waters

The project is within the Gualala River watershed (10-digit HUC 1801010901). Most drainages within the watershed flow to the Gualala River, and eventually to the Pacific Ocean. Drainage within the ESL consists primarily of urban drainage such as runoff from nearby residences, commercial centers, and roadways that is conveyed through cross-culverts, concrete-lined ditches, slotted drains, and a system of underground pipes. Jurisdictional features such as an OHWM, bed, bank, or channel, are exhibited at one drainage feature - located at PM 0.93. No wetlands are present within the ESL.

The ESL has been updated to reflect the construction needed for the installation of a 24" RCP of 28 LF between the Hotel Breakers and the Surf Market. This culvert will connect to a daylit concrete lined ditch that eventually drains into the Gualala River and Pacific Ocean. The bioswale will direct water onto a vegetate strip where it will infiltrate into the soil before entering a riparian area outside of the project footprint. This can be seen in Figure 3.

Figures:

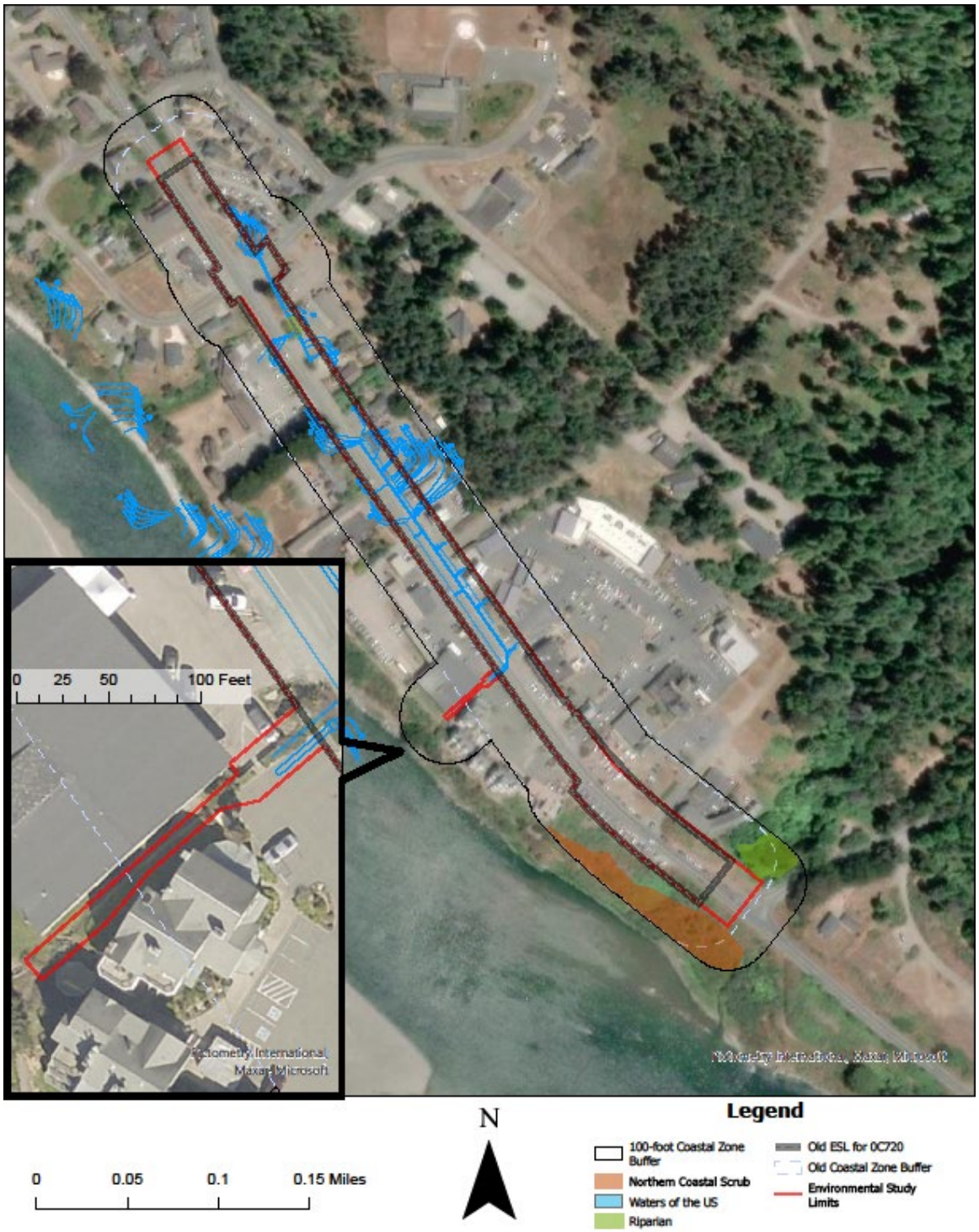


Figure 1: The entirety of the project, with the area of ESL extension highlighted.

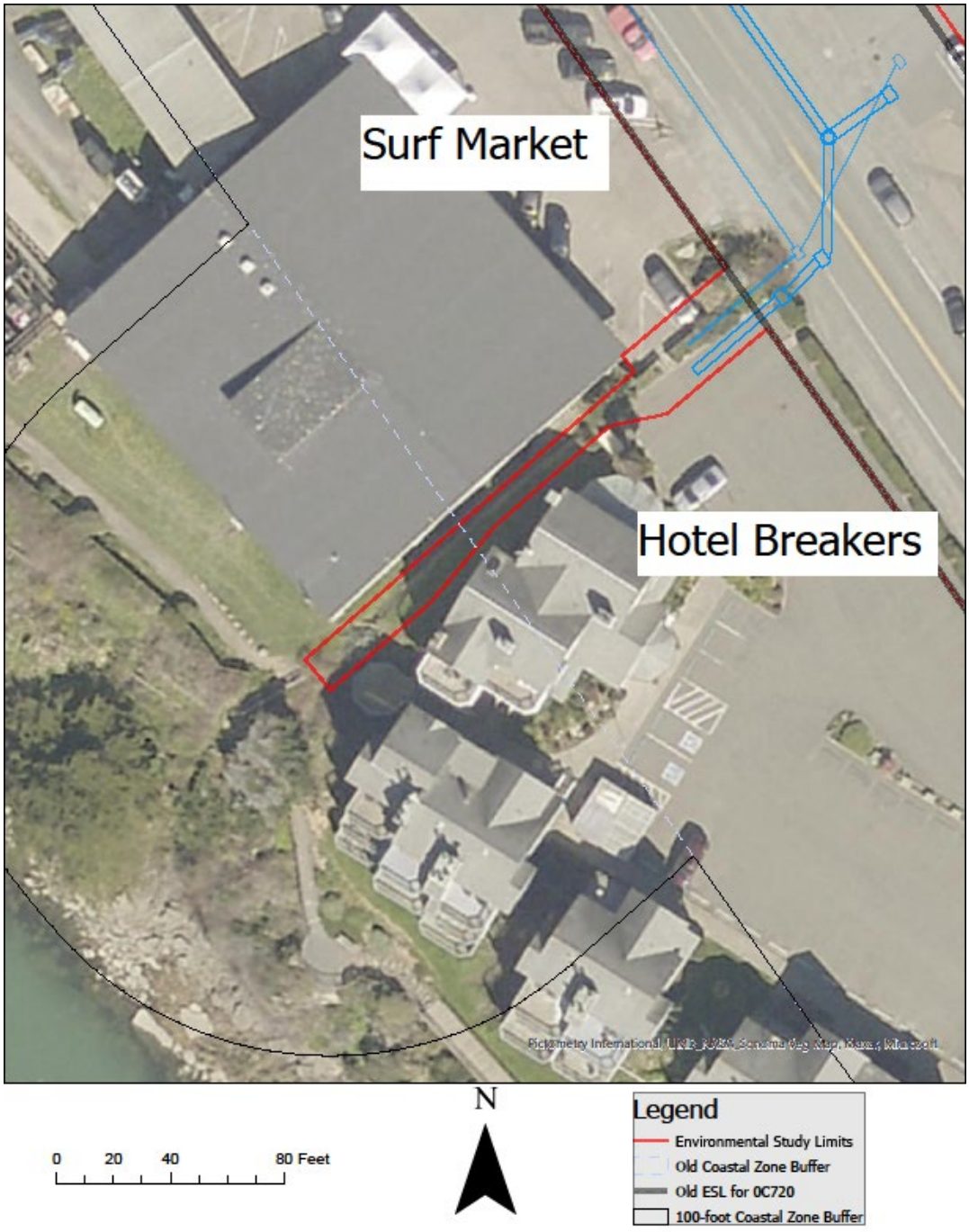


Figure 2: The ESL extended between the Surf Market and Hotel Breakers.

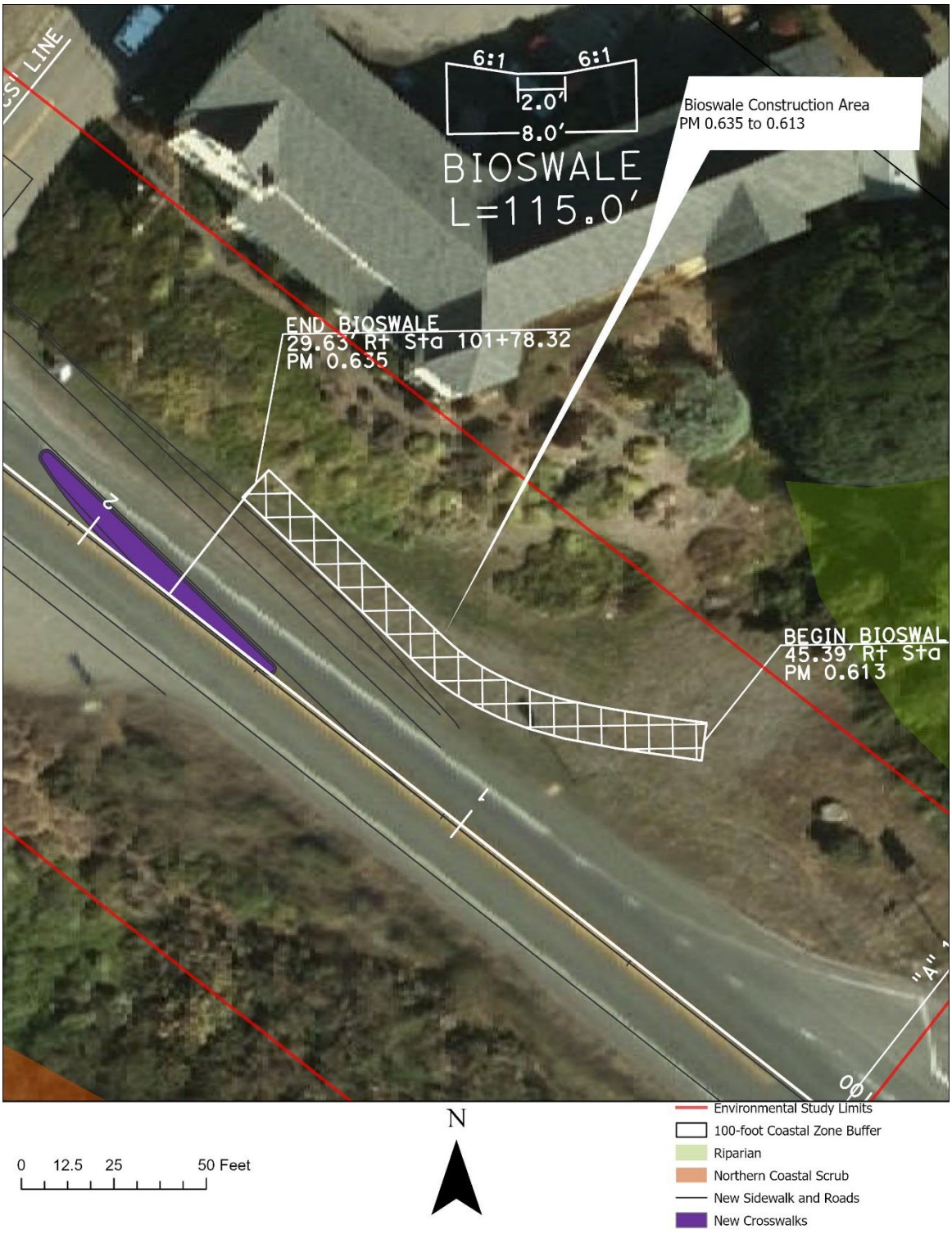


Figure 3: Proposed bioswale construction area

References:

Environmental Protection Agency and U. S. Army Corps of Engineers. 2008. Clean Water Act Jurisdiction Following the U. S. Supreme Court's Decision in Rapanos v. United States and Carabell v. United States. Agency guidance memorandum for the EPA and U. S. Army Corps of Engineers, December 2, 2008.

Mersel, M. K. and R. W. Lichvar. 2014. A Guide to Ordinary High Water Mark (OHWM) Delineation for Non-Perennial Streams in the Western Mountains, Valleys and Coast Region of the United States, ERDC/CRREL TR-14-13. U. S. Army Corps of Engineers Engineer Research and Development Center, Cold Regions Research and Engineering Laboratory, Hanover, NH. 61 pp.

Porter-Cologne Water Quality Control Act; Water Code Division 7 and Related Sections. January 2018. California State Water Resources Control Board. Link: https://www.waterboards.ca.gov/laws_regulations/docs/portercologne.pdf

Personal Communication:

01 – MEN – 01 – 0.6/1.0
EA 01-0C72U – EFIS 0124000055
EA 01-0C720 – EFIS 0113000032
EA 01-0N180 – EFIS 0123000158

Design Standard Decision Document

Prepared by:

Michael Collins, Transportation Engineer
Design M14

Submitted by:

Taimur Khan, Design Senior M14	*Date*	*Telephone*

(Select all that are applicable)

☒ *Includes exceptions to District-delegated Design Standards (Section 2B)*
☐ Concurred by:
☒ Approved by:

JOHNY TAN, Office of Design (Msvl) "B"	3/26/2025 *Date*	916-396-9494 *Telephone*

(Select only one)

☐ *Includes exceptions to Non-delegated Design Standards (Section 2A)*
☒ Not Applicable:

Approved by:

JOHN ROCCANOVA, Project Delivery Coordinator	*Date*	*Telephone*

Headquarters Division of Design

1. PROPOSED PROJECT

A. Project Description:

This downtown improvement project is sponsored by Mendocino Council of Government (MCOG). The combined project (01-0C72U) is funded through the Regional Transportation Improvement, Active Transportation Program, infrastructure Investment and Jobs Act, STIPP, and SHOPP Programs. The Gualala Downtown Enhancement Project (01-0C720) PM 0.6/1.0 proposes to modify State Route 1 (SR-1) through the community of Gualala. The project is intended to improve the livability and aesthetics of downtown Gualala while still maintaining the tourist functions of the area. The Ocean Drive Left Turn Pocket Project (01-0N180) PM 1.0/1.0 proposes to add a Southbound Left turn lane to Ocean Drive. The proposed scope of work includes:

01-0C72U

- 12-foot TWLTL.
- 11-foot travel lanes in each direction of travel South of Ocean Drive.
- 10.5-foot travel lanes in each direction of travel North of Ocean Drive.
- 5-foot Class II bicycle lanes in each direction of travel.
- 6-foot sidewalks Northbound and 5-foot sidewalk Southbound.
- Six median islands with two pedestrian refuges at crosswalks.
- Traffic Channelization.
- Five crosswalks along mainline with activated flashing beacons.
- Keeping existing open channel at PM 0.93 open.
- Replace existing radar feedback sign facing northbound traffic at PM 0.522. Install new radar speed feedback sign facing southbound traffic at PM 0.940.
- 4-foot shoulder North of Ocean Drive on Northbound travel lane.
- Improved/new drainage systems.
- Relocate utilities as needed.

B. Existing Highway

Through the project area, SR 1 is a conventional two-lane highway classified as a minor arterial. The posted speed through the project limits is 25 mph. The existing facility has varying lane widths between 11 feet and 12 feet and shoulder widths between 2 feet and 18 feet. Shoulder areas are used for on street parallel parking. The project is located on flat to rolling terrain. SR-1 has been designated as part of the Pacific Coast Bike Route (PCBR). There is one pedestrian crosswalk in Gualala. There are short, disconnected segments of sidewalks on the right side of SR-1 without any existing curb ramps. The project will reduce conflicts between motorized and non-motorized users of the facilities, which are exacerbated by pedestrians and bicyclists being forced into traffic lanes due to informal on-street parking and minimal access control. The shoulder areas, while unmarked, are routinely used for

parallel parking throughout the downtown area. Bicyclist and pedestrian pathways are not well defined.

Table 1: Existing Highway Characteristics

Roadway Characteristics	South of Project Location	Project Location	North of Project Location
Post Mile Limit	0.4/0.5	0.6/1.0	1.2/1.7
Facility Type	Conventional Highway	Conventional Highway	Conventional Highway
Number of Lanes	2	2	2
Rural/Urban	Urban	Urban	Urban
Horizontal Alignment	Straight and Curvilinear	Straight and Curvilinear	Straight and Curvilinear
Terrain	Mountainous	Mountainous	Mountainous
Truck Route Network	65' CA Legal *KPRA Advisory	65' CA Legal *KPRA Advisory	65' CA Legal *KPRA Advisory
HDM Design Speed (mph)	55	25	55
Regulatory Speed	50	25	50
Posted Speed	35	25	35
Lane Width (ft.)	11-12	11	11-12
Shoulder Width (ft.)	2-8	2-18	2-8
Clear Recovery (ft.)	N/A	Min Horizontal Clearance of 1.5' beyond face of curb	N/A
Curve Radius (ft.)	Varies	Varies	Varies
Superelevation (%)	No std.	No std.	No std.
Adjacent Land Use	Rural Land	Rural Land	Rural Land

Existing nonstandard features are shown above in parenthesis and in **bold** print.
*KPRA – kingpin-to-rear-axle distance

C. Safety Improvements:

In District 1, SR 1 begins at the Sonoma/Mendocino County line, and continues north along most of the Mendocino Coast, serving several rural communities as well as the cities of Point Arena and Fort Bragg. The District 1 portion of the route is approximately 106 miles in length and has a post mile description of: 01-MEN-1-PM 0.0/105.6.

Proposed safety improvements include:

- Class II Bike Lanes
- Sidewalks through the entire throughfare
- Added crosswalks with Pedestrian Refuge Islands
- Left-turn channelization on Ocean Drive

D. Total Project Cost:

The current cost estimate is as follows:

Table 2: Project Cost Estimates

Project	***01-0C720***	***01-0N180***
Roadway	***$5,766,000***	***$1,134,000***
Structures	***$0.00***	***$0.00***
Right of Way	***$658,000***	***$202,000***
Support Costs	***$4,699,000***	***$1,775,000***
Total	***$11,123,000***	***$3,111,000***

2. FEATURES REQUIRING DESIGN DECISION DOCUMENTATION

A. Design Features with Headquarters Approval Authority

Approval of the following design exceptions are in accordance with the North Region Design Stewardship Agreement dated July 21, 2023. Therefore, all nonstandard features are documented in Section B below.

B. Design Features with District Delegated Approval Authority

1) **Design Feature Number 1: Side Slope Standards**

Nonstandard Feature:

The project proposes to have fill slopes at 2:1 or flatter for most of the project limits.

Table 3: Fill Slopes

Alignment	Station	Proposed	Standard	Constraint
A	114+50 to 121+40	2:1 or flatter	4:1 or flatter	Right of Way, Properties, Parking
A	116+42 to 116+90	2:1 or flatter	4:1 or flatter	Environmental

Design Standard for Which Documentation Is Required:

HDM 304.1 Side Slopes – Slopes should be designed as flat as is reasonable. For new construction, widening, or where slopes are otherwise being modified, embankment (fill) slopes should be 4:1 of flatter.

Reason for not Using Design Standard:
The project proposes to construct fill slopes at 2:1 or flatter from Sta 114+50 to 121+50 in the southbound direction and from Station 116+42 to 116+90 on the northbound direction. The purpose is to avoid additional impacts to business with potential loss of parking and to keep the existing jurisdictional channel at PM 0.93 open. To meet the standard fill slope of 4:1 or flatter, requires additional

permanent right of way acquisition, Temporary Construction Easements, and a significant reduction parking spots for the businesses along the southbound portion of the project. Parking is essential to the businesses in this area and the property owners main concern with this project is to minimize impact to the properties' parking spaces.

For the location at Station 116+42 to 116+90, meeting the standard fill slope would significantly reduce the capacity of the existing open channel. Since the existing channel is part of jurisdictional waters, reducing the channel capacity even further results in a significant increase in onsite and off-site mitigation cost and a risk of not getting approved by the permitting agencies. The off-site mitigation could also require additional right of way acquisition which would increase project cost and potentially delay the schedule. The project is funded through the Active Transportation Program (ATP) and is programmed for RTL in 2026. The increased right of way impacts can incur the risk of the project going to condemnation and could possibly delay the beginning of construction of the project, which presents a risk for the funding of the project.

Added Cost to make Standard:

Roadway	***$52,000***
Structures	***$0***
Right of Way	***$48,000***
Total	***$100,000***

2) **Design Feature Number 2: Sidewalk and Walkways**

Nonstandard Feature:

The project proposes to have 5-foot-wide sidewalks for 1200 feet and 4-foot-wide sidewalk for 280 feet Southbound and 40 feet Northbound to lessen the right of way acquisition impact and reduce impact to parking for businesses along the Highway.

Table 4: Sidewalk and Walkways

Alignment	Station	Sidewalk width (ft)			Constraints
		Existing	Proposed	Standard	
A	SB 104+50 to 114+38	**None**	**5'**	8'	Right-of-Way
A	SB 108+12 to 110+94	**None**	**4'**	8'	Right-of-Way
A	NB 116+43 to 116+80	**None**	**4'**	6'	Enviro Sensitive Area
A	NB 116+80 to 117+62	**None**	**5'**	6'	Enviro Sensitive Area

Nonstandard features are shown in **bold** print

Design Standard for Which Documentation Is Required:

HDM 105.2 – Sidewalk and walkways – The minimum width of a sidewalk should be 8 feet between a curb and a building when in urban and rural main street place types. For all other locations the minimum width of sidewalk should be 6 feet when contiguous to a curb or 5 feet when separated by planting strip.

Reason for not Using Design Standard:

The project proposes to use 5-foot sidewalk on the southbound portion of the project instead of the minimum 6 feet from the HDM to preserve the existing parking spaces for business in the southbound direction. Using the 6' minimum sidewalk in these locations results in additional right of way cost for the project. It also requires additional permanent right of way acquisition, Temporary Construction Easements, and a significant reduction in parking spots for the businesses along the southbound portion of the project. Parking is essential to the businesses in this area and the property owners main concern with this project is to minimize impact to the properties' parking spaces.

The project proposes to use 4-foot sidewalk on the Southbound side Station 108+12 to 110+94 due to Right-of-Way constraints. The 2:1 fill toe at this location exceeds the Right-of-Way boundary. Due to this conflict, Caltrans is implementing a retaining curb on the back of sidewalk which will reduce the sidewalk to 4'. This will eliminate additional right of way acquisition which would increase project cost and potentially delay the schedule. There is also 4-foot sidewalk section at the Northbound portion of the project to preserve an existing open channel that is a jurisdictional water. For the location at Station 116+43 to 116+80, meeting the standard sidewalk width would completely fill the existing open channel. Since the existing channel is part of jurisdictional waters, reducing the channel capacity even further results in a significant increase in onsite and off-site mitigation cost and a risk of not getting approved by the permitting agencies. The off-site mitigation could also require additional right of way acquisition which would increase project cost and potentially delay the schedule. The sidewalks do not meet the Standards in the HDM but do meet accessibility requirements.

Added Cost to make Standard:

Roadway	***$170,000***
Structures	***$0***
Right of Way	***$80,000***
Total	***$250,000***

3) **Design Feature Number 3: Cross Slope**

Nonstandard Feature:
The project proposes to perpetuate the existing cross slope in this area on the Northbound side which is between 0.25% to 0.50%.

Table 5: Cross Slope

Alignment	Station	Clear Recovery Zone (ft)			Constraints
		Existing	Proposed	Standard	
A	106+00 to 121+00	**LT – 4-5%** **RT – 0.15%**	**LT – 3%** **RT – 0.25%**	LT – 3% RT – 1.5%	Right-of-Way, Utilities, Environmental

Nonstandard features are shown in **bold** print

Design Standard for Which Documentation Is Required:

301.3 Cross Slopes - (b) for resurfacing or widening (only necessary to match existing cross slope), the minimum shall be 1.5 percent and maximum shall be 3 percent. However, the cross slope on the 2-lane and multilane HMA highways should be increased to 2 percent if the cost is reasonable.

Reason for not Using Design Standard:

The project is proposing to match the existing cross slope on the northbound side to reduce right of way and environmental impacts along the properties on the east side of the project. To meet standard cross slope of 1.5% for the widening, a significant cut will be required to conform to existing grade. This will require cut height of 2 to 3 feet increase in utility conflicts and right of way impacts to existing fences, murals, and planting within the properties. The project will require an additional 3000 SQFT, 20 more vault and manhole adjustments from AT&T and PG&E, additional valve adjustments for North Gualala Water Company, as well as an additional underground relocation which could cause additional time on the project schedule. It will also result in removing existing planting, fencing, and decorative elements in front of property owners.

The project is funded through the Active Transportation Program (ATP) and is programmed for RTL in 2026. The increased right of way impacts can incur the risk of the project going to condemnation and could possibly delay the beginning of construction of the project, which presents a risk for the funding of the project.

Added Cost to make Standard:

Roadway	***$630,000***
Structures	***$0***
Right of Way	***$130,000***
Total	***$760,000***

3. TRAFFIC DATA

The following information was received from District 1 Office of System Planning on December 14, 2021.

Design Designation and Traffic Index (TI)

Annual Average Daily Traffic (AADT)	2021	1,910
	2025	2,020
	2035	2,290
	2045	2,570
Peak Hour Volume (PHV)	2021	240
	2025	250
	2035	280
	2045	320
Directional %		63
DH Truck %		5.0
10-year TI		7.0
20-year TI		8.0

4. COLLISION ANALYSIS

A 5-year collision analysis has been conducted between January 1, 2019, and December 31, 2023. The segment reviewed was US State Route 1 in Mendocino County from PM 0.5/1.0
The actual Fatal + Injury collision rate is 1.31 times greater than the statewide average for similar facilities. The actual Fatal collision rate is zero.

Collision Rate Summary Men-01-0.5/1.0 TASAS Table B Dates: 01/01/2019 to 12/31/2023					
Actual Collision Rates (MVM)*			**Average Collision Rates**(MVM)*		
Fatal[1]	F+I[2]	Total[3]	Fatal	F+I	Total
0.000	0.57	1.52	0.030	0.60	1.31

(MVM)*- Million Vehicles Miles.

The TASAS Table B data shows a total of 8 collisions within the project limits and collision data time period. These collisions included 0 Fatal, 3 Injury, and 5 Property Damage Only. Of the 8 total collisions, 7 involved multi-vehicles, 2 occurred in wet conditions, 1 occurred in dark conditions, 0 involved bicyclists, and 0 involved

pedestrians. As we can imply from the collision analysis summary that some accidents occurred due to running out of travel way. Thus, the improved but still nonstandard design features will enhance the safety of this segment of the roadway.

5. FUTURE CONSTRUCTION

There are no future improvements scheduled in the vicinity of the proposed project.

6. REVIEWS AND CONCURRENCE

Todd Lark, North Region Office Chief, North Region Design Liaison D1, has reviewed and concurred with the proposed nonstandard features included in this project.

Paul Bradbury, North Region Design Liaison D3, has reviewed and concurred with the proposed nonstandard features included in this project.

Name: Todd Lark Initials: TL Date: 3/25/2025
Name: Paul Bradbury Initials: PB Date: 03/25/25

7. ENVIRONMENTAL DETERMINATION

The project location is not part of the National Highway System. A federal environmental determination has been approved specifically for this project to comply with the *National Environmental Policy Act of 1969* (NEPA). The Environmental Document for this project is a Categorical Exemption/ Categorical Exclusion (CE/CE).

8. ATTACHMENTS

A. Project Location Map/Vicinity Map
B. Title Sheet
C. Typical Section (Sheet X-1 to X-4)
D. Layout Sheet (Sheet L-1 to L-4)

Attachment A:

Vicinity Map

Attachment B:

INDEX OF PLANS

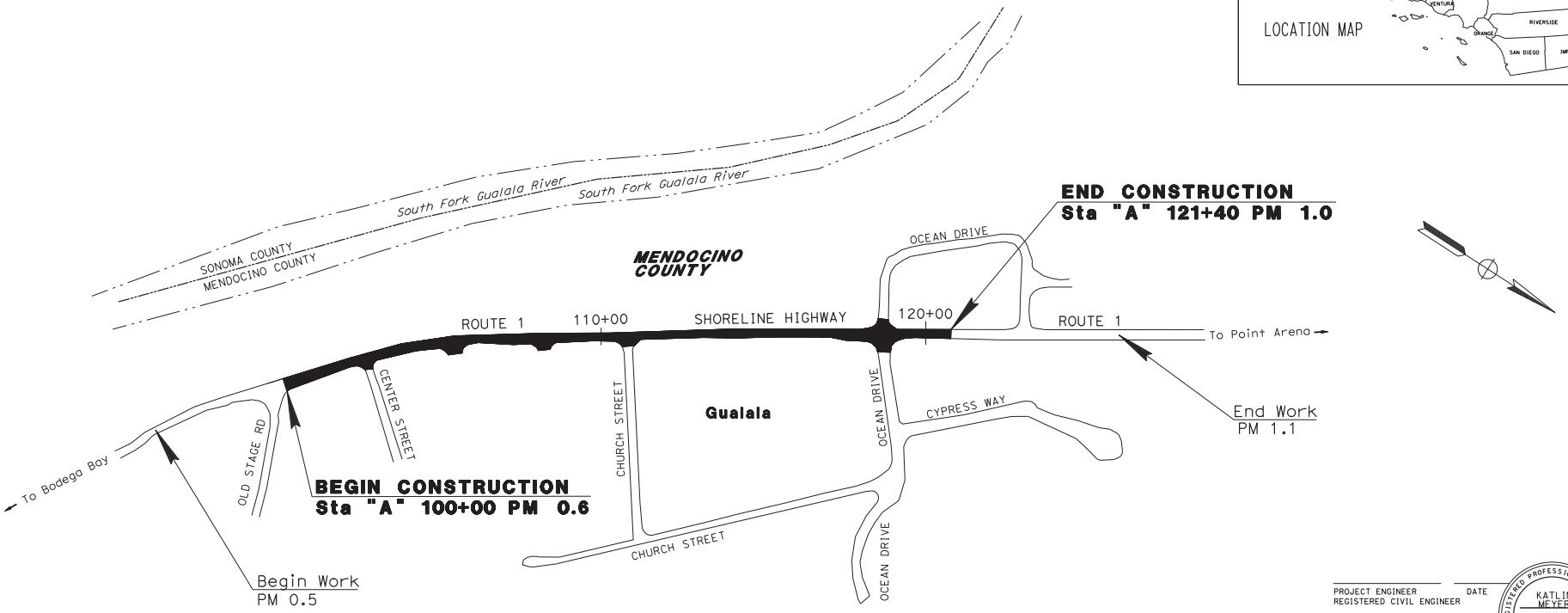
STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION

PROJECT PLANS FOR CONSTRUCTION ON
STATE HIGHWAY

IN MENDOCINO COUNTY
AT GUALALA
FROM CENTER STREET
TO OCEAN DRIVE

TO BE SUPPLEMENTED BY STANDARD PLANS DATED 2023

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
01	Men	01	0.6/1.0		



NO SCALE

PROJECT MANAGER: KATIE EVERETT
DESIGN MANAGER: DUNG SY

PROJECT ENGINEER
REGISTERED CIVIL ENGINEER
DATE

REGISTERED PROFESSIONAL ENGINEER
KATLIN MEYER
No. XXXXX
Exp. XX/XX/XX
CIVIL
STATE OF CALIFORNIA

PLANS APPROVAL DATE

THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF SCANNED COPIES OF THIS PLAN SHEET.

THE CONTRACTOR SHALL POSSESS THE CLASS (OR CLASSES) OF LICENSE AS SPECIFIED IN THE "NOTICE TO BIDDERS."

CONTRACT No.	01-0C720
PROJECT ID	0113000032

LAST REVISION 00-00-00
DATE PLOTTED => 12-NOV-2024
TIME PLOTTED => 14:29

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Attachment C:

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
01	Men	01	0.6/1.0		

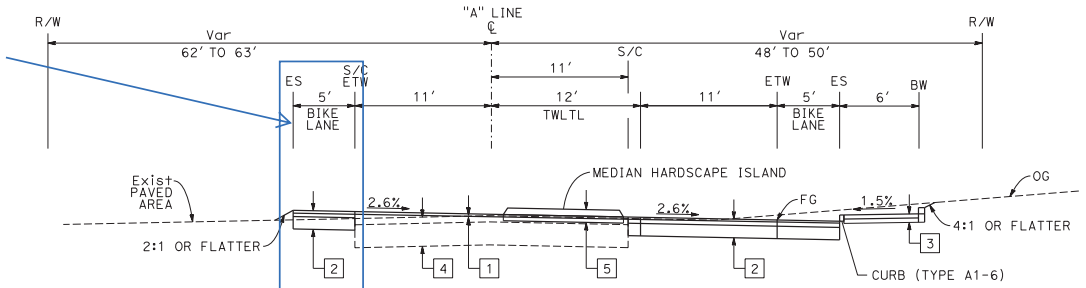
REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF SCANNED COPIES OF THIS PLAN SHEET.

REGISTERED PROFESSIONAL ENGINEER — TAIMUR KHAN — No. C 94348 — Exp. 12/31/26 — CIVIL — STATE OF CALIFORNIA

DESIGN FEATURE 2:
SIDEWALK & WALKWAYS



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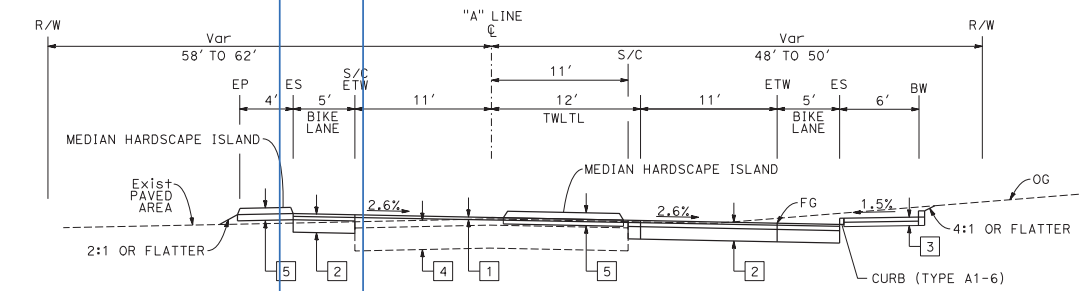

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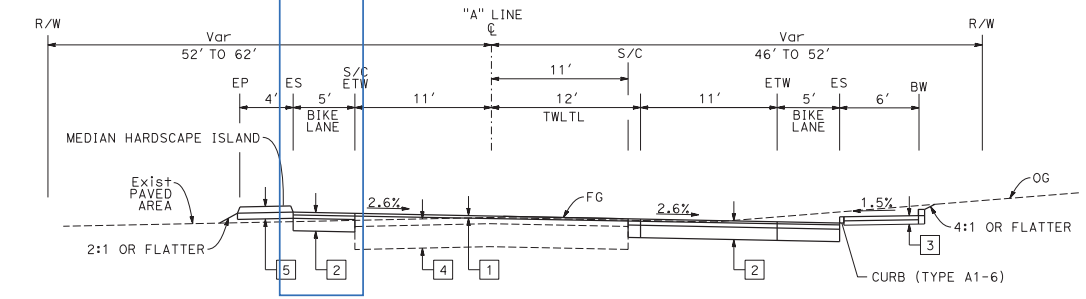

"A" Sta 102+71.55 TO "A" Sta 103+29.63
"A" Sta 103+84.24 TO "A" Sta 104+18.48

"A" LINE ROUTE 1

TYPICAL CROSS SECTIONS (HARDSCAPE)

NO SCALE

X-2

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION	FUNCTIONAL SUPERVISOR	CALCULATED-DESIGNED BY	REVISED BY
DESIGN	TAIMUR KHAN	MICHAEL COLLINS	
		CHECKED BY	DATE REVISED
		ASH ARREOLA	

LAST REVISION 00-00-00
DATE PLOTTED => 21-MAR-2025
TIME PLOTTED => 12:32

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Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
01	Men	01	0.6/1.0		

REGISTERED CIVIL ENGINEER DATE

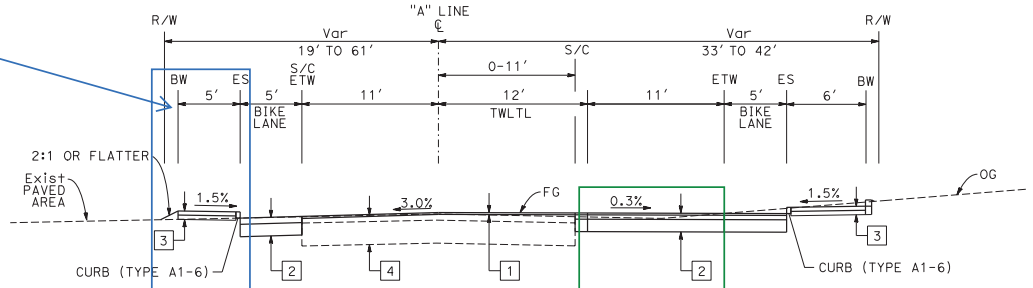
PLANS APPROVAL DATE

THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF SCANNED COPIES OF THIS PLAN SHEET.

REGISTERED PROFESSIONAL ENGINEER — TAIMUR KHAN — No. C 94348 — Exp. 12/31/26 — CIVIL — STATE OF CALIFORNIA

DESIGN FEATURE 2: SIDEWALK & WALKWAYS

DESIGN FEATURE 3: CROSS SLOPE



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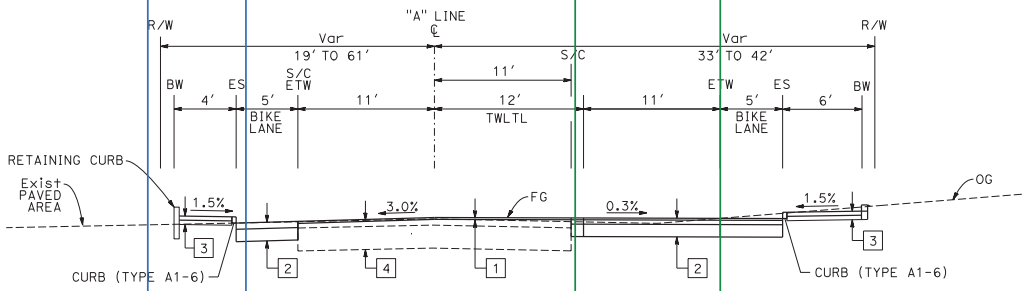

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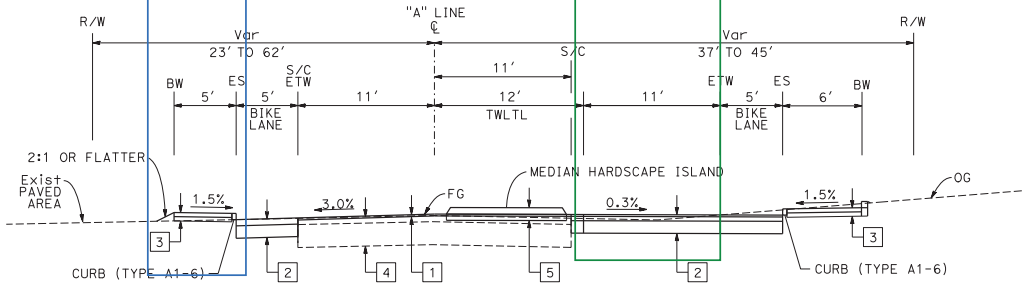

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"A" LINE ROUTE 1

TYPICAL CROSS SECTIONS (HARDSCAPE)

NO SCALE

X-3

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
DESIGN
FUNCTIONAL SUPERVISOR: TAIMUR KHAN
CALCULATED-DESIGNED BY: MICHAEL COLLINS
CHECKED BY: ASH ARREOLA
REVISED BY
DATE REVISED

LAST REVISION 00-00-00
DATE PLOTTED => 25-MAR-2025
TIME PLOTTED => 11:27

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UNIT 0332
PROJECT NUMBER & PHASE 0124000055

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
01	Men	01	0.6/1.0		

REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

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REGISTERED PROFESSIONAL ENGINEER — TAIMUR KHAN — No. C 94348 — Exp. 12/31/26 — CIVIL — STATE OF CALIFORNIA

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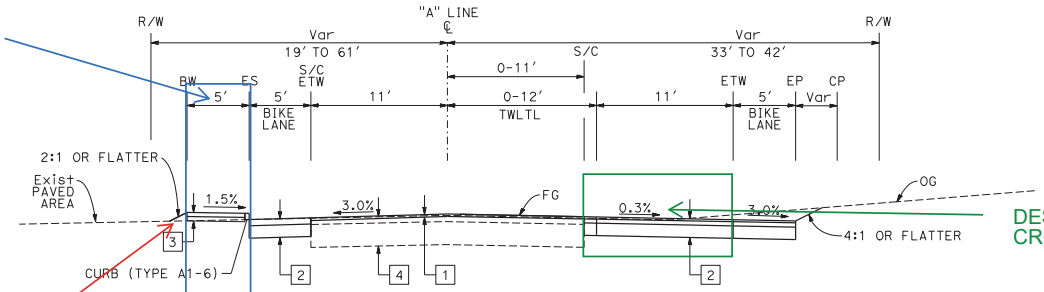
DESIGN FEATURE 3: CROSS SLOPE



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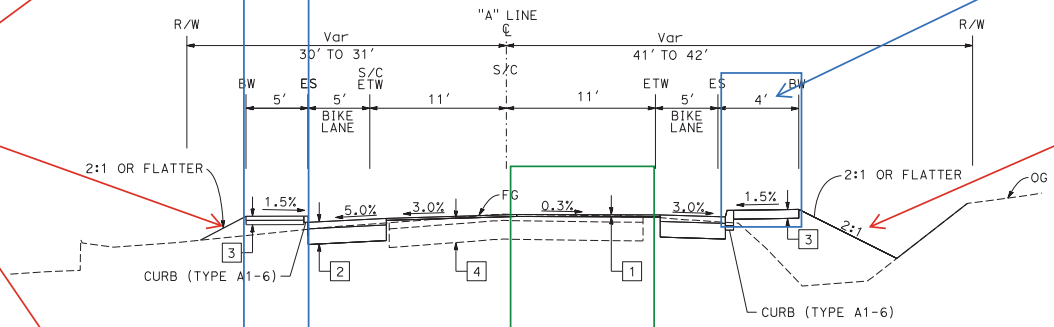
DESIGN FEATURE 2: SIDEWALK & WALKWAYS

DESIGN FEATURE 1: SIDE SLOPE STANDARDS

DESIGN FEATURE 1: SIDE SLOPE STANDARDS



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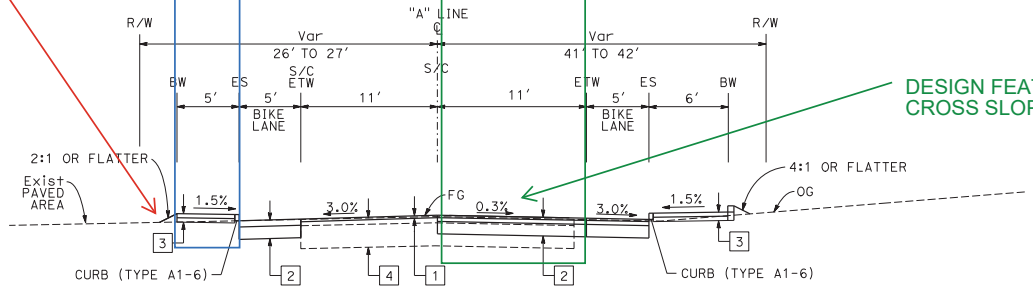

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"A" LINE ROUTE 1

TYPICAL CROSS SECTIONS (HARDSCAPE)

NO SCALE

X-4

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION — DESIGN

FUNCTIONAL SUPERVISOR: TAIMUR KHAN

CALCULATED-DESIGNED BY: MICHAEL COLLINS — CHECKED BY: ASH ARREOLA

REVISED BY — DATE REVISED

LAST REVISION 00-00-00 — DATE PLOTTED => 21-MAR-2025 — TIME PLOTTED => 12:32

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DGN FILE => 0113000032ca004.dgn

RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3

UNIT 0332

PROJECT NUMBER & PHASE 0124000055

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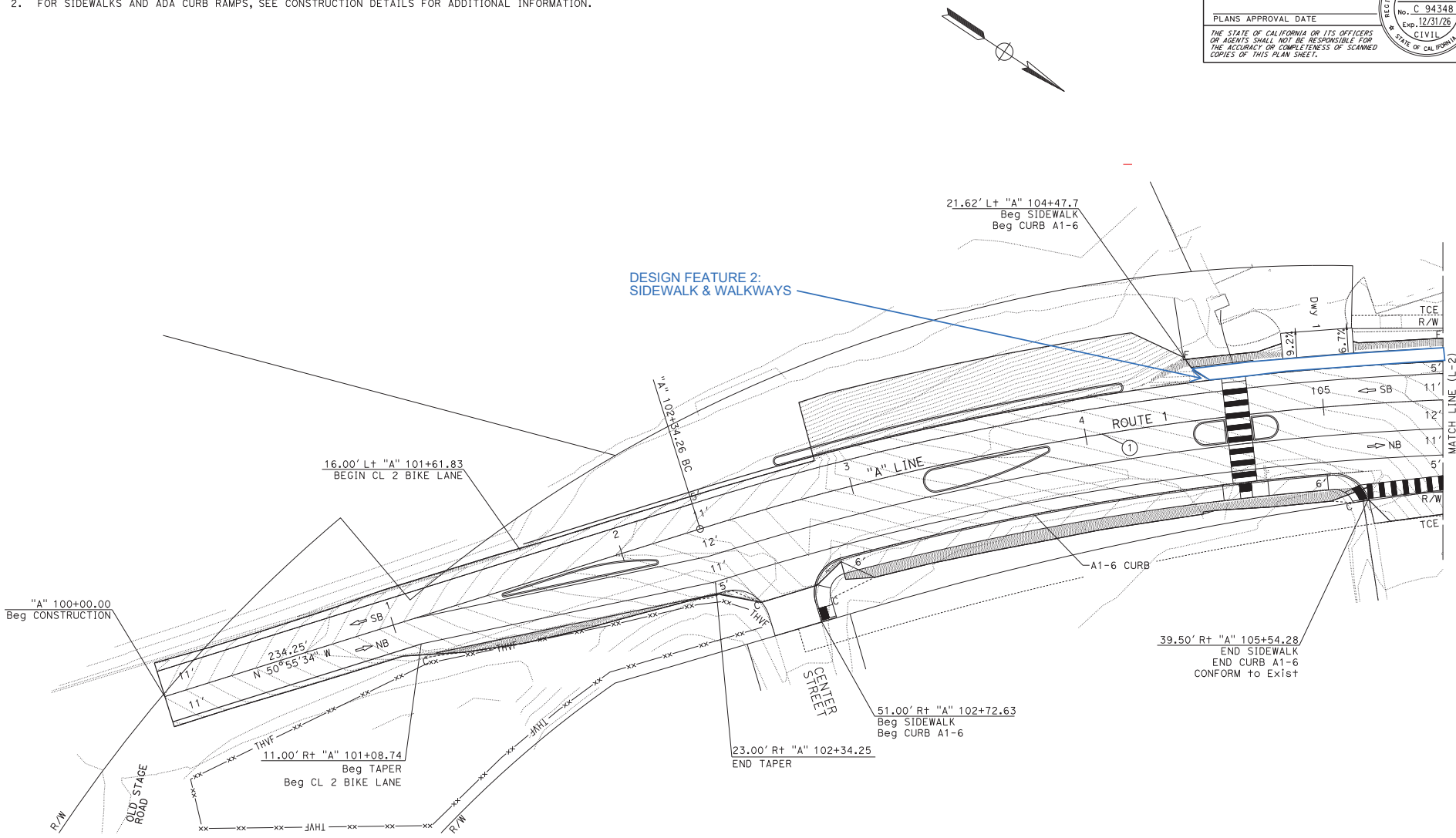
TAIMUR KHAN
No. C 94348
Exp. 12/31/26
CIVIL
STATE OF CALIFORNIA

NOTES:

1. FOR ACCURATE RIGHT OF WAY DATA, CONTACT RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.
2. FOR SIDEWALKS AND ADA CURB RAMPS, SEE CONSTRUCTION DETAILS FOR ADDITIONAL INFORMATION.



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LAYOUT
SCALE: 1"=20'

L-1

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
DESIGN
FUNCTIONAL SUPERVISOR: TAIMUR KHAN
CALCULATED-DESIGNED BY: MICHAEL COLLINS
CHECKED BY: NAVID BAHRAMIAN
REVISED BY
DATE REVISED
LAST REVISION
DATE PLOTTED => 21-MAR-2025
TIME PLOTTED => 11:09

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UNIT 0332
PROJECT NUMBER & PHASE 0124000055

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
01	Men	01	0.6/1.0		

REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

REGISTERED PROFESSIONAL ENGINEER
TAIMUR KHAN
No. C 94348
Exp. 12/31/26
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STATE OF CALIFORNIA

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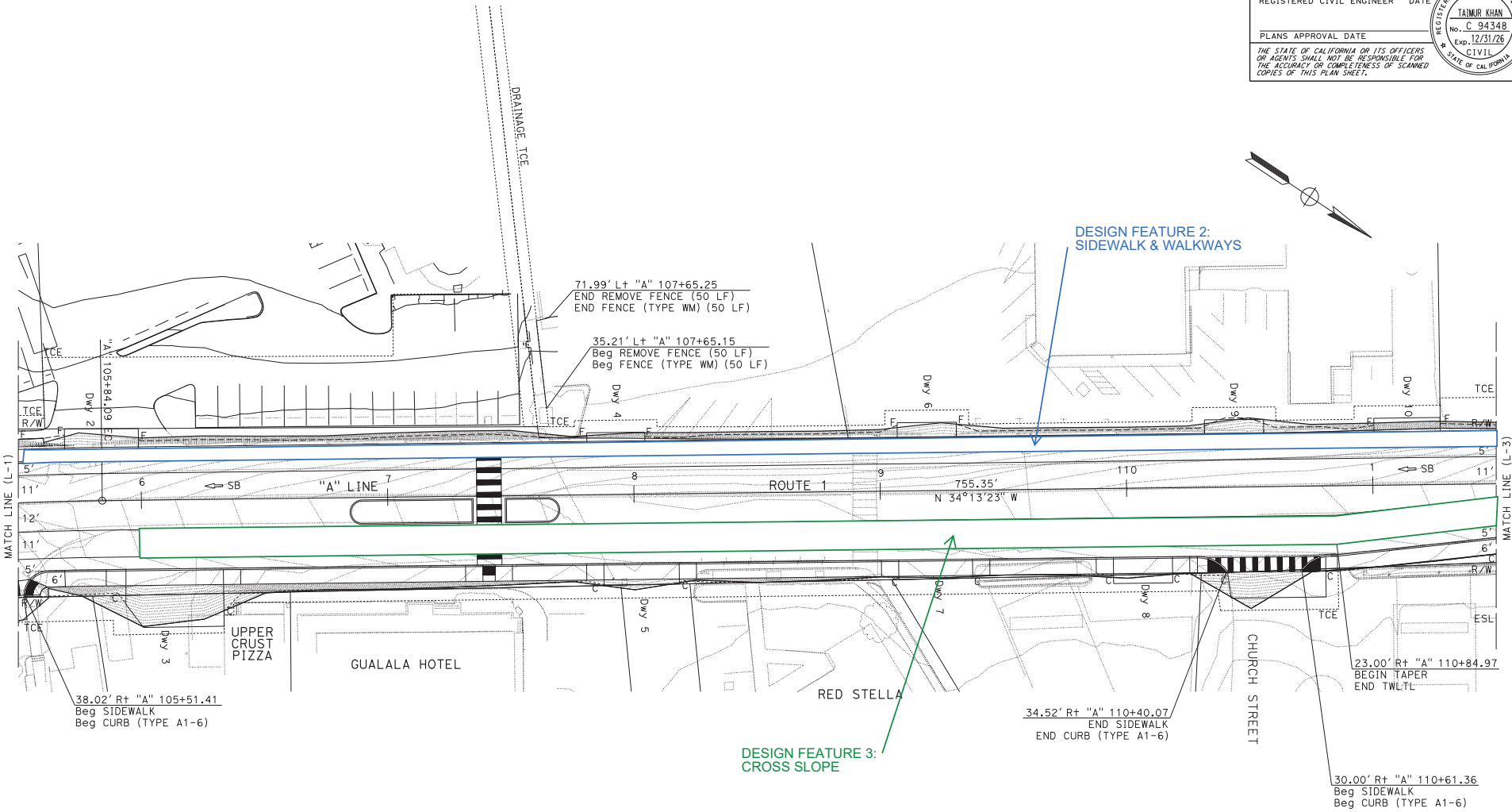
STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
DESIGN

FUNCTIONAL SUPERVISOR	CALCULATED-DESIGNED BY	REVISED BY
TAIMUR KHAN	MICHAEL COLLINS DAVID BARRAZA	DATE REVISED
CHECKED BY		



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L-2

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TIME PLOTTED => 11:10

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RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3

UNIT 0332

PROJECT NUMBER & PHASE 0124000055

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
01	Men	01	0.6/1.0		

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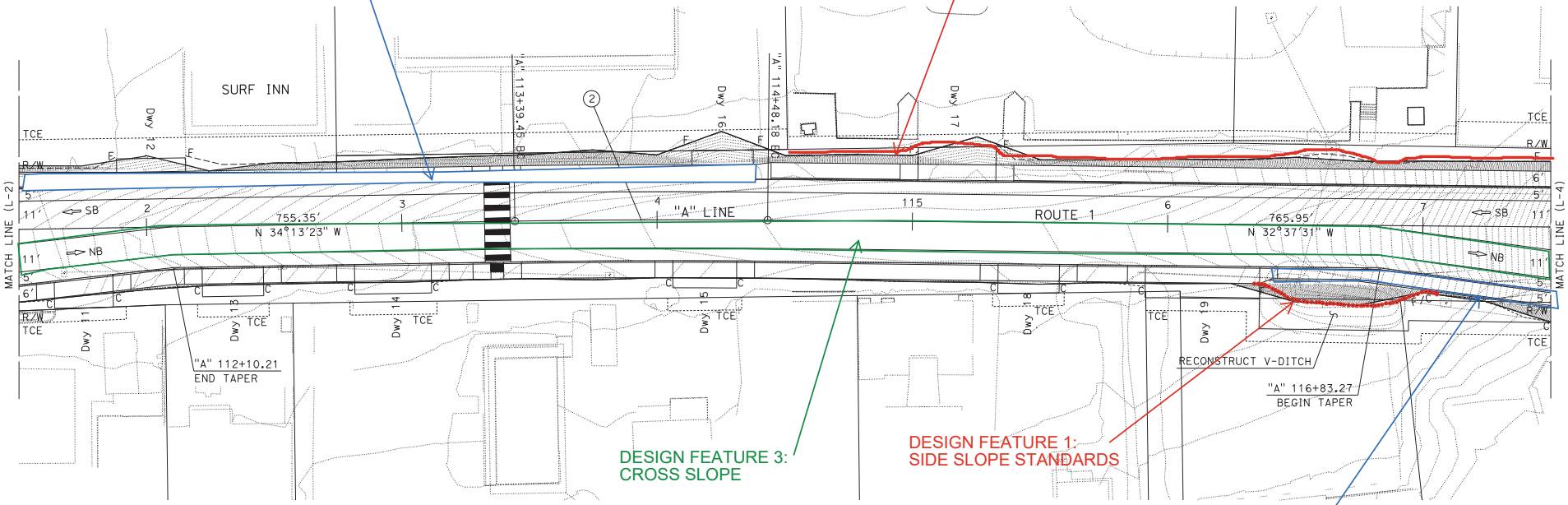
No. C 94348
Exp. 12/31/26
CIVIL
STATE OF CALIFORNIA

DESIGN FEATURE 2:
SIDEWALK & WALKWAYS

DESIGN FEATURE 1:
SIDE SLOPE STANDARDS



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CROSS SLOPE

DESIGN FEATURE 1:
SIDE SLOPE STANDARDS

DESIGN FEATURE 2:
SIDEWALK & WALKWAYS

CURVE DATA

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SCALE: 1"=20'

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CALCULATED-DESIGNED BY: MICHAEL COOLIDGE
CHECKED BY: DAVID BARRAZA
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DATE REVISED

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Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
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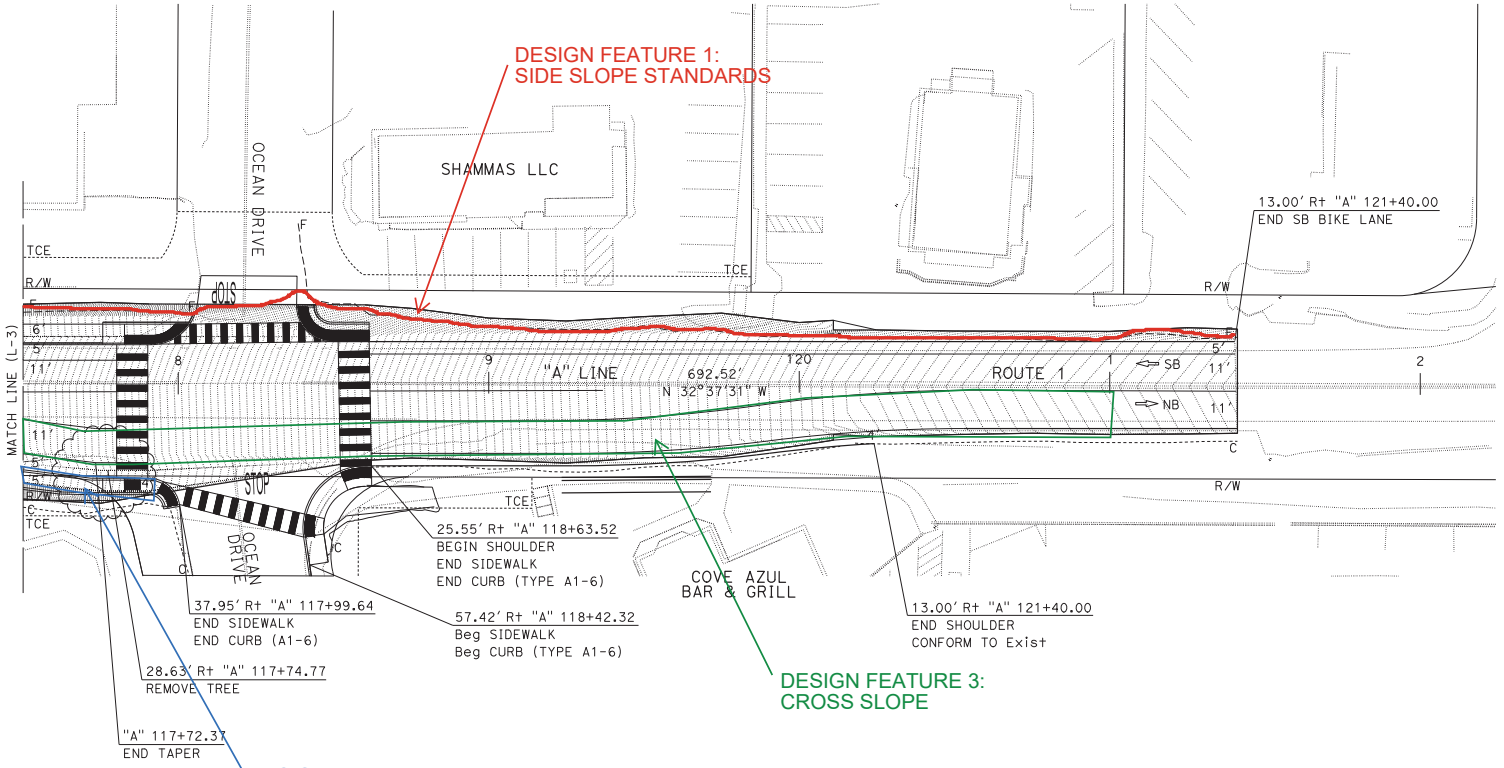

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CALCULATED-DESIGNED BY: MICHAEL COLLINS
CHECKED BY: NAVID BAHRAMIAN
REVISED BY
DATE REVISED

LAST REVISION
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TIME PLOTTED => 11:10

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DGN FILE => 0113000032ea004.dgn
RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3
UNIT 0332
PROJECT NUMBER & PHASE 0124000055

COUNTY OF MENDOCINO
DEPARTMENT OF PLANNING AND BUILDING SERVICES
860 NORTH BUSH STREET · UKIAH · CALIFORNIA · 95482
120 WEST FIR STREET · FT. BRAGG · CALIFORNIA · 95437

JULIA KROG, DIRECTOR
TELEPHONE: 707-234-6650
FAX: 707-463-5709
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FB FAX: 707-961-2427
pbs@mendocinocounty.gov
www.mendocinocounty.org/pbs

April 4, 2025

Planning – Fort Bragg
Department of Transportation
Environmental Health -Fort Bragg
Building Inspection -Fort Bragg
Assessor
Air Quality Management
Mendocino Transit Authority
California Highway Patrol
Department of Forestry/ CalFire
-Land Use
Department of Fish and Wildlife
California Coastal Commission
Regional Water Quality Control board
Gualala Municipal Advisory Council
Cloverdale Rancheria
Redwood Valley Rancheria
Sherwood Valley Band of Pomo Indians
North Gualala Water District
South Coast Fire District
Gualala Community Services

CASE#: CDP_2024-0040
DATE FILED: 11/20/2024
OWNER/APPLICANT: CALIFORNIA DEPARTMENT OF TRANSPORTATION
AGENT: KATIE EVERETT
REQUEST: Coastal Development Permit for Caltrans to implement the Gualala Downtown Streetscape Enhancement Project.
LOCATION: In the Coastal Zone, along State Route 1 in Gualala between its intersection with Old State Highway (CR 501A) and Ocean Drive (CR 523); located between State Route 1 Post Mile 0.60 and 1.00.
SUPERVISORIAL DISTRICT:
STAFF PLANNER: LIAM CROWLEY
RESPONSE DUE DATE: April 18, 2025

PROJECT INFORMATION CAN BE FOUND AT:
www.mendocinocounty.org
Select "Government" from the drop-down; then locate Planning and Building Services/Public Agency Referrals.

Mendocino County Planning & Building Services is soliciting your input, which will be used in staff analysis and forwarded to the appropriate public hearing. You are invited to comment on any aspect of the proposed project(s). Please convey any requirements or conditions your agency requires for project compliance to the project coordinator at the above address, or submit your comments by email to pbs@mendocinocounty.org. Please note the case number and name of the project coordinator with all correspondence to this department.

We have reviewed the above application and recommend the following (please check one):

☐ No comment at this time.

☑ Recommend conditional approval (attached).

☐ Applicant to submit additional information (attach items needed, or contact the applicant directly, copying Planning and Building Services in any correspondence you may have with the applicant)

☐ Recommend denial (Attach reasons for recommending denial).

☐ Recommend preparation of an Environmental Impact Report (attach reasons why an EIR should be required).

☑ Other comments (attach as necessary).

After reviewing the referral packet, consulting with the staff planner, and hearing public and agency comment, GMAC discussed and voted unanimously to recommend the proposed highway improvement project be approved, subject to several conditions of approval (see attachment). Thank you for your consideration.

REVIEWED BY:

Signature _____ Department Gualala Municipal Advisory Council Date 5/7/25

Gualala Municipal Advisory Council

PO Box 67, Gualala CA 95445
www.gualalamac.org

CDP-2024-0040 Caltrans Referral

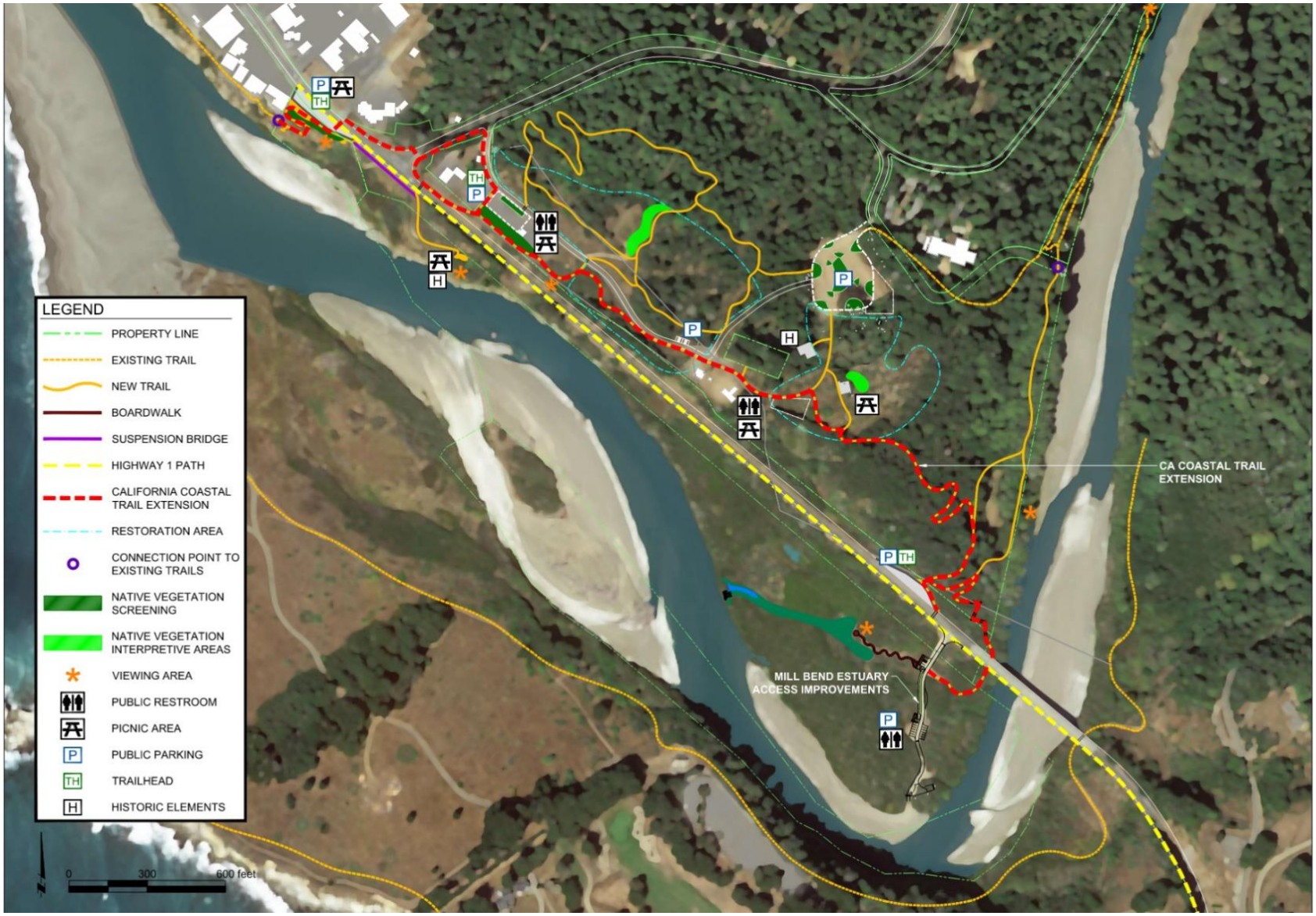
GMAC Comments

1. The proposed CDP will advance a long-sought and essential improvement of SR1 and downtown Gualala.
2. GMAC defers to County staff for planning, building, environmental health, and other code compliance; environmental impact; and BMP determinations.

GMAC Recommendation

Approve the proposed CDP and the following conditions of approval:

1. Provide and implement a maintenance, monitoring, and reporting plan for stormwater management features.
2. Provide and implement a construction access and communications plan that includes:
    - Consultation with frontage landowners and tenants to minimize impacts, and to schedule and locate work and access adaptations (as feasible and practical).
    - Episodic and bi-weekly update communiques.
    - Contact information for telephone and text inquiries.
3. Maintain pedestrian access through the village at all times, to the extent feasible.
4. Consider construction scheduling, as feasible, to minimize noise and dust impacts on outdoor activities of sensitive stakeholders, such as The Forager Preschool and Gualala Farmers Market.
5. Consider the scenic values of the Gualala Bluff Trail in design and construction of proximate stormwater management features.
6. Consider including native herbaceous and perennial flowers (e.g., California poppy) in the erosion control seed mix.



Overview of Planned Public Access Elements. Proposed initial elements are the California Coastal Trail extension (red dotted line) and Mill Bend estuary access improvements. See Exhibits 1 and 2 of the complete Mill Bend Preserve Conservation Plan for detail.

GUALALA DOWNTOWN ENHANCEMENTS PROJECT

MENDOCINO COUNTY, CALIFORNIA
DISTRICT 1 – MEN – 1 (Post Miles 0.60 to 1.00)
0C72U / 0113000032

INITIAL STUDY

with Negative Declaration

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Prepared by the
State of California, Department of Transportation

November 2023

General Information about this Document

What's in this document?

The California Department of Transportation (Caltrans) has prepared this Initial Study with Negative Declaration (IS/ND) which examines the potential environmental effects of a proposed streetscape enhancement project on State Route 1 in Gualala, California. Caltrans is the lead agency under the California Environmental Quality Act (CEQA). This document tells you why the project is being proposed, how the existing environment could be affected by the project, the potential impacts of the project, and proposed avoidance, minimization, and/or mitigation measures.

The IS/ND circulated to the public between July 8, 2019 and August 8, 2019. Comments received during this period are included in Chapter 3, Comments and Coordination.

Elsewhere in this document, a vertical line in the margin indicates a change made since the draft document circulation. Minor editorial changes and clarifications have not been indicated. Additional copies of this document and the related technical studies are available for review upon request at the Caltrans District 1 Office. This document may be downloaded at the following website:

https://ceqanet.opr.ca.gov

For individuals with sensory disabilities, this document is available in Braille, large print, on audiocassette, or computer disk. To obtain a copy in one of these alternate formats, please call or write to Caltrans, Attn: Liza Walker, North Region Environmental-District 1, 1656 Union Street, Eureka, CA 95501; (707) 441-5930 Voice, or use the California Relay Service TTY number, 711 or 1-800-735-2929.

GUALALA DOWNTOWN ENHANCEMENTS PROJECT

Build pedestrian sidewalks, Class II bicycle lanes, and a two-way left-turn lane on State Route 1 in Gualala in Mendocino County from Post Mile 0.60 through 1.00

INITIAL STUDY WITH NEGATIVE DECLARATION

Submitted Pursuant to: Division 13, California Public Resources Code

THE STATE OF CALIFORNIA

Department of Transportation

11/13/2023

Date of Approval

Liza Walker

Liza Walker, Acting Office Chief
North Region Environmental-District 1
California Department of Transportation
CEQA Lead Agency

The following person(s) may be contacted for more information about this document:

Liza Walker, North Region Environmental-District 1
1656 Union Street, Eureka, CA 95501
(707) 441-5930
or use the California Relay Service TTY number, 711 or 1-800-735-2929.

Negative Declaration

Pursuant to: Division 13, California Public Resources Code

SCH Number: 2019079020

Project Description

The California Department of Transportation (Caltrans) proposes to build pedestrian sidewalks, Class II bicycle lanes, and a two-way left turn lane through downtown Gualala on State Route 1 in Mendocino County from Post Miles 0.60 through 1.00.

Determination

Caltrans has prepared an Initial Study for this project and, following public review, has determined from this study that the proposed project would not have a significant impact on the environment for the following reasons:

The proposed project would have *No Impact* with regard to agriculture and forestry, air quality, biological resources, cultural and paleontological resources, energy, geology and soils, hydrology and water quality, land use and planning, mineral resources, population and housing, public services, recreation, transportation/traffic, tribal cultural resources, and wildfire.

The proposed project would have L*ess Than Significant Impacts* to aesthetic resources, greenhouse gas emissions, hazards and hazardous materials, noise, and utilities and service systems.

Liza Walker

Liza Walker, Acting Office Chief
North Region Environmental-District 1
California Department of Transportation

11/13/2023

Date

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List of Abbreviated Terms

ABBREVIATION	DESCRIPTION
AB	Assembly Bill
ADA	Americans with Disability Act
ARB	Air Resources Board
BAU	Business as Usual
BMPs	Best Management Practices
CAA	Clean Air Act
CAAQS	California Ambient Air Quality Standards
CAFE	Corporative Average Fuel Economy
Caltrans	California Department of Transportation
CCR	California Code of Regulations
CDFW	California Department of Fish and Wildlife
CEQ	Council on Environmental Quality
CEQA	California Environmental Quality Act
CESA	California Endangered Species Act
CFGC	California Fish and Game Code
CFR	Code of Federal Regulations
CH4	methane
CNPS	California Native Plant Society
CO	carbon monoxide
CO_2	carbon dioxide
CO-CAT	Coastal and Ocean Working Group of the California Climate Action Team
CRHR	California Register of Historical Resources
CTP	California Transportation Plan
CWA	Clean Water Act
dBA	Decibels
EIR	Environmental Impact Report
EO	Executive Order
EPA	Environmental Protection Agency
EPACT92	Energy Policy Act of 1992
FESA	Federal Endangered Species Act
FHWA	Federal Highway Administration
GHG	Greenhouse Gas
H_2S	hydrogen sulfide
HFC-23	fluoroform
HFC-134a	s,s,s,2-tetrafluorethane
HFC-152a	difluoroethane

ABBREVIATION	DESCRIPTION
IPCC	Intergovernmental Panel on Climate Change
IS	Initial Study
LCFS	Low carbon fuel standard
L_{max}	Maximum sound level
LSAA	Lake or Streambed Alteration Agreement
MBTA	Migratory Bird Treaty Act
MLD	Most Likely Descendent
MMTC02e	million metric tons of carbon dioxide equivalent
MND	Mitigated Negative Declaration
MPO	Metropolitan Planning Organization
MRZ	Mineral Resource Zone
MS4s	Municipal Separate Storm Sewer Systems
N2O	nitrous oxide
NAAQS	National Ambient Air Quality Standards
NAHC	Native American Heritage Commission
NCRWQCB	North Coast Regional Water Quality Control Board
ND	Negative Declaration
NEPA	National Environmental Policy Act
NES	Natural Environment Study
NHTSA	National Highway Traffic Safety Administration
NMFS	National Marine Fisheries Service
NO_2	nitrogen dioxide
NOAA	National Oceanic and Atmospheric Administration
NPDES	National Pollutant Discharge Elimination System
O_3	ozone
OHWM	Ordinary High Water Mark
OPR	Office of Planning and Research
OSTP	Office of Science and Technology Policy
Pb	lead
PCBR	Pacific Coast Bike Route
PDT	Project Development Team
PM	particulate matter
PM2.5	particles of 2.5 micrometers and smaller
PM10	particles of 10 micrometers or smaller
PM(s)	post mile(s)
Porter-Cologne Act	Porter-Cologne Water Quality Control Act
PRC	Public Resources Code
RCRA	Resource Conservation and Recovery Act
RTP	Regional Transportation Plan

ABBREVIATION	DESCRIPTION
RWQCB	Regional Water Quality Control Board
SCS	Sustainable Communities Strategy
SDC	Seismic Design Criteria
SF6	sulfur hexafluoride
SHPO	State Historic Preservation Officer
SLR	Sea-Level Rise
SMARA	Surface Mining and Reclamation Act of 1975
SO_2	sulfur dioxide
SR	State Route
SWMP	Storm Water Management Plan
SWPPP	Stormwater Pollution Prevention Plan
SWRCB	State Water Resources Control Board
TMDLs	Total Maximum Daily Loads
TMP	Traffic Management Plan
TPZ	Timber Production Zones
TWLTL	Two-way Left Turn Lane
U.S. or US	United States
US 101	US (United States) Highway 101
USACE	U.S. Army Corps of Engineers
USC	United States Code
USDOT	U.S. Department of Transportation
U.S. EPA	United States Environmental Protection Agency
USFWS	U.S. Fish and Wildlife Service
USGRCP	U.S. Global Change Research Program
VIA	Visual Impact Assessment
VMT	Vehicle Miles Traveled
WDRs	Waste Discharge Requirements
WQOs	Water Quality Objectives

Chapter 1. Proposed Project

1.1 Project History

Mendocino Council of Governments, through a Caltrans Community-Based Transportation Planning Grant, hired RRM Design Group consulting team to conduct an outreach process and develop the Downtown Gualala Preliminary Project Study Report – Refined Streetscape Design Plan. This was completed in cooperation with the Gualala Municipal Advisory Committee and the greater community. The Department of Transportation (Caltrans) is the lead agency under the California Environmental Quality Act (CEQA).

1.2 Project Description

Project Objectives

The project's purpose is to improve traffic flow and create safe and comfortable facilities for pedestrian and bicycle travel through downtown Gualala. The project is also intended to improve Gualala's visual character by incorporating landscape and hardscape features into the project.

The project is needed to reduce conflicts between motorized and non-motorized users of the facilities, which are exacerbated by on-street parking and minimal access control. The unmarked shoulder areas are routinely used for parallel parking throughout the downtown area. Bicyclist and pedestrian pathways are not well-defined.

Proposed Project

EXISTING FACILITIES

In addition to serving as Main Street in Gualala, State Route 1 (SR 1) is the only south-to-north arterial. Within the project limits, SR 1 is classified as a minor arterial and has a posted speed limit of 25 mph. Additionally, this segment of roadway is part of the designated Pacific Coast Bike Route, which is a popular interregional cycling route along SR 1 through the entirety of Mendocino County, including Gualala. The recreational and scenic resources of the area attract thousands of visitors each year, with high summer traffic.

The existing highway consists of two 11 to 12-foot-wide lanes. There are no turn lanes within the project limits. Paved or gravel shoulders often blend into parking lot areas. Paved shoulder

widths vary from 8 to 17 feet wide where constrained by curbs, short sidewalk sections, and landscaped areas. Shoulder use is heaviest between the 76 gasoline station on the east side and the Surf Market on the west side. The single crosswalk is 52 feet across and traverses SR 1 at the most congested part of Gualala, crossing between the entrance to Sundstrom Mall (Sundstrom Mall Street) and the Surf Market.

PROPOSED CONSTRUCTION

The project proposes to improve multimodal transportation from the south side of Center Street to the north side of Ocean Drive on SR 1 in Gualala from post mile (PM) 0.60 to PM 1.00 in Mendocino County (Figure 1). The proposed project would reconfigure SR 1 into two 11-foot-wide travel lanes; a 12-foot-wide, two-way left turn lane; two 5-foot-wide Class II bicycle lanes; and 6-foot-wide sidewalks including curvilinear sidewalks at the northbound side of the intersection of Center Street and SR 1 and the southbound side of the intersection at Ocean Drive and SR 1. Three side street crosswalks and five mainline crosswalks would be incorporated to highlight the pedestrian right-of-way. Additionally, median islands would be installed at selected locations to improve pedestrian safety.

IDENTIFICATION OF A PREFERRED ALTERNATIVE

Two alternatives were under consideration but after comparing and weighing the benefits and impacts of all feasible alternatives, the Project Development Team, working with the community, have identified Alternative 5 as the preferred alternative.
Alternative 5 includes:

- 12-foot two-way left turn lane
- 11-foot through lanes in each direction of travel
- 6-foot sidewalks on straight alignments and 5-foot sidewalk curvilinear alignments. Two curvilinear sidewalks will be on the southwest end of the project and southwest corner of Ocean Drive. This will serve as a “gateway” element.
- 2-foot landscaping elements, consisting of non-irrigated, drought resistant native species, between the bike lanes and sidewalks, assuming a maintenance agreement is executed to maintain the landscaping. If a maintenance agreement is not executed, hardscaping would be installed.
- Five landscaping median islands with three for pedestrian refuges at crosswalk locations including traffic channelization, assuming a maintenance agreement is executed to maintain the landscaping. If a maintenance If a maintenance agreement is not executed, hardscaping would be installed.
- Five crosswalks along mainline with activated flashing beacons.

- Left turn pocket to Ocean Drive.
- A radar feedback sign facing southbound traffic at PM 0.94. Maintain existing radar feedback sign facing northbound traffic at PM 0.3.
- Improved/new drainage systems.
- Relocate utilities as needed.

PROJECT ELEMENTS

Several public and privately-owned utilities exist within the project limits. Utility relocations would be required where the utilities conflict with proposed drainage work or sidewalk.

Approximately 50 water and sewer valve covers within the traveled way would be elevated to match the future elevation of the pavement surface. Approximately 20 electrical, telephone, and fiber optic utility vaults greater than 1' x 1' would be relocated into the proposed sidewalk. Electrical, telephone, and fiber optic utility covers less than 1' x 1' would be elevated to match the future elevation of the pavement surface. Subsurface conduits and pipes in conflict with up to eight proposed drainage inlet locations would be relocated laterally.

Caltrans maintains SR 1 through Gualala under a prescriptive easement. Caltrans would acquire the right of way in fee in conjunction with this project. Some small areas of additional right of way would be acquired from adjacent property owners for the proposed sidewalks.

The project also proposes to improve the drainage facilities within the corridor. There are currently two existing systems within Gualala. The project aims to improve both systems. The southern drainage system will replace the existing corrugated metal pipe with 2-foot reinforced concrete pipe and will outfall at PM 0.76. The southern drainage system will include 12 new drainage inlets and approximately 1,088 feet of new culvert. The northern drainage system will replace exiting corrugated metal pipe and reinforced concrete pipe with 3-foot reinforced concrete pipe which will outfall at PM 0.93. The northern drainage system will include 6 drainage inlets and approximately 512 linear feet of new culvert. The outfall at PM 0.76 will require a drainage easement measuring 150 feet by 12 feet wide. The existing 12-inch CMP culvert will be replaced with 2 parallel 24-inch RCP or 3 parallel 18-inch RCP. The new culvert will require trenching with shoring due to existing buildings in proximity.

New landscape design would enhance the visual quality and character of the area. During the open house on January 16, 2018, most attendees expressed a preference for a meandering sidewalk with intermittent areas of decorative, low-maintenance landscaping. Proposed plans include pedestrian sidewalks built with concrete or a permeable paving in a light to medium gray color.

A radar speed feedback sign would be placed facing southbound traffic at PM 0.94, immediately south of the southernmost intersection of Ocean Avenue at the bottom of the hill. Pedestrian activated flashing beacons would be placed at the crosswalks to alert motorists to pedestrians. This project would add solar bollard lights on adjacent private properties wherever property owners are willing to agree to accept and maintain those lights.

It is anticipated construction would be completed in one construction season, likely within 90 working days. One-way reversible traffic and shoulder closures would be used occasionally during construction.

General Plan Description, Zoning, and Surrounding Land Uses

This project was developed to meet the needs of the community of Gualala. Many aspects of the proposed project directly address goals identified in the Gualala Town Plan (2002), which is part of the Coastal Element of the Mendocino County General Plan (Table 1). The proposed project would be within an area currently zoned as mixed use (Gualala Village Mixed Use, or GVMU). The project would not change the zoning designation.

Table 1. Goals Related to Proposed Project

Document	Goal	Section	Topic
Gualala Town Plan	G2.5-1	Issues and Goals	Public Services and Road Capacity
Gualala Town Plan	G3.4-26	Policies	Street Landscaping
Gualala Town Plan	G3.6-10	Policies	Trip-reducing Measures
Gualala Town Plan	G3.6-12	Policies	Parking
Gualala Town Plan	G3.6-15	Policies	Pedestrian Access

Alternatives Considered but Eliminated from Further Consideration

An alternative that would have partially preserved parking along the west side of the road was rejected. This alternative would have eliminated the sidewalk and bike lane on SR 1 adjacent to selected businesses. The alternative was eliminated based on the results of a survey conducted during a public meeting held on January 16, 2018.

Alternatives 1 and 2

Alternatives 1 and 2 included in the environmental document circulated in summer 2019 both proposed two 11-foot through lanes, 12-foot TWLTL, varying (2 feet to 18 feet) shoulders, 5-foot Class II Bike Lanes, 6-foot meandering sidewalks. Alternative 5 is consistent with Alternatives 1 and 2 in the Draft Environmental Document.

Alternative 1 excluded sidewalk along the left side of SR-1 while considering on-street parking. This alternative was determined to be inconsistent with the Gualala Town Plan, an element of the Mendocino County General Plan.

Alternative 2 eliminated on-street parking but did not have curvilinear sidewalks nor any landscaping. This alternative was inconsistent with the Purpose and Need as well as Gualala Town Plan.

Alternative 3

Alternative 3 included on street parking and eliminated the two-way-left-turn lane. Alternative 3 proposes to realign the centerline of SR1 through the project limits, widen to add bicycle lanes and sidewalks, and add a left turn pocket for southbound traffic turning west onto Ocean Avenue. The existing facility consists of two 12-foot-wide lanes with 2-foot to 18-foot-wide shoulders. The proposed facility would include two 12-foot wide through lanes, two Class II, 5-foot-wide bicycle lanes, and two 9-foot-wide parking lanes (shoulders) in each direction. Six-foot wide sidewalks are proposed on both sides to accommodate pedestrian traffic. This alternative had a better reception from the community due to the on-street parking. However, the coastal staff did not support an amendment to the local coastal plan to allow for on-street parking unless Caltrans could show that there was a safety need. Thus, this alternative was rejected.

Alternative 4

Alternative 4 included on street parking and reduced the length of the two-way-left-turn lane. The TWLTL would start from Center Street and end in front of the Surf Motel. From the Surf Motel to Ocean Drive, the proposed roadway would be 13’ travel lane on each side, 5’ bike lane, and 8’ parking on the northbound side of the street. No left turn pocket is proposed for this part of the project. This alternative was used to apply for the Active Transportation Plan (ATP) Grant. However, like Alternative 3, the coastal staff did not support an amendment to the local coastal plan to allow for on-street parking. Thus, this alternative was rejected. The ATP Grant was sent and approved but with the condition that the alternative be revised to not include on-street parking.

No Build Alternative

The No-Build Alternative will maintain the facility’s current condition. However, this alternative does not meet the Purpose and Need of the project. Therefore, this alternative was not recommended.

1.3 Project Maps

Figure 1. Project Vicinity Map

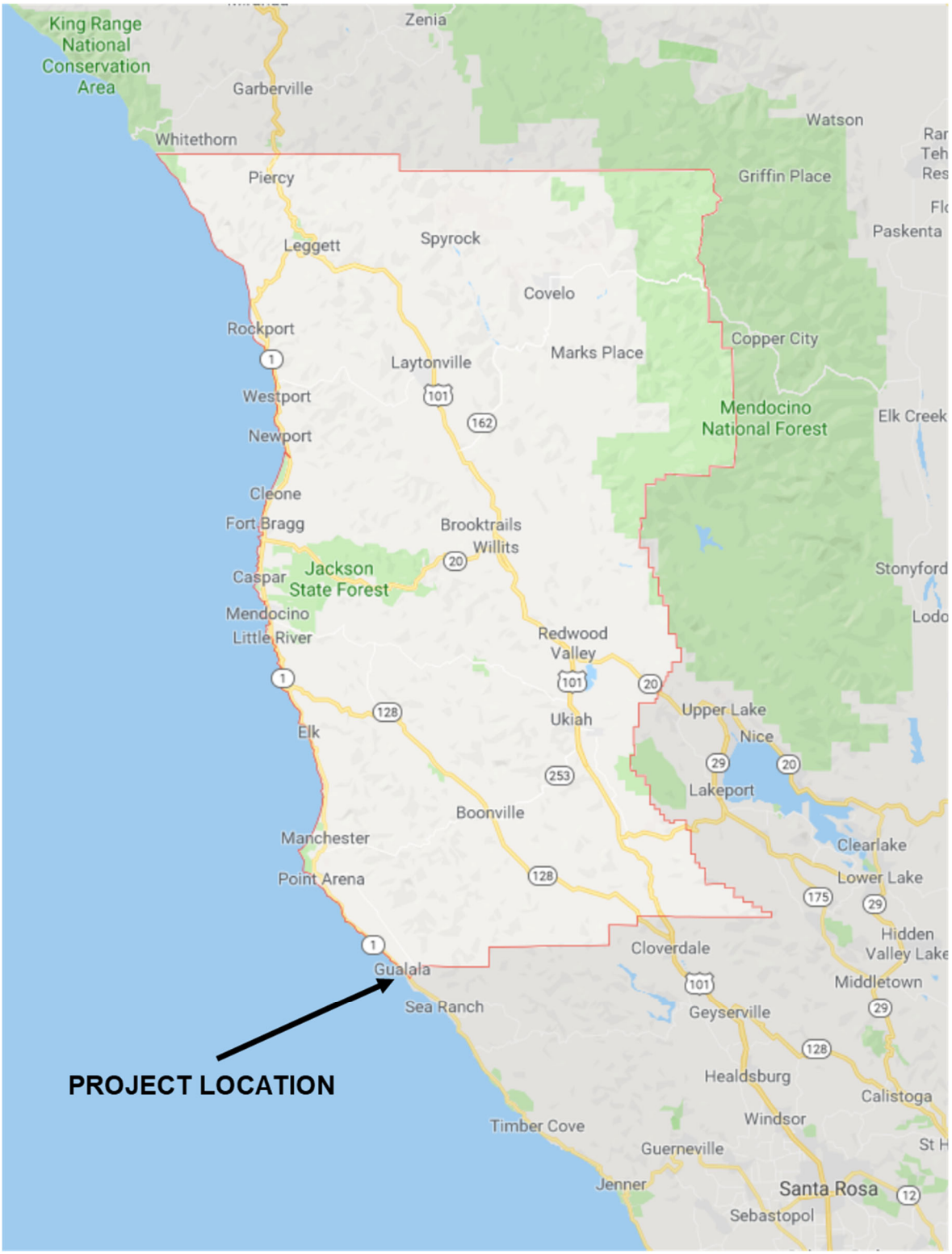

Figure 2. Project Location Map

1.4 Permits and Approvals Needed

Table 2. Agency Approvals

Agency	Permit/Approval	Status
California Department of Fish and Wildlife (CDFW)	1602 Lake and Streambed Alteration Agreement	The application for the Section 1602 permit is expected to be submitted after final environmental document approval.
North Coast Regional Water Quality Control Board (NCRWQCB)	401 Water Quality Certification	The application for the Section 401 permit is expected to be submitted after final environmental document approval.
U.S. Army Corps of Engineers (USACE)	Section 404 Nationwide Permit	The application for the Section 404 permit is expected to be submitted after final environmental document approval.
Mendocino County Planning and Building	Local Coastal Development Permit	The application for the local Coastal Development Permit is expected to be submitted after final environmental document approval.

1.5 Standard Measures and Best Management Practices (BMPs) Included in All Alternatives

Under CEQA, "mitigation" is defined as avoiding, minimizing, rectifying, reducing/ eliminating, and compensating for an impact. In contrast, Standard Measures and Best Management Practices (BMPs) are prescriptive and sufficiently standardized to be generally applicable, and do not require special tailoring for a project. They are measures that typically result from laws, permits, agreements, guidelines, resource management plans, and resource agency directives and policies. For this reason, the measures and practices are not considered "mitigation" under CEQA; rather, they are included as part of the project description in environmental documents.

The following section provides a list of project features, standard practices (measures), and Best Management Practices (BMPs) that are included as part of the project description. These avoidance and minimization measures are prescriptive and sufficiently standardized to be generally applicable and do not require special tailoring to a project situation. These are generally measures that result from laws, permits, guidelines, resource management plans, and resource agency directives and policies. They predate the project's proposal, and apply

to all similar projects. For this reason, these measures and practices do not qualify as project mitigation, and the effects of the project are analyzed with these measures in place.

Utilities and Emergency Services

UE-1: All emergency response agencies in the project area would be notified of the project construction schedule and would have access to SR 1 throughout the construction period.

UE-2: Caltrans would coordinate with the utility providers before relocation of any utilities to ensure potentially affected utility customers would be notified of potential service disruptions before relocations.

Traffic and Transportation

TT-1: Pedestrian and bicycle access would be maintained during construction.

TT-2. The contractor would be required to reduce any access delays to driveways or public roadways within or near the work zones.

TT-3: A Traffic Management Plan (TMP) would be developed for the project.

Visual Aesthetics

VA-1: Alterations to the existing contours of any temporary construction staging areas created by the contractor would be graded to previous conditions and revegetated with appropriate native plants.

Cultural Resources

CR-1: If cultural materials are discovered during construction, all earth-moving activity within and around the immediate discovery area will be diverted until a qualified archaeologist can assess the nature and significance of the find in consultation with the State Historic Preservation Officer.

CR-2: If human remains are discovered, State Health and Safety Code § 7050.5 states that further disturbances and activities would cease in any area or nearby area suspected to overlie remains, and the County Coroner contacted. Pursuant to CA Public Resources Code (PRC) § 5097.98, if the remains are thought to be Native American, the coroner would notify the Native American Heritage Commission (NAHC) who would then notify the Most Likely Descendent (MLD).

At this time, the person who discovered the remains would contact the Environmental Senior and Professionally Qualified Staff so they may work with the MLD on the respectful treatment

and disposition of the remains. Further provisions of PRC § 5097.98 would be followed as applicable.

Water Quality and Stormwater Runoff

WQ-1: The project would incorporate pollution prevention and design measures consistent with the 2015 Caltrans Storm Water Management Plan to meet Water Quality Objectives (WQOs). This Plan complies with the requirements of the Caltrans Statewide NPDES Permit (Order 2012-0011-DWQ).

The project design would likely include the following permanent stormwater treatment BMPs:

- Vegetated surfaces would feature native plants and revegetation would use the seed mixture, mulch, tackifier, and fertilizer recommended in the Erosion Control Plan prepared for the project.
- Existing roadway and bridge drainage systems currently discharge storm water to receiving waters through bridge deck drains to vegetated slopes adjacent to the highway facility. The current design for storm water management, post construction, is to perpetuate existing drainage patterns. Storm water will continue to sheet flow to vegetated slopes providing storm water treatment in accordance with Caltrans NPDES Permit.

Hazardous Waste and Material

HW-1: Per Caltrans requirements, the contractor(s) would prepare a project-specific Lead Compliance Plan (CCR Title 8, § 1532.1, the "Lead in Construction" standard) to reduce worker exposure to lead-impacted soil. The plan would include protocols for environmental and personnel monitoring, requirements for personal protective equipment, and other health and safety protocols and procedures for the handling of lead-impacted soil.

Plant Species

PS-1: After all construction materials are removed, the project area would be revegetated. Replanting would be subject to a plant establishment period as defined by project permits, which would require Caltrans to adequately water plants, replace unsuitable plants, and control pests. Caltrans would implement a program of invasive weed control in all areas of soil disturbance caused by construction to improve habitat for native species in and adjacent to disturbed soil areas within the project limits.

Animal Species

AS-1: To protect migratory and nongame birds, as well as their occupied nests and eggs, nesting-prevention measures would be implemented. Vegetation removal would be restricted to the period outside of the bird breeding season (February 15th through September 1st). If vegetation removal is required during the breeding season, a nesting bird survey would be conducted by a qualified biologist within one week of vegetation removal. If an active nest were located, the biologist would coordinate with the CDFW to establish appropriate species-specific buffer(s) and any monitoring requirements. The buffer would be delineated around each active nest and construction activities would be excluded from these areas until birds have fledged or the nest is determined to be unoccupied.

AS-2: Partially constructed and unoccupied nests within the construction area would be removed and disposed of on a regular basis throughout the breeding season (February 15th to September 1st) to prevent their occupation. Nest removal would be repeated weekly under guidance of a qualified biologist to ensure nests are inactive prior to removal.

AS-3: Pre-construction surveys for active raptor nests within one-fourth mile of the project area would be conducted by a qualified biologist within 15 days prior to the initiation of construction activities. Areas to be surveyed would be limited to those areas subject to increased disturbance because of construction activities (i.e., areas where existing traffic or human activity is greater than or equal to construction-related disturbance need not be surveyed). If any active raptor nests were identified, appropriate conservation measures (as determined by a qualified biologist) would be implemented. These measures may include, but are not limited to, establishing a construction-free buffer zone around the active nest site, biological monitoring of the active nest site, and delaying construction activities near the active nest site until the young have fledged.

Invasive Species

The standard measures described in PS-1 for restoring the project site post construction are also appropriate for the control of invasive species.

PS-1: After all construction materials are removed, the project area would be restored to a natural setting by grading, placing erosion control, and replanting. Replanting would be subject to a plant establishment period as defined by project permits, which would require Caltrans to adequately water plants, replace unsuitable plants, and control pests. Caltrans would implement a program of invasive weed control in all areas of soil disturbance caused by construction to improve habitat for native species in and adjacent to disturbed soil areas within the project limits.

1.6 Discussion of the NEPA Categorical Exclusion

This document contains information regarding compliance with the California Environmental Quality Act (CEQA) and other state laws and regulations. Separate environmental documentation, supporting a Categorical Exclusion determination, will be prepared in accordance with the National Environmental Policy Act. When needed for clarity, or as required by CEQA, this document may contain references to federal laws and/or regulations (CEQA, for example, requires consideration of adverse effects on species identified as a candidate, sensitive, or special-status species by the United States National Marine Fisheries Service and the United States Fish and Wildlife Service—in other words, species protected by the Federal Endangered Species Act).

Chapter 2. CEQA Environmental Checklist

Environmental Factors Potentially Affected The environmental factors checked below would be potentially affected by this project. Please see the CEQA checklist on the following pages for additional information.

☒	**Aesthetics**	☐	Agriculture and Forestry	☐	Air Quality
☐	Biological Resources	☐	Cultural Resources	☐	Energy
☐	Geology/Soils	☒	**Greenhouse Gas Emissions**	☒	**Hazards and Hazardous Materials**
☐	Hydrology/Water Quality	☐	Land Use/Planning	☐	Mineral Resources
☒	**Noise**	☐	Population/Housing	☐	Public Services
☐	Recreation	☐	Transportation/Traffic	☐	Tribal Cultural Resources
☒	**Utilities/Service Systems**	☐	Wildfire		Mandatory Findings of Significance

The CEQA Environmental Checklist identifies physical, biological, social, and economic factors that might be affected by the proposed project. In many cases, background studies performed in connection with the project will indicate there are no impacts to a particular resource. A NO IMPACT answer in the last column of the checklist reflects this determination. The words "significant" and "significance" used throughout the checklist and this document are only related to potential impacts pursuant to CEQA. The questions in the CEQA Checklist are intended to encourage the thoughtful assessment of impacts and do not represent thresholds of significance.

Project features, which can include both design elements of the project as well as standard measures that are applied to all or most Caltrans projects such as Best Management Practices (BMPs) and measures included in the Standard Plans and Specifications or as Standard Special Provisions, are considered to be an integral part of the project and have been considered prior to any significance determinations documented in the checklist or document.

Project Impact Analysis Under CEQA for Initial Study

CEQA broadly defines "project" to include "the whole of an action, which has a potential for resulting in either a direct physical change in the environment, or a reasonably foreseeable indirect physical change in the environment" (14 CCR § 15378). Under CEQA, normally the baseline for environmental impact analysis consists of the existing conditions at the time the environmental studies began. However, it is important to choose the baseline that most meaningfully informs decision-makers and the public of the project's possible impacts. Where existing conditions change or fluctuate over time, and where necessary to provide the most accurate picture practically possible of the project's impacts, a lead agency may define existing conditions by referencing historic conditions, or conditions expected when the project becomes operational, or both, that are supported with substantial evidence. In addition, a lead agency may also use baselines consisting of both existing conditions and projected future conditions that are supported by reliable projections based on substantial evidence in the record. The CEQA Guidelines require a "statement of objectives sought by the proposed project" (14 CCR § 15124(b)).

CEQA requires the identification of each potentially "significant effect on the environment" resulting from the action, and ways to mitigate each significant effect. Significance is defined as "Substantial or potentially substantial adverse change to any of the physical conditions within the area affected by the project" (14 CCR § 15382). CEQA determinations are made prior to and separate from the development of mitigation measures for the project.

The legal standard for determining the significance of impacts is whether a "fair argument" can be made that a "substantial adverse change in physical conditions" would occur. The fair argument must be backed by substantial evidence including facts, reasonable assumption predicated upon fact, or expert opinion supported by facts. Generally, an environmental professional with specific training in a particular area of environmental review can make this determination.

Though not required, CEQA suggests Lead Agencies adopt ***thresholds of significance,*** which define the level of effect above which the Lead Agency will consider impacts to be significant, and below which it will consider impacts to be less than significant. Given the size of California and its varied, diverse, and complex ecosystems, as a Lead Agency that encompasses the entire State, developing ***thresholds of significance*** on a State-wide basis has not been pursued by Caltrans. Rather, to ensure each resource is evaluated objectively, Caltrans analyzes potential resource impacts based on their location and the effect of the potential impact on the resource as a whole in the project area.

For example, if a project has the potential to impact 0.10 acre of wetland in a watershed that has minimal development and contains thousands of acres of wetland, then a "less than significant" determination would be considered appropriate. In comparison, if 0.10 acre of wetland would be impacted that is located within a park in a city that only has 1.00 acre of total wetland, then the 0.10 acre of wetland impact could be considered "significant."

If the action may have a potentially significant effect on any environmental resource (even with mitigation measures implemented), then an Environmental Impact Report (EIR) must be prepared. Under CEQA, the lead agency may adopt a negative declaration (ND) if there is no substantial evidence that the project may have a potentially significant effect on the environment (14 CCR § 15070(a)). A proposed negative declaration must be circulated for public review, along with a document known as an Initial Study. CEQA allows for a "mitigated negative declaration," in which mitigation measures are proposed to reduce potentially significant effects to less than significant (14 CCR § 15369.5).

Although the formulation of mitigation measures shall not be deferred until some future time, the specific details of a mitigation measure may be developed after project approval when it is impractical or infeasible to include those details during the project's environmental review. The lead agency must (1) commit itself to the mitigation, (2) adopt specific performance standards the mitigation will achieve, and (3) identify the type(s) of potential action(s) that can feasibly achieve that performance standard and that will be considered, analyzed, and potentially incorporated in the mitigation measure. Compliance with a regulatory permit or other similar process may be identified as mitigation if compliance would result in implementation of measures that would be reasonably expected, based on substantial evidence in the record, to reduce the significant impact to the specified performance standards (§15126.4(a)(1)(B)). Per CEQA, measures may also be adopted, but are not required, for environmental impacts that are not found to be significant (14 CCR § 15126.4(a)(3)). Under CEQA, mitigation is defined as avoiding, minimizing, rectifying, reducing, and compensating for any potential impacts (CEQA, 15370).

Regulatory agencies may require additional measures beyond those required for compliance with CEQA. Though not considered "mitigation" under CEQA, these measures are often referred to in an Initial Study as "mitigation", Good Stewardship or Best Management Practices. These measures can also be identified after the Initial Study/Negative Declaration is approved.

CEQA documents must consider direct and indirect impacts of a project (CAL. PUB. RES. CODE § 21065.3). They are to focus on significant impacts (14 CCR § 15126.2(a)). Impacts that are less than significant need only be briefly described (14 CCR § 15128). All potentially significant effects must be addressed.

Aesthetics

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
a) Have a substantial adverse effect on a scenic vista?	☐	☐	☐	☒
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	☐	☐	☐	☒
c) In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from a publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?	☐	☐	☒	☐
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	☐	☐	☒	☐

A "No Impact" determination was made for questions a) and b) listed within the CEQA Checklist Aesthetics section. See below for further discussion of the "Less Than Significant Impact" determination made for questions c) and d).

Regulatory Setting

The California Environmental Quality Act (CEQA) establishes that it is the policy of the state to take all action necessary to provide the people of the state "with…enjoyment of *aesthetic*, natural, scenic and historic environmental qualities" (CA Public Resources Code [PRC] Section 21001[b]).

Environmental Setting

A Visual Impact Assessment (VIA) was completed on September 11, 2017, and a supplemental memo was completed on June 6, 2019. The project is on a segment of SR 1 that is eligible for designation as a State Scenic Highway. The project site is adjacent to the Gualala River to the southwest and the Pacific Ocean to the west.

Discussion of Environmental Evaluation Question 2.2. c), d) — Aesthetics

c) *Would the project substantially degrade the existing visual character or quality of public views of the site and its surroundings?*

Adding a turn lane, widening the road, and adding sidewalks would visually formalize the use of space within the streetscape, which would change the visual character. Installing medians would narrow the roadway in those locations, which would not have adverse visual impacts. The new pavement delineations for the turn lane, bike lanes, and crosswalks would not have substantial adverse impacts. The two alternatives do not differ in their impacts to visual character or quality, only in their alignments.

During construction, neighbors and travelers would have views of heavy construction equipment, changeable message signs, and other equipment used for traffic control and material related to roadway construction. Traveling speed would be reduced due to construction work, which would result in greater exposure to visual impacts for highway users. These temporary visual impacts are part of the general construction landscape and would not have lasting effects. Therefore, this impact would be less than significant.

d) *Would the project create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?*

The proposed project includes bollard lighting in areas of high pedestrian use and near crosswalks. A radar feedback sign would be installed at PM 0.94 facing southbound traffic. Additionally, pedestrian-activated flashing beacons would be placed at the crosswalks to alert motorists to pedestrians. These new light sources would not lead to a substantial increase of light or glare in the corridor. Therefore, impacts would be less than significant.

Mitigation Measures

Given the scope of the project and inclusion of standard measures and BMPs, mitigation measures have not been proposed for the project.

No Build Alternative

The existing condition would remain; therefore, per CEQA, “No Impact” would occur.

Agriculture and Forest Resources

In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Department of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land (including the Forest and Range Assessment Project and the Forest Legacy Assessment Project) and the forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board.

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	☐	☐	☐	☒
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	☐	☐	☐	☒
c) Conflict with existing zoning, or cause rezoning of, forest land (as defined in Public Resources Code Section 12220(g)), timberland (as defined by Public Resources Code Section 4526), or timberland zoned Timberland Production (as defined by Government Code Section 51104(g))?	☐	☐	☐	☒
d) Result in the loss of forest land or conversion of forest land to non-forest use?	☐	☐	☐	☒
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland to non-agricultural use or conversion of forest land to non-forest use?	☐	☐	☐	☒

"No Impact" determinations in this section are based on the scope, description, and location of the proposed project. Potential impacts to Agriculture and Forest Resources are not anticipated due to the developed setting of the project. There is no agricultural land within or adjacent to the project area, and the scope of work would not conflict with the zoning, or result in the loss or conversion, of forest land.

No Build Alternative

The existing condition would remain; therefore, per CEQA, "No Impact" would occur.

Air Quality

Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations.

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
a) Conflict with or obstruct implementation of the applicable air quality plan?	☐	☐	☐	☒
b) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?	☐	☐	☐	☒
c) Expose sensitive receptors to substantial pollutant concentrations?	☐	☐	☐	☒
d) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?	☐	☐	☐	☒

"No Impact" determinations in this section are based on the Air Quality Impact Assessment dated May 23, 2019. Potential impacts to air quality are not anticipated because the proposed project would not result in changes to the traffic volume, fleet mix, speed, location of existing facility, or any other factor that would cause an increase in emissions. Therefore, the project would not produce substantial operational air quality impacts.

No Build Alternative

The existing condition would remain; therefore, per CEQA, "No Impact" would occur.

Biological Resources

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife, U.S. Fish and Wildlife Service, or NOAA Fisheries?	☐	☐	☐	☒
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?	☐	☐	☐	☒
c) Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	☐	☐	☐	☒
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	☐	☐	☐	☒
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	☐	☐	☐	☒
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	☐	☐	☐	☒

"No Impact" determinations in this section are based on the scope of the proposed project, as well as the Natural Environment Study (NES) dated July 19, 2017, and the addendum dated May 10, 2019. Potential impacts to biological resources are not anticipated due to an absence of protected species, or absence of suitable habitat, and the minimal scope of work outside of previously disturbed or paved areas. No wetlands, riparian areas, or sensitive natural communities were found within the project limits. No conflicts with local, regional, or state plans, policies, or ordinances are expected.

Seasonally appropriate, pre-construction floristic surveys for sensitive plant species would be updated by a qualified biologist prior to construction in accordance with *Protocols for Surveying and Evaluating Impacts to Special Status Native Plant Populations and Natural Communities* (CDFW 2018).

No Build Alternative

The existing condition would remain; therefore, per CEQA, "No Impact" would occur.

Cultural Resources

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
a) Cause a substantial adverse change in the significance of a historical resource pursuant to §15064.5?	☐	☐	☐	☒
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	☐	☐	☐	☒
c) Disturb any human remains, including those interred outside of dedicated cemeteries?	☐	☐	☐	☒

"No Impact" determinations in this section are based on the scope, description, and location of the proposed project, in addition to the Cultural Resource Compliance Memo dated May 23, 2019. Potential impacts to cultural resources are not anticipated because all ground-disturbing activities will occur outside of potentially sensitive areas. Therefore, no impacts to cultural resources will occur.

No Build Alternative

The existing condition would remain; therefore, per CEQA, "No Impact" would occur.

Energy

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
a) Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources during project construction or operation?	☐	☐	☐	☒
b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	☐	☐	☐	☒

"No Impact" determinations in this section are based on the scope and description of the proposed project, as well as the Traffic Noise and Air Quality Impact Assessment dated May 23, 2019. Potential impacts to energy consumption are not anticipated because the project is not capacity-increasing. The project would improve and smooth the existing traffic flow, which would result in reduced energy and vehicle fuel consumption. The project would also build pedestrian and bicycle facilities, which would increase access to non-motorized transportation and decrease energy consumption.

No Build Alternative

The existing condition would remain; therefore, per CEQA, "No Impact" would occur.

Geology and Soils

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
a) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:	See below	See below	See below	See below
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	☐	☐	☐	☒
ii) Strong seismic ground shaking?	☐	☐	☐	☒
iii) Seismic-related ground failure, including liquefaction?	☐	☐	☐	☒
iv) Landslides?	☐	☐	☐	☒
b) Result in substantial soil erosion or the loss of topsoil?	☐	☐	☐	☒
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	☐	☐	☐	☒
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?	☐	☐	☐	☒
e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?	☐	☐	☐	☒
f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	☐	☐	☐	☒

"No Impact" determinations in this section are based on the scope, description, and location of the proposed project, and California Geological Survey regulatory maps. No faults, unstable geological units or soil, or expansive soil were identified within the project limits. Due to the existing developed setting, no unique geological or paleontological resources are anticipated.

No Build Alternative

The existing condition would remain; therefore, per CEQA, "No Impact" would occur.

Greenhouse Gas Emissions

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	☐	☐	☒	☐
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	☐	☐	☐	☒

Climate Change

Climate change refers to long-term changes in temperature, precipitation, wind patterns, and other elements of the earth's climate system. An ever-increasing body of scientific research attributes these climatological changes to greenhouse gas (GHG) emissions, particularly those generated from the production and use of fossil fuels.

While climate change has been a concern for several decades, the establishment of the Intergovernmental Panel on Climate Change (IPCC) by the United Nations and World Meteorological Organization in 1988 led to increased efforts devoted to GHG emissions reduction and climate change research and policy. These efforts are primarily concerned with the emissions of GHGs generated by human activity, including carbon dioxide (CO_2), methane (CH_4), nitrous oxide (N_2O), tetrafluoromethane, hexafluoroethane, sulfur hexafluoride (SF_6), and various hydrofluorocarbons (HFCs). CO_2 is the most abundant GHG; while it is a naturally occurring component of Earth's atmosphere, fossil-fuel combustion is the main source of additional, human-generated CO_2.

Two terms are typically used when discussing how we address the impacts of climate change: "greenhouse gas mitigation" and "adaptation." Greenhouse gas mitigation covers the activities and policies aimed at reducing GHG emissions to limit or "mitigate" the impacts of climate change. Adaptation, on the other hand, is concerned with planning for and responding to impacts resulting from climate change (such as adjusting transportation design standards to withstand more intense storms and higher sea levels). This analysis will include a discussion of both.

Regulatory Setting

This section outlines federal and state efforts to comprehensively reduce GHG emissions from transportation sources.

FEDERAL

To date, no national standards have been established for nationwide mobile-source GHG reduction targets, nor have any regulations or legislation been enacted specifically to address climate change and GHG emissions reduction at the project level.

The National Environmental Policy Act (NEPA) (42 United States Code [USC] Part 4332) requires federal agencies to assess the environmental effects of their proposed actions prior to making a decision on the action or project.

The Federal Highway Administration (FHWA) recognizes the threats that extreme weather, sea-level change, and other changes in environmental conditions pose to valuable transportation infrastructure and those who depend on it. FHWA therefore supports a sustainability approach that assesses vulnerability to climate risks and incorporates resilience into planning, asset management, project development and design, and operations and maintenance practices.[1] This approach encourages planning for sustainable highways by addressing climate risks while balancing environmental, economic, and social values—"the triple bottom line of sustainability."[2]

Program and project elements that foster sustainability and resilience also support economic vitality and global efficiency, increase safety and mobility, enhance the environment, promote energy conservation, and improve the quality of life.

Various efforts have been promulgated at the federal level to improve fuel economy and energy efficiency to address climate change and its associated effects. The most important of these was the Energy Policy and Conservation Act of 1975 (42 USC Section 6201) and Corporate Average Fuel Economy (CAFE) Standards. This act establishes fuel economy standards for on-road motor vehicles sold in the United States. Compliance with federal fuel economy standards is determined through the CAFE program on the basis of each manufacturer's average fuel economy for the portion of its vehicles produced for sale in the United States.

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[1] https://www.fhwa.dot.gov/environment/sustainability/resilience/

[2] https://www.sustainablehighways.dot.gov/overview.aspx

Energy Policy Act of 2005, 109th Congress H.R.6 (2005–2006): This act sets forth an energy research and development program covering: (1) energy efficiency; (2) renewable energy; (3) oil and gas; (4) coal; (5) the establishment of the Office of Indian Energy Policy and Programs within the Department of Energy; (6) nuclear matters and security; (7) vehicles and motor fuels, including ethanol; (8) hydrogen; (9) electricity; (10) energy tax incentives; (11) hydropower and geothermal energy; and (12) climate change technology.

The U.S. EPA[3], in conjunction with the National Highway Traffic Safety Administration (NHTSA), is responsible for setting GHG emission standards for new cars and light-duty vehicles to significantly increase the fuel economy of all new passenger cars and light trucks sold in the United States. The current standards require vehicles to meet an average fuel economy of 34.1 miles per gallon by 2016. EPA and NHTSA are currently considering appropriate mileage and GHG emissions standards for 2022–2025 light-duty vehicles for future rulemaking.

NHTSA and EPA issued a Final Rule for "Phase 2" for medium- and heavy-duty vehicles to improve fuel efficiency and cut carbon pollution in October 2016. The agencies estimate that the standards will save up to 2 billion barrels of oil and reduce CO2 emissions by up to 1.1 billion metric tons over the lifetimes of model years 2018–2027 vehicles.

STATE

California has been innovative and proactive in addressing GHG emissions and climate change by passing multiple Senate and Assembly bills and executive orders (EOs) including, but not limited to, the following:

EO S-3-05 (June 1, 2005): The goal of this EO is to reduce California's GHG emissions to: (1) year 2000 levels by 2010, (2) year 1990 levels by 2020, and (3) 80 percent below year 1990 levels by 2050. This goal was further reinforced with the passage of Assembly Bill (AB) 32 in 2006 and Senate Bill (SB) 32 in 2016.

[3] U.S. EPA's authority to regulate GHG emissions stems from the U.S. Supreme Court decision in Massachusetts v. EPA (2007). The Supreme Court ruled that GHGs meet the definition of air pollutants under the existing Clean Air Act and must be regulated if these gases could be reasonably anticipated to endanger public health or welfare. Responding to the Court's ruling, U.S. EPA finalized an endangerment finding in December 2009. Based on scientific evidence, it found that six GHGs constitute a threat to public health and welfare. Thus, it is the Supreme Court's interpretation of the existing Act and EPA's assessment of the scientific evidence that form the basis for EPA's regulatory actions.

AB 32, Chapter 488, 2006, Núñez and Pavley, The Global Warming Solutions Act of 2006: AB 32 codified the 2020 GHG emissions reduction goals outlined in EO S-3-05, while further mandating that the California Air Resources Board (ARB) create a scoping plan and implement rules to achieve "real, quantifiable, cost-effective reductions of greenhouse gases." The Legislature also intended that the statewide GHG emissions limit continue in existence and be used to maintain and continue reductions in emissions of GHGs beyond 2020 (Health and Safety Code [H&SC] Section 38551(b)). The law requires ARB to adopt rules and regulations in an open public process to achieve the maximum technologically feasible and cost-effective GHG reductions.

EO S-01-07 (January 18, 2007): This order sets forth the low carbon fuel standard (LCFS) for California. Under this EO, the carbon intensity of California's transportation fuels is to be reduced by at least 10 percent by the year 2020. ARB re-adopted the LCFS regulation in September 2015, and the changes went into effect on January 1, 2016. The program establishes a strong framework to promote the low-carbon fuel adoption necessary to achieve the Governor's 2030 and 2050 GHG reduction goals.

SB 375, Chapter 728, 2008, Sustainable Communities and Climate Protection: This bill requires ARB to set regional emissions reduction targets for passenger vehicles. The Metropolitan Planning Organization (MPO) for each region must then develop a "Sustainable Communities Strategy" (SCS) that integrates transportation, land-use, and housing policies to plan how it will achieve the emissions target for its region.

SB 391, Chapter 585, 2009, California Transportation Plan: This bill requires the State's long-range transportation plan to identify strategies to address California's climate change goals under AB 32.

EO B-16-12 (March 2012) orders State entities under the direction of the Governor, including ARB, the California Energy Commission, and the Public Utilities Commission, to support the rapid commercialization of zero-emission vehicles. It directs these entities to achieve various benchmarks related to zero-emission vehicles.

EO B-30-15 (April 2015) establishes an interim statewide GHG emission reduction target of 40 percent below 1990 levels by 2030 to ensure California meets its target of reducing GHG emissions to 80 percent below 1990 levels by 2050. It further orders all state agencies with jurisdiction over sources of GHG emissions to implement measures, pursuant to statutory authority, to achieve reductions of GHG emissions to meet the 2030 and 2050 GHG emissions reductions targets.

It also directs ARB to update the Climate Change Scoping Plan to express the 2030 target in terms of million metric tons of carbon dioxide equivalent ($MMTCO_2e$).[4] Finally, it requires the Natural Resources Agency to update the state's climate adaptation strategy, *Safeguarding California*, every 3 years, and to ensure its provisions are fully implemented.

SB 32, Chapter 249, 2016, codifies the GHG reduction targets established in EO B-30-15 to achieve a mid-range goal of 40 percent below 1990 levels by 2030.

SB 1386, Chapter 545, 2016, declared "it to be the policy of the state that the protection and management of natural and working lands … is an important strategy in meeting the state's greenhouse gas reduction goals, and would require all state agencies, departments, boards, and commissions to consider this policy when revising, adopting, or establishing policies, regulations, expenditures, or grant criteria relating to the protection and management of natural and working lands."

AB 134, Chapter 254, 2017, allocates Greenhouse Gas Reduction Funds and other sources to various clean vehicle programs, demonstration/pilot projects, clean vehicle rebates and projects, and other emissions-reduction programs statewide.

Senate Bill 743, Chapter 386 (September 2013): This bill changes the metric of consideration for transportation impacts pursuant to CEQA from a focus on automobile delay to alternative methods focused on vehicle miles traveled (VMT). This change is intended to promote the state's goals of reducing greenhouse gas emissions and traffic related air pollution and promoting multimodal transportation while balancing the needs of congestion management and safety.

Senate Bill 150, Chapter 150, 2017, Regional Transportation Plans: This bill requires ARB to prepare a report that assesses progress made by each metropolitan planning organization in meeting their established regional greenhouse gas emission reduction targets.

Executive Order B-55-18, (September 2018) sets a new statewide goal to achieve and maintain carbon neutrality no later than 2045. This goal is in addition to existing statewide targets of reducing GHG emissions.

[4] GHGs differ in how much heat each GHG traps in the atmosphere (global warming potential, or GWP). CO_2 is the most important GHG, so amounts of other gases are expressed relative to CO_2 using a metric called "carbon dioxide equivalent" (CO_2e). The global warming potential of CO_2 is assigned a value of 1, and the GWP of other gases is assessed as multiples of CO_2.

Environmental Setting

SR 1, which serves as Main Street in downtown Gualala, is the only north-south arterial in the project area. The project area on both sides of the two-lane road is developed with mostly retail, hospitality, and other businesses largely oriented to the many tourists that visit Mendocino County each year. It is a segment of the Pacific Coast Bike Route, however bicycle and pedestrian pathways are not well defined, resulting in conflicts with parked cars and traffic. The project area is in the Coastal Zone; SR 1 parallels the coast adjacent to the Gualala River to the southwest and the Pacific Ocean to the west of the river.

The Mendocino Council of Governments' (MCOG) Regional Transportation Plan (RTP) guides transportation development in Mendocino County. The 2017 RTP promulgates policies and goals intended to reduce GHGs, including encouraging and expanding opportunities for active transportation. The Mendocino County General Plan was adopted in 2009 and does not specifically address GHGs or climate change.

A GHG emissions inventory estimates the amount of GHGs discharged into the atmosphere by specific sources over a period of time, such as a calendar year. Tracking annual GHG emissions allows countries, states, and smaller jurisdictions to understand how emissions are changing and what actions may be needed to attain emission reduction goals. The U.S. EPA is responsible for documenting GHG emissions nationwide, and the ARB does so for the state, as required by H&SC Section 39607.4.

NATIONAL GHG INVENTORY

The U.S. EPA prepares a national GHG inventory every year and submits it to the United Nations in accordance with the Framework Convention on Climate Change. The inventory provides a comprehensive accounting of all human-produced sources of GHGs in the United States, reporting emissions of CO_2, CH_4, N_2O, HFCs, perfluorocarbons, SF_6, and nitrogen trifluoride. It also accounts for emissions of CO_2 that are removed from the atmosphere by "sinks" such as forests, vegetation, and soils that uptake and store CO_2 (carbon sequestration). The 1990–2016 inventory found that of 6,511 $MMTCO_2e$ GHG emissions in 2016, 81% consist of CO_2, 10% are CH_4, and 6% are N_2O; the balance consists of fluorinated gases (EPA 2018a).[5] In 2016, GHG emissions from the transportation sector accounted for nearly 28.5% of U.S. GHG emissions.

[5] U.S. Environmental Protection Agency. 2018. Inventory of U.S. Greenhouse Gas Emissions and Sinks. https://www.epa.gov/ghgemissions/inventory-us-greenhouse-gas-emissions-and-sinks

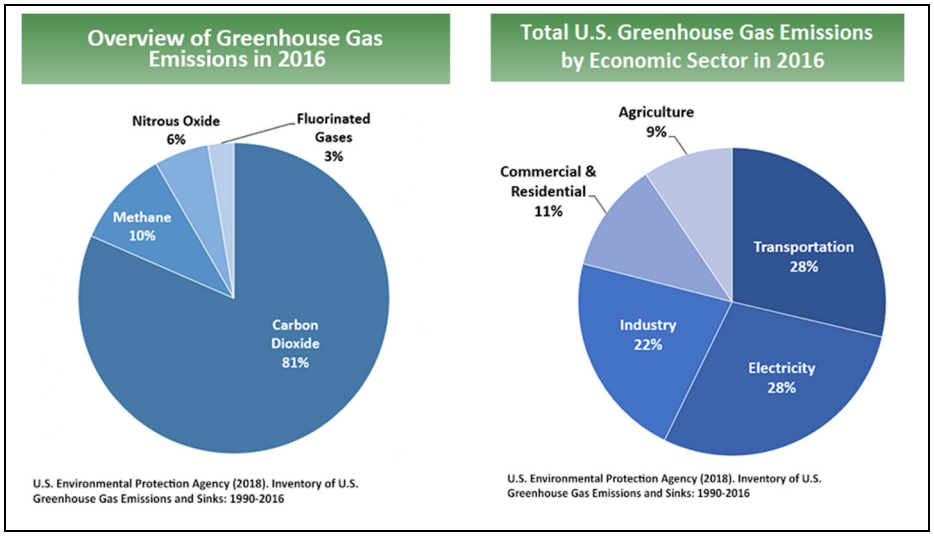

Figure 3. U.S. EPA Inventory of U.S. Greenhouse Gas Emissions

STATE GHG INVENTORY

ARB collects GHG emissions data for transportation, electricity, commercial/residential, industrial, agricultural, and waste management sectors each year. It then summarizes and highlights major annual changes and trends to demonstrate the state's progress in meeting its GHG reduction goals. The 2018 edition of the GHG emissions inventory found total California emissions of 429 $MMTCO_2e$ for 2016, with the transportation sector responsible for 41% of total GHGs. It also found that overall statewide GHG emissions have declined from 2000 to 2016 despite growth in population and state economic output.[6]

[6] 2018 Edition of the GHG Emission Inventory (July 2018). https://www.arb.ca.gov/cc/inventory/data/data.htm

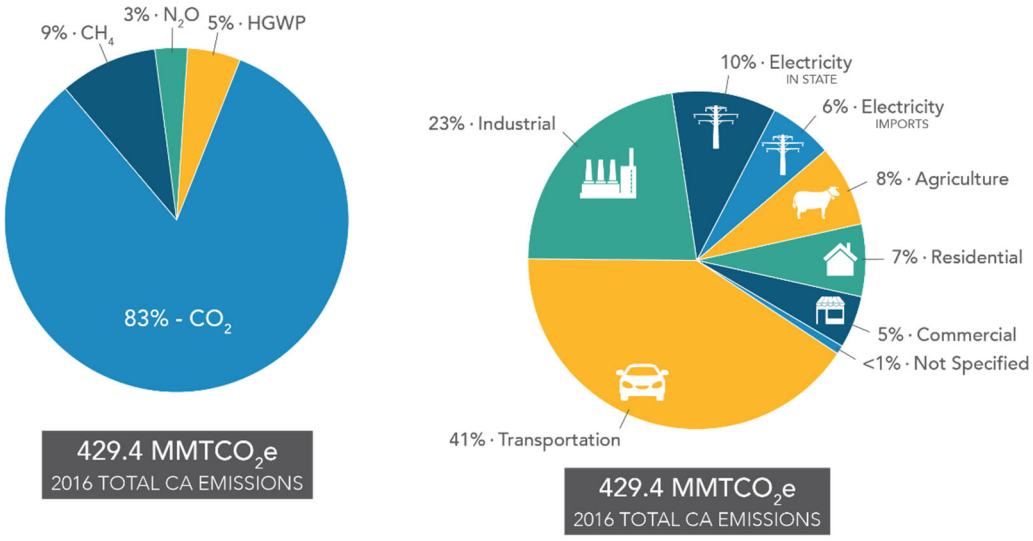

Figure 4. California 2016 Greenhouse Gas Emissions

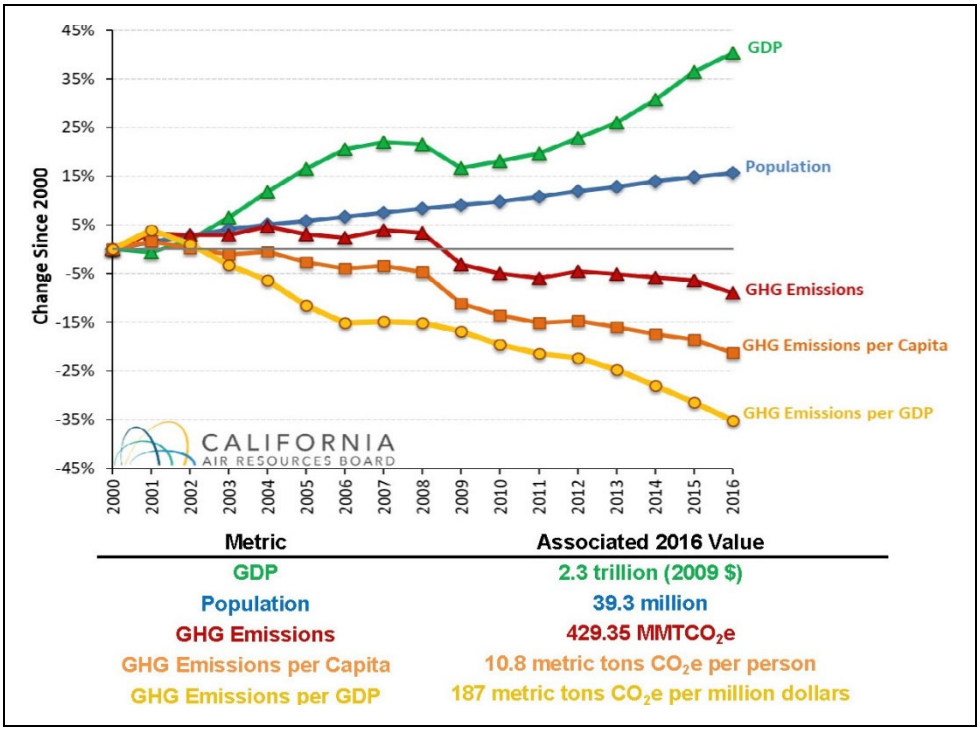

Figure 5. Change in California GDP, Population, and GHG Emissions since 2000

AB 32 required ARB to develop a Scoping Plan that describes the approach California will take to achieve the goal of reducing GHG emissions to 1990 levels by 2020, and to update it every 5 years. ARB adopted the first scoping plan in 2008. The second updated plan, *California's 2017 Climate Change Scoping Plan*, adopted on December 14, 2017, reflects the 2030 target established in EO B-30-15 and SB 32. The AB 32 Scoping Plan and the subsequent updates contain the main strategies California will use to reduce GHG emissions.

REGIONAL PLANS

MCOG serves as the regional transportation planning agency (RTPA) for Mendocino County cities and unincorporated areas, which include Gualala. (MCOG is not a metropolitan planning organization and is therefore not required to produce a sustainable communities strategy under SB 375). MCOG's 2017 RTP State Highway System Element identifies" Gualala Downtown Streetscape Bicycle and Pedestrian Improvements on SR 1" in its list of short-range improvement projects. The Active Transportation Element lists the related "Gualala Downtown Non-Motorized Streetscape" project. The bicycle and pedestrian improvements were identified as community priorities in the *Gualala Downtown Design Plan*, developed in 2009 with funding from a Caltrans Community Based Transportation Planning Grant.

Mendocino County's climate action plan is focused on health and does not address transportation projects. Gualala does not have a climate action plan.

Project Analysis

GHG emissions from transportation projects can be divided into those produced during operation of the SHS and those produced during construction. The primary GHGs produced by the transportation sector are CO_2, CH_4, N_2O, and HFCs. CO_2 emissions are a product of the combustion of petroleum-based products, like gasoline, in internal combustion engines. Relatively small amounts of CH_4 and N_2O are emitted during fuel combustion. In addition, a small amount of HFC emissions are included in the transportation sector.

The CEQA Guidelines generally address greenhouse gas emissions as a cumulative impact due to the global nature of climate change (Public Resources Code, § 21083(b)(2)). As the California Supreme Court explained, "because of the global scale of climate change, any one project's contribution is unlikely to be significant by itself." (Cleveland National Forest Foundation *v.* San Diego Assn. of Governments (2017) 3 Cal.5th 497, 512.) In assessing cumulative impacts, it must be determined if a project's incremental effect is "cumulatively considerable" (CEQA Guidelines Sections 15064(h)(1) and 15130).

To make this determination, the incremental impacts of the project must be compared with the effects of past, current, and probable future projects. Although climate change is ultimately a cumulative impact, not every individual project that emits greenhouse gases must necessarily be found to contribute to a significant cumulative impact on the environment.

Operational Emissions

The purpose of the proposed project is to improve traffic flow and create safe and comfortable facilities for pedestrian and bicycle travel through downtown Gualala while improving the town's visual character. The proposed project would not result in changes to roadway capacity, VMT, traffic volume, fleet mix, speed, location of existing facility, or any other factor that would cause an increase in GHG emissions. While construction emissions would be unavoidable, no increase in operational GHG emissions is expected.

Construction Emissions

Construction GHG emissions would result from material processing, on-site construction equipment, and traffic delays due to construction. These emissions will be produced at different levels throughout the construction phase. Their frequency and occurrence can be reduced through innovations in plans and specifications and by implementing better traffic management during construction phases.

In addition, with innovations such as longer pavement lives, improved traffic management plans, and changes in materials, the GHG emissions produced during construction can be offset to some degree by longer intervals between maintenance and rehabilitation activities.

The Caltrans Construction Emission Tool (CAL-CET2018 version 1.2) was used to estimate average carbon dioxide (CO_2), methane (CH_4), nitrous oxide (N_2O), and hydrofluorocarbons (HFCs) emissions from construction activities. Table 3 shows the estimated GHG emissions of 100 metric tons of CO_2 (the dominant GHG) during the approximately 90-day project construction period.

Table 3. Maximum Greenhouse Gas Emissions from Construction

Construction Year 2022	CO_2	CH_4	N_2O	HFC
Total: Tons (metric)	100	< 1	< 1	< 1

All construction contracts include Caltrans Standard Specifications Sections 7-1.02A and 7-1.02C, Emissions Reduction, which require contractors to comply with all laws applicable to

the project and to certify they are aware of and will comply with all ARB emission reduction regulations; and Section 14-9.02, Air Pollution Control, which requires contractors to comply with all air pollution control rules, regulations, ordinances, and statutes.

Certain common regulations, such as equipment idling restrictions, that reduce construction vehicle emissions also help reduce GHG emissions. Additionally, a Traffic Management Plan (TMP) will be implemented during construction to minimize traffic delays.

CEQA Conclusion

While the proposed project will result in GHG emissions during construction, it is anticipated the project will not result in any increase in operational GHG emissions. The proposed project supports regional alternative transportation goals and does not conflict with any applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of GHGs. With implementation of construction GHG-reduction measures, the impact would be less than significant.

Caltrans is firmly committed to implementing strategies to help reduce GHG emissions. These measures are outlined in the following section.

Greenhouse Gas Reduction Strategies

STATEWIDE EFFORTS

Major sectors of the California economy, including transportation, will need to reduce emissions to meet the 2030 and 2050 GHG emissions targets. Former Governor Edmund G. Brown promoted GHG reduction goals that involved (1) reducing today's petroleum use in cars and trucks by up to 50 percent; (2) increasing from one-third to 50 percent our electricity derived from renewable sources; (3) doubling the energy efficiency savings achieved at existing buildings and making heating fuels cleaner; (4) reducing the release of methane, black carbon, and other short-lived climate pollutants; (5) managing farms and rangelands, forests, and wetlands so they can store carbon; and (6) periodically updating the state's climate adaptation strategy, *Safeguarding California*.

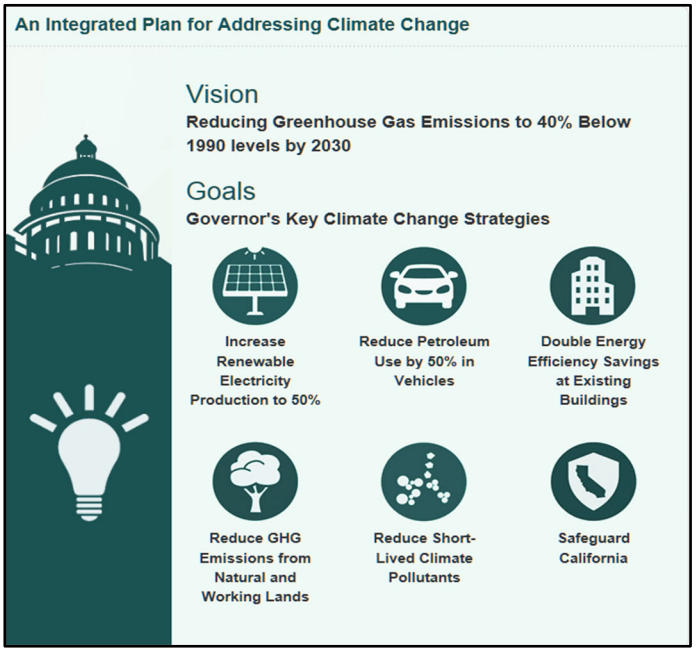

Figure 6. California Climate Strategy

The transportation sector is integral to the people and economy of California. To achieve GHG emission reduction goals, it is vital that the state build on past successes in reducing criteria and toxic air pollutants from transportation and goods movement. GHG emission reductions will come from cleaner vehicle technologies, lower-carbon fuels, and VMT reduction. A key state goal for reducing GHG emissions is to reduce today's petroleum use in cars and trucks by up to 50 percent by 2030.

In addition, SB 1386 (Wolk 2016) established as state policy the protection and management of natural and working lands and requires state agencies to consider that policy in their own decision making. Trees and vegetation on forests, rangelands, farms, and wetlands remove carbon dioxide from the atmosphere through biological processes and sequester the carbon in above- and below-ground matter.

CALTRANS ACTIVITIES

Caltrans continues to be involved on the Governor's Climate Action Team as the ARB works to implement EOs S-3-05 and S-01-07 and help achieve the targets set forth in AB 32. EO B-30-15, issued in April 2015, and SB 32 (2016), set a new interim target to cut GHG emissions to 40 percent below 1990 levels by 2030. The following major initiatives are underway at Caltrans to help meet these targets.

California Transportation Plan (CTP 2040)

The California Transportation Plan (CTP) is a statewide, long-range transportation plan to meet our future mobility needs and reduce GHG emissions. In 2016, Caltrans completed the *California Transportation Plan 2040*, which establishes a new model for developing ground transportation systems, consistent with CO_2 reduction goals. It serves as an umbrella document for all the other statewide transportation planning documents. Over the next 25 years, California will be working to improve transit and reduce long-run repair and maintenance costs of roadways and developing a comprehensive assessment of climate-related transportation demand management and new technologies rather than continuing to expand capacity on existing roadways.

SB 391 (Liu 2009) requires the CTP to meet California's climate change goals under AB 32. Accordingly, the CTP 2040 identifies the statewide transportation system needed to achieve maximum feasible GHG emission reductions while meeting the state's transportation needs. While MPOs have primary responsibility for identifying land use patterns to help reduce GHG emissions, CTP 2040 identifies additional strategies in Pricing, Transportation Alternatives, Mode Shift, and Operational Efficiency.

Caltrans Strategic Management Plan

The Strategic Management Plan, released in 2015, creates a performance-based framework to preserve the environment and reduce GHG emissions, among other goals. Specific performance targets in the plan that will help reduce GHG emissions include:

- Increasing percentage of non-auto mode share
- Reducing VMT per capita
- Reducing Caltrans' internal operational (buildings, facilities, and fuel) GHG emissions

Funding and Technical Assistance Programs

In addition to developing plans and performance targets to reduce GHG emissions, Caltrans also administers several sustainable transportation planning grants. These grants encourage local and regional multimodal transportation, housing, and land use planning that furthers the region's RTP/SCS; contribute to the State's GHG reduction targets and advance transportation-related GHG emission reduction project types/strategies; and support other climate adaptation goals (e.g., *Safeguarding California*).

Caltrans Policy Directives and Other Initiatives

Caltrans Director's Policy 30 (DP-30) Climate Change (June 22, 2012) is intended to establish a Department policy that will ensure coordinated efforts to incorporate climate change into Departmental decisions and activities. *Caltrans Activities to Address Climate Change* (April 2013) provides a comprehensive overview of Caltrans' statewide activities to reduce GHG emissions resulting from agency operations.

Project-Level GHG Reduction Strategies

The following measures will also be implemented in the project to reduce GHG emissions and potential climate change impacts from the project.

- Caltrans Standard Specifications, 7-1.02C, Emissions Reduction: requires the contractor to certify awareness of, and comply with, the emissions reduction regulations mandated by the California Air Resources Board.

- Section 14-9.02, Air Pollution Control: requires contractors to comply with all air-pollution-control rules, regulations, ordinances, and statutes of the ARB and the local air pollution control district.

- Standard construction best management practices for air quality would also apply. Such air-pollution control measures can also help reduce construction GHG emissions.

- The proposed project would build continuous sidewalks and bicycle lanes through the downtown area for the first time. The new facilities would support additional opportunities for use of non-motorized transportation, which could decrease VMT and contribute to GHG emissions reduction.

- Traffic and Transportation measures would also reduce/ minimize GHG emissions during construction (see Section 1.5.2.):

    - TT-1: Pedestrian and bicycle access would be maintained during construction, to avoid such users having to transfer to using motor vehicles.

    - TT-3: A Traffic Management Plan would be implemented in the project to maintain traffic flow and minimize delays and idling that would generate extra GHG emissions.

- New landscaping may be incorporated in the meandering sidewalks. Landscaping reduces surface warming and, through photosynthesis, decreases CO_2. This planting would help offset any potential CO_2 emissions increase.

- Any bollard lights installed for this project would be supplied with solar power.

Adaptation

Reducing GHG emissions is only one part of an approach to addressing climate change. Caltrans must plan for the effects of climate change on the state's transportation infrastructure and strengthen or protect the facilities from damage. Climate change is expected to produce increased variability in precipitation, rising temperatures, rising sea-levels, variability in storm surges and their intensity, and in the frequency and intensity of wildfires. Flooding and erosion can damage or wash out roads; longer periods of intense heat can buckle pavement and railroad tracks; storm surges combined with a rising sea-level can inundate highways. Wildfires can directly burn facilities and indirectly cause damage when rain falls on denuded slopes that landslide after a fire. Effects will vary by location and may, in the most extreme cases, require a facility be relocated or redesigned. Accordingly, Caltrans must consider these types of climate stressors in how highways are planned, designed, built, operated, and maintained.

FEDERAL EFFORTS

Under NEPA assignment, Caltrans is obligated to comply with all applicable federal environmental laws and FHWA NEPA regulations, policies, and guidance.

The U.S. Global Change Research Program (USGRCP) delivers a report to Congress and the President every 4 years, in accordance with the Global Change Research Act of 1990 (15 U.S.C. ch. 56A § 2921 et seq). The *Fourth National Climate Assessment*, published in 2018, presents the foundational science and the "human welfare, societal, and environmental elements of climate change and variability for 10 regions and 18 national topics, with particular attention paid to observed and projected risks, impacts, consideration of risk reduction, and implications under different mitigation pathways." Chapter 12, "Transportation," presents a key discussion of vulnerability assessments. It notes that "asset owners and operators have increasingly conducted more focused studies of particular assets that consider multiple climate hazards and scenarios in the context of asset-specific information, such as design lifetime."

U.S. DOT Policy Statement on Climate Adaptation in June 2011 committed the federal Department of Transportation to "integrate consideration of climate change impacts and adaptation into the planning, operations, policies, and programs of DOT in order to ensure that taxpayer resources are invested wisely, and that transportation infrastructure, services and operations remain effective in current and future climate conditions."[7]

FHWA Order 5520 (*Transportation System Preparedness and Resilience to Climate Change and Extreme Weather Events,* December 15, 2014)[8] established FHWA policy to strive to identify the risks of climate change and extreme weather events to current and planned transportation systems.

FHWA has developed guidance and tools for transportation planning that foster resilience to climate effects and sustainability at the federal, state, and local levels.[9]

STATE EFFORTS

Climate change adaptation for transportation infrastructure involves long-term planning and risk management to address vulnerabilities in the transportation system. *California's Fourth Climate Change Assessment* (2018) is the state's latest effort to "translate the state of climate science into useful information for action" in a variety of sectors at both statewide and local scales. It adopts the following key terms used widely in climate change analysis and policy documents:

- *Adaptation* to climate change refers to adjustment in natural or human systems in response to actual or expected climatic stimuli or their effects, which moderates harm or exploits beneficial opportunities.

- *Adaptive capacity* is the "combination of the strengths, attributes, and resources available to an individual, community, society, or organization that can be used to prepare for and undertake actions to reduce adverse impacts, moderate harm, or exploit beneficial opportunities."

- *Exposure* is the presence of people, infrastructure, natural systems, and economic, cultural, and social resources in areas that are subject to harm.

[7] https://www.fhwa.dot.gov/environment/sustainability/resilience/policy_and_guidance/usdot.cfm

[8] https://www.fhwa.dot.gov/legsregs/directives/orders/5520.cfm

[9] https://www.fhwa.dot.gov/environment/sustainability/resilience/

- Resilience is the "capacity of any entity – an individual, a community, an organization, or a natural system – to prepare for disruptions, to recover from shocks and stresses, and to adapt and grow from a disruptive experience". Adaptation actions contribute to increasing resilience, which is a desired outcome or state of being.

- *Sensitivity* is the level to which a species, natural system, or community, government, etc., would be affected by changing climate conditions.

- *Vulnerability* is the "susceptibility to harm from exposure to stresses associated with environmental and social change and from the absence of capacity to adapt." Vulnerability can increase because of physical (built and environmental), social, political, and/or economic factor(s). These factors include, but are not limited to: ethnicity, class, sexual orientation and identification, national origin, and income inequality. Vulnerability is often defined as the combination of sensitivity and adaptive capacity as affected by the level of exposure to changing climate.

Several key state policies have guided climate change adaptation efforts to date. Recent state publications produced in response to these policies draw on these definitions.

EO S-13-08, issued by then-governor Arnold Schwarzenegger in November 2008, focused on sea-level rise and resulted in the *California Climate Adaptation Strategy* (2009), updated in 2014 as *Safeguarding California: Reducing Climate Risk* (Safeguarding California Plan). The Safeguarding California Plan offers policy principles and recommendations and continues to be revised and augmented with sector-specific adaptation strategies, ongoing actions, and next steps for agencies.

EO S-13-08 also led to the publication of a series of sea-level rise assessment reports and associated guidance and policies. These reports formed the foundation of an interim *State of California Sea-Level Rise Interim Guidance Document* (SLR Guidance) in 2010, with instructions for how state agencies could incorporate "sea-level rise (SLR) projections into planning and decision making for projects in California" in a consistent way across agencies. The guidance was revised and augmented in 2013. *Rising Seas in California – An Update on Sea-Level Rise Science* was published in 2017 and its updated projections of sea-level rise and new understanding of processes and potential impacts in California were incorporated into the *State of California Sea-Level Rise Guidance Update* in 2018.[10]

[10] http://www.opc.ca.gov/updating-californias-sea-level-rise-guidance/

EO B-30-15, signed in April 2015, requires state agencies to factor climate change into all planning and investment decisions. This EO recognizes that effects of climate change other than sea-level rise also threaten California's infrastructure. At the direction of EO B-30-15, the Office of Planning and Research published *Planning and Investing for a Resilient California: A Guidebook for State Agencies* in 2017, to encourage a uniform and systematic approach. Representatives of Caltrans participated in the multi-agency, multidisciplinary technical advisory group that developed this guidance on how to integrate climate change into planning and investment.

AB 2800 (Quirk 2016) created the multidisciplinary Climate-Safe Infrastructure Working Group, which in 2018 released its report, *Paying it Forward: The Path Toward Climate-Safe Infrastructure in California.* The report provides guidance to agencies on how to address the challenges of assessing risk in the face of inherent uncertainties still posed by the best available science on climate change. It also examines how state agencies can use infrastructure planning, design, and implementation processes to address the observed and anticipated climate change impacts.

CALTRANS ADAPTATION EFFORTS

Caltrans Vulnerability Assessments

Caltrans is conducting climate change vulnerability assessments to identify segments of the State Highway System vulnerable to climate change effects including precipitation, temperature, wildfire, storm surge, and sea-level rise. The approach to the vulnerability assessments was tailored to the practices of a transportation agency, and involves the following concepts and actions:

- *Exposure* – Identify Caltrans assets exposed to damage or reduced service life from expected future conditions.
- *Consequence* – Determine what might occur to system assets in terms of loss of use or costs of repair.
- *Prioritization* – Develop a method for making capital programming decisions to address identified risks, including considerations of system use and/or timing of expected exposure.

The climate change data in the assessments were developed in coordination with climate change scientists and experts at federal, state, and regional organizations at the forefront of climate science. The findings of the vulnerability assessments will guide analysis of at-risk assets and development of adaptation plans to reduce the likelihood of damage to the State Highway System, allowing Caltrans to both reduce the costs of storm damage and to provide and maintain transportation that meets the needs of all Californians.

Sea-Level Rise

A Sea-Level Rise analysis is required for projects in the Coastal Zone that require approval of a Coastal Development Permit or amendment. This project would require such clearance under the California Coastal Act.

This project is located adjacent to, but outside of, areas expected to be affected by predicted sea-level rise. The project's design life is 40–50 years. Using projections in the *State of California Sea-Level Rise Guidance 2018 Update,* the most likely (66 percent probability) range of sea-level rise by 2060 at this location (based on the tide gage at Arena Cove, about 15 miles north of Gualala) is projected to be from 0.6 feet to 1.3 feet under a high-emissions scenario (RCP 8.5). The 1-in-200 chance (0.5 percent) probability of sea-level rise by 2060 is 2.5 feet. Under the highest potential emissions scenario (H++), sea-level could rise as much as 3.7 feet by 2060. However, the probability of sea-level rise reaching or exceeding 3 feet by 2060 is 0.2 percent (note that this calculation does not consider the H++ scenario). Visualization using the NOAA Sea-Level Rise viewer indicates that the project location would not be inundated if sea-level rose by 3 feet (Figure 7).

Figure 7. Screen capture from NOAA's Sea-Level Rise Viewer. Green areas indicate predicted sea-level rise of 3 feet from current mean high tide.

Wildfire

Gualala is situated in the wildland-urban interface, nestled between the forest and the coast. It is in an area of moderate to high fire hazard severity, according to CalFire's fire hazard severity zone map for the Mendocino County State Responsibility Area (2007). While increasing average temperatures on the coast remain relatively mild, reduced precipitation could lead to drier, more fire-prone conditions in the forested areas, while higher precipitation could result in more fuels to burn. CalFire projects that fire risk would increase as recreation, homes, and other development continue to expand into wildland areas without adequate attention to defensible space.[11]

Construction and operation of the proposed project would be confined to the existing road through town, and would not introduce structures or users into the forest. Therefore it would not cause or exacerbate the risk of wildfire, regardless of climate conditions.

[11] California Department of Forestry and Fire Protection (CalFire). 2018. *Unit Strategic Fire Plan Mendocino Unit*. http://cdfdata.fire.ca.gov/pub/fireplan/fpupload/fpppdf1617.pdf

Hazards and Hazardous Materials

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	☐	☐	☐	☒
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	☐	☐	☐	☒
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	☐	☐	☐	☒
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	☐	☐	☒	☐
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?	☐	☐	☐	☒
f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	☐	☐	☐	☒
g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?	☐	☐	☐	☒

A "No Impact" determination was made for questions a), b), c) e), f), and g) listed within the CEQA Checklist Hazards and Hazardous Materials section. See below for further discussion of the "Less Than Significant Impact" determination made for question d).

Regulatory Setting

California regulates hazardous materials, waste, and substances under the authority of the CA Health and Safety Code and is also authorized by the federal government to implement the Resource Conservation and Recovery Act of 1976 (RCRA) in the state. California law also addresses specific handling, storage, transportation, disposal, treatment, reduction, cleanup and emergency response planning of hazardous waste. The Porter-Cologne Water Quality Control Act also restricts disposal of wastes and requires clean-up of wastes that are below hazardous waste concentrations but could impact ground and surface water quality. California regulations that address waste management and prevention and clean up contamination include Title 22 Division 4.5 Environmental Health Standards for the Management of Hazardous Waste, Title 23 Waters, and Title 27 Environmental Protection.

Worker and public health and safety are key issues when addressing hazardous materials that may affect human health and the environment. Proper management and disposal of hazardous material is vital if it is found, disturbed, or generated during project construction.

Environmental Setting

An Initial Site Assessment was completed on August 11, 2017, and is on file with the department. There are three *Hazardous Waste and Substances Site List* (*Cortese List)* parcels within the proposed project area; one on the west side and two on the east side of SR 1.

Discussion of Environmental Evaluation Question 2.10 — d) Hazards and Hazardous Materials

d) *Would the project be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?*

The exact parcels affected would depend on which alternative is selected. Alternative 1 would likely require acquisition of right of way from all three parcels (Figure 88). Two of these parcels (east side of SR 1) are gas stations that had releases of petroleum hydrocarbons from tanks or dispensers, and the third is a parcel west side of the project limits. Alternative 2 would likely require acquisition of right of way from only the two east side gas station parcels.

The potholing, sidewalk, and driveway work associated with these sites would require only shallow excavation and therefore is not likely to encounter contamination related to listed hazardous materials. The activities associated with this project would not create a substantial health hazard to the public or the environment through inadvertent exposure or release of hazardous materials. As a result, the project is expected to have a Less than Significant Impact with any hazards and hazardous materials sites.

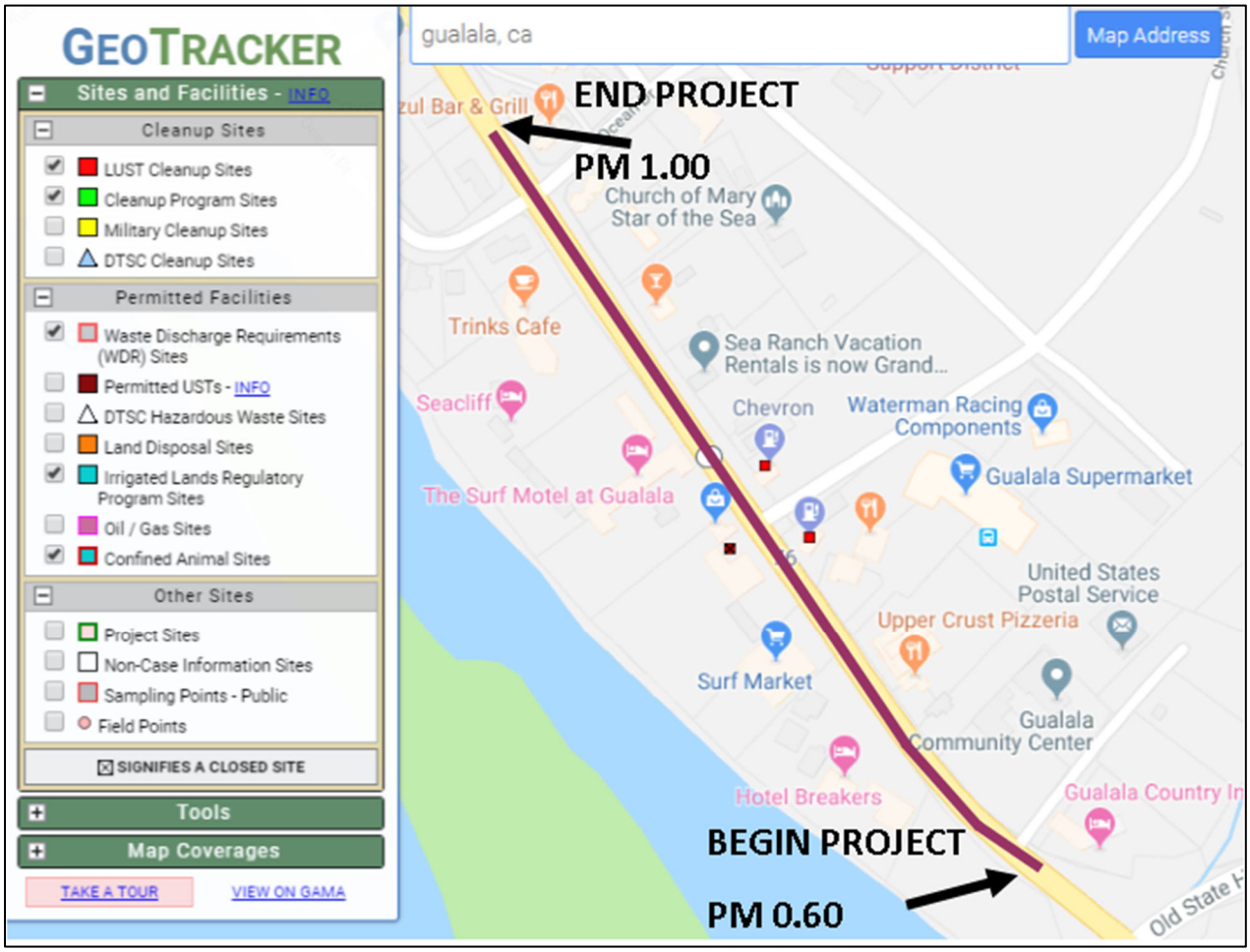

Figure 8. Hazardous Waste Parcel Locations

Mitigation Measures

Based on the determination made in the CEQA Checklist, mitigation measures have not been proposed.

No Build Alternative

The existing condition would remain; therefore, per CEQA, "No Impact" would occur.

Hydrology and Water Quality

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?	☐	☐	☐	☒
b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	☐	☐	☐	☒
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:				
(i) result in substantial erosion or siltation on- or off-site;	☐	☐	☐	☒
(ii) substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite;	☐	☐	☐	☒
(iii) create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or	☐	☐	☐	☒
(iv) impede or redirect flood flows?	☐	☐	☐	☒
d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	☐	☐	☐	☒
e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	☐	☐	☐	☒

"No Impact" determinations in this section are based on the scope and location of the proposed project, as well as the Water Quality Assessment Memo dated April 25, 2018, and a Floodplain Evaluation Report Summary dated April 2, 2018.

Potential impacts to water quality are not anticipated due to incorporation of project BMPs. Additionally, the proposed construction activities are not expected to have floodplain impacts since the proposed project is outside the 0.2% annual chance floodplain.

No Build Alternative

The existing condition would remain; therefore, per CEQA, "No Impact" would occur.

Land Use and Planning

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
a) Physically divide an established community?	☐	☐	☐	☒
b) Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?	☐	☐	☐	☒

"No Impact" determinations in this section are based on the scope, description, and location of the proposed project. The project will not physically divide an established community. A review of the Gualala Town Plan, which is part of the Coastal Element of the Mendocino County General Plan, revealed no environmental conflicts. Therefore, no impacts to land use and planning will occur.

No Build Alternative

The existing condition would remain; therefore, per CEQA, "No Impact" would occur.

Mineral Resources

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	☐	☐	☐	☒
b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	☐	☐	☐	☒

"No Impact" determinations in this section are based on the scope and location of the proposed project. Impacts to mineral resources are not anticipated because there are no known mineral resources present, nor would it result in the loss of a mineral resource recovery site.

No Build Alternative

The existing condition would remain; therefore, per CEQA, "No Impact" would occur.

Noise

Would the project result in:	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
a) Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	☐	☐	☒	☐
b) Generation of excessive groundborne vibration or groundborne noise levels?	☐	☐	☐	☒
c) For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	☐	☐	☐	☒

A "No Impact" determination was made for questions b) and c) listed within the CEQA Checklist Noise section. See below for further discussion of the "Less Than Significant Impact" determination made for question a).

Regulatory Setting

CEQA requires a strictly baseline versus build analysis to assess whether a proposed project will result in a noise impact. If a proposed project is determined to cause a significant noise impact under CEQA, mitigation measures must be incorporated into the project unless those measures are not feasible.

Environmental Setting

The project would occur on a segment of highway where retail and commercial properties, including hotels, are located on both sides for most of the project length.

Discussion of Environmental Evaluation Question 2.14 a) — Noise

During construction, noise would be generated from the contractors' equipment and vehicles. The contractor would be required to conform to Caltrans Standard Specification, Section 14-8.02 which states:

"*Do not exceed 86 decibels (dBA) maximum sound level (L_{max}) at 50 feet from the job site activities from 9:00 p.m. to 6:00 a.m. Equip an internal combustion engine with the manufacturer-recommended muffler. Do not operate an internal combustion engine on the job site without the appropriate muffler.*"

Work that would produce noise over 86 dBA, such as handheld circular saws and jackhammers, would be restricted to daytime work hours only.

Table 4. Construction Equipment Noise[12]

Equipment	Maximum Noise Level (dBA at 50 feet)
Pneumatic Tools	85
Chain Saw	85
Air Compressor	80
Dump Truck	84
Generator	70
Jackhammer	89
*Hand Held Circular Saw	91

[12] http://www.fhwa.dot.gov/environment/noise/construction_noise/handbook/handbook09.cfm

* http://www.dot.ca.gov/ser/downloads/MOUs/arcata_fws_concurltr.pdf (Attachment D page

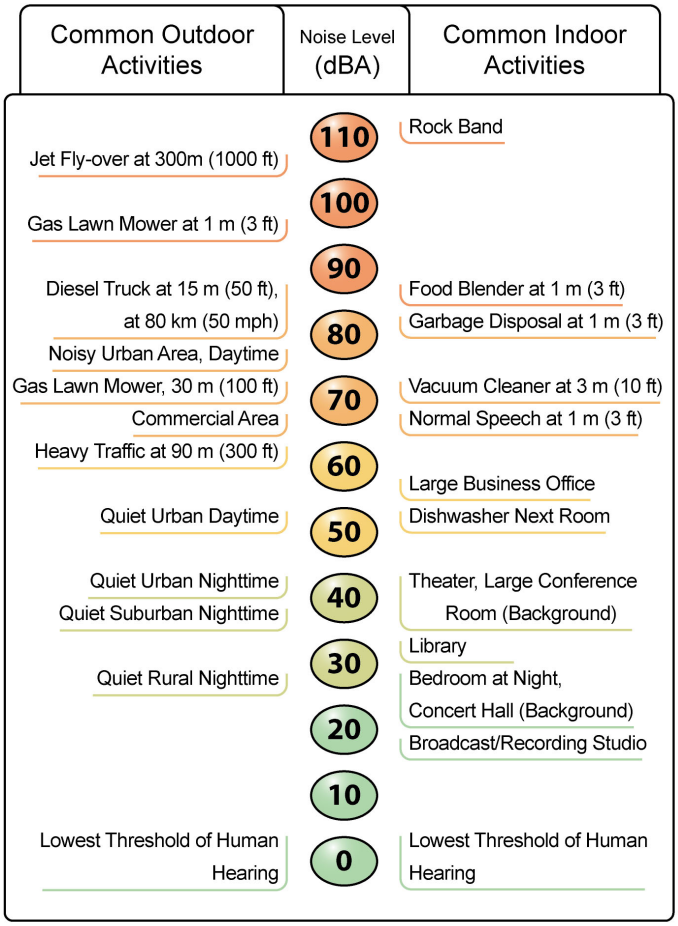

Figure 9. Noise Levels of Common Activities

Mitigation Measures

Based on the determinations made in the CEQA Checklist, mitigation measures have not been proposed for the project.

No Build Alternative

The existing condition would remain; therefore, per CEQA, "No Impact" would occur.

Population and Housing

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
a) Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	☐	☐	☐	☒
b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☒

"No Impact" determinations in this section are based on the scope, description, and location of the proposed project. Potential impacts to Population and Housing are not anticipated because the project does not involve activities that would induce population growth or displace housing or people.

No Build Alternative

The existing condition would remain; therefore, per CEQA, "No Impact" would occur.

Public Services

a) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
Fire protection?	☐	☐	☐	☒
Police protection?	☐	☐	☐	☒
Schools?	☐	☐	☐	☒
Parks?	☐	☐	☐	☒
Other public facilities?	☐	☐	☐	☒

"No Impact" determinations in this section are based on the scope, description, and location of the proposed project. Impacts to Public Services are not expected because the project does not have potential to adversely affect public services or require new or physically altered government facilities.

No Build Alternative

The existing condition would remain; therefore, per CEQA, "No Impact" would occur.

Recreation

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	☐	☐	☐	☒
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	☐	☐	☐	☒

"No Impact" determinations in this section are based on the scope, description, and location of the proposed project. The purpose of this project is to enhance the downtown area of Gualala within the project limits by improving pedestrian and bicyclist recreational opportunities along SR 1 in Mendocino County.

No Build Alternative

The existing condition would remain; therefore, per CEQA, "No Impact" would occur.

Transportation/Traffic

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
a) Conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?	☐	☐	☐	☒
b) Would the project conflict or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b)?	☐	☐	☐	☒
c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	☐	☐	☐	☒
d) Result in inadequate emergency access?	☐	☐	☐	☒

"No Impact" determinations in this section are based on the scope and description of the proposed project, as well as the Transportation Management Plan dated August 17, 2018. One purpose of the project is to add pedestrian and bicycle facilities for the first time, which will reduce the number of vehicle miles traveled since travelers would have access to non-motorized forms of transportation in the downtown area. Long-term adverse impacts to transportation and traffic are not anticipated.

No Build Alternative

The existing condition would remain; therefore, per CEQA, "No Impact" would occur.

Tribal Cultural Resources

Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code Section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
a) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code Section 5020.1(k), or	☐	☐	☐	☒
b) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.	☐	☐	☐	☒

"No Impact" determinations in this section are based on the scope, description, and location of the proposed project, and the Cultural Resource Compliance Memo dated May 23, 2019.

Consultation with the Manchester Band of Pomo Indians resulted in no knowledge of cultural sites inside the project area, although proximity to the coast and nearby gathering areas was acknowledged. Therefore, no impacts to Tribal Cultural Resources are expected.

No Build Alternative

The existing condition would remain; therefore, per CEQA, "No Impact" would occur.

Utilities and Service Systems

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
a) Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?	☐	☐	☒	☐
b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?	☐	☐	☐	☒
c) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	☐	☐	☐	☒
d) Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?	☐	☐	☐	☒
e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?	☐	☐	☐	☒

A "No Impact" determination was made for questions b), c), d), and e) listed within the CEQA Utilities and Service Systems section. See below for further discussion of the "Less Than Significant Impact" determination made for question a).

Environmental Setting

Several public and privately-owned utilities exist within the project limits. Potholing will be required at certain locations to positively identify the location and depth of these underground utilities to determine if relocation is necessary. Utility relocations will be required where the utilities conflict with proposed drainage work or construction of new sidewalk.

Discussion of Environmental Evaluation Question 2.20 — a)

a) *Would the project require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?*

No new or expanded utilities are planned for this project. There are approximately 50 water and sewer valve covers within the traveled way which will be elevated to match the future elevation of the pavement surface. Although potholing has not yet occurred, Caltrans estimates that approximately 20 electrical, telephone, and fiber optic utility vaults greater than 1' x 1' will be relocated into the sidewalk. Electrical, telephone, and fiber optic utility covers that are less than 1' x 1' will be elevated to match the future elevation of the pavement surface. Subsurface conduits and pipes in conflict with up to 8 future drainage inlet locations will be required to relocate laterally.

There are no expected long-term impacts to utilities. Temporary impacts will be due to relocation efforts. It is anticipated that the work associated with the utility relocation will be short term. Once potholing information is received, relocation or protect-in-place efforts will be coordinated between the affected utility companies and Caltrans. If a disruption in service is anticipated, all parties involved (such as business owners) will be notified via letters, door tags (fliers), and door-to-door contact. Therefore, this impact would be less than significant.

Mitigation Measures

Based on the determinations made in the CEQA Checklist, mitigation measures have not been proposed for the project.

No Build Alternative

The existing condition would remain; therefore, per CEQA, “No Impact” would occur.

Wildfire

If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
a) Substantially impair an adopted emergency response plan or emergency evacuation plan?	☐	☐	☐	☒
b) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?	☐	☐	☐	☒
c) Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?	☐	☐	☐	☒
d) Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?	☐	☐	☐	☒

"No Impact" determinations in this section are based on the scope, description, and location of the proposed project, as well as the Fire Hazard Severity Zones in State Responsibility Areas Map dated November 7, 2007. Potential impacts from wildfires are not anticipated because the project area is located outside of hazard zones designated as "Very High".

No Build Alternative

The existing condition would remain; therefore, per CEQA, "No Impact" would occur.

Mandatory Findings of Significance

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
a) Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	☐	☐	☐	☒
b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?	☐	☐	☐	☒
c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	☐	☐	☐	☒

Discussion of Environmental Evaluation Question 2.22—Mandatory Findings of Significance

a) *Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?*

The proposed project does not have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or

eliminate important examples of the major periods of California history or prehistory. Therefore, there is no impact.

b) *Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.)*

The proposed project does not have impacts that are individually limited but cumulatively considerable. Therefore, there is no impact.

c) *Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?*

The proposed project does not have environmental effects which would cause substantial adverse effects on human beings, either directly or indirectly. Therefore, there is no impact.

c) *Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?*

The proposed project does not have environmental effects which would cause substantial adverse effects on human beings, either directly or indirectly. Therefore, there is no impact.

Chapter 3. Coordination and Comments

Early and continuing coordination with the general public and public agencies is an essential part of the environmental process. It helps planners determine the necessary scope of environmental documentation and the level of analysis required, and to identify potential impacts and avoidance, minimization and/or mitigation measures, and related environmental requirements. Agency consultation and public participation for this project have been accomplished through a variety of formal and informal methods, including Project Development Team (PDT) meetings, interagency coordination meetings, an informational open house, and consultation with the Mendocino Band of Pomo Indians.

Members of the project development team have met with the Gualala Municipal Advisory Council, the Mendocino County Association of Governments, and the community as a whole to provide updates on the proposed project, including developing a survey for local input. Native American coordination with the Mendocino Band of Pomo Indians was completed and no immediate concerns were identified. A meeting with a representative from the North Coast Regional Water Quality Control Board occurred on May 29, 2019, to discuss proposed on-site drainage. Coordination with the California Department of Fish and Wildlife occurred via a site visit on June 18, 2019.

A public meeting was held on July 25, 2019 to present Alternatives 1 and 2 during circulation of the environmental document. Members were concerned with the elimination of the on-street parking as indicated from the comments to the DED.

Following circulation of the draft environmental document Caltrans and MCOG held a Gualala Working Group meeting in September 2019. The working group meetings were scheduled to address the community concerns related to the elimination of informal on-street parking and other project features. A public meeting was held in Gualala on October 1, 2019 to share recommendations provided by the Gualala Working Group. A clear majority of the community members that attended the meeting supported the modified project Alternative 3. However, there was still disagreement among some in the community that the alternative that was presented did not comply with the Gualala Town Plan.

A virtual public meeting to present Alternative 4 options to the community was held on January 14, 2021. The alternative options received generally positive feedback from the community. However, like Alternative 3, state Coastal Commission staff did not support the amendment to allow on-street parking unless there was a safety issue that necessitated the amendment.

Lastly, the project was re-evaluated and Alternative 5 was proposed to be consistent with the Gualala Town Plan. A third open house was held on May 18, 2023, to present the updated alternative, and the public was in favor to move the project forward.

Provided below are the Caltrans' response to comment received during circulation of the Draft IS/ND.

From: Karen Amiel
To: Williams, Cari@DOT
Subject: Re: Gualala
Date: Friday, August 9, 2019 11:24:52 AM

Thank you for your prompt reply. I appreciate that and it feels as if someone is listening. This is a fragile community and a tip in the wrong direction can strike a death knell to the businesses and fine people who run them.
Karen Amiel

Sent from my iPhone

On Aug 9, 2019, at 11:04 AM, Williams, Cari@DOT <Cari.Williams@dot.ca.gov> wrote:

> Ms. Amiel,
>
> Thank you for your comments about the proposed project in Gualala. I will share them with the rest of the project team.
>
> Best wishes,
>
> **Cari Williams**
> *Environmental Planner – Coordinator*
> Caltrans – North Region Environmental
> 1656 Union Street
> Eureka, CA 95501
> 707.441.5647
>
> ---
>
> **From:** Karen Amiel <karen@amiel-phillips.com>
> **Sent:** Thursday, August 8, 2019 6:53 PM
> **To:** Williams, Cari@DOT <Cari.Williams@dot.ca.gov>
> **Subject:** Gualala
>
> Please, know that the plan you propose will in turn create the following:
>
> -loss of parking and subsequently business to the Surf Market. As you know, there is precious little in the way of stores, products etc in this area. Many of us drive to Santa Rosa once a week. The loss of the Surf Market, who will be losing 25% of their parking, would be devastating to them and to the Community. 1
>
> -greater ability to speed through town, thereby posing a danger to the elderly, children and bike riders. 2
>
> My father alway said, “If it ain’t broke, don’t fix it."

Karen Amiel

PO Box 102
The Sea Ranch, CA 95497
917-566-4736

Response to Comment #1:
Per the Gualala Town Plan section G3.6-12 "No on-street parking shall be permitted on Highway 1. County staff shall coordinate with Caltrans to develop appropriate signage."

GMAC has identified multiple offsite locations that are possible parking locations for visitors throughout the downtown area. The project aims to add pedestrian and bicycle accessibility by providing walking and biking space and allowing for safer crossing at four locations in the downtown area.

Response to Comment #2:
Although the pavement width of the highway would increase with the addition of the two-way left turn lane (TWLTL), the configuration of the two-lane road would still be maintained. The TWLTL is installed to allow vehicles to drive through downtown while still allowing vehicles to make a left turn into businesses.

From: Carolyn André
To: Williams, Cari@DOT
Subject: Re: The two CalTrans street plans for Gualala won"t work for seniors
Date: Tuesday, August 6, 2019 3:30:06 PM

Cari, I very much appreciate you calling me to request I re-send this. Thank you so much!

Carolyn

August 3rd, 2019

Dear Ms. Williams,

I am the Board Chair of Coastal Seniors. If you don't know what that is, we provide Meals on Wheels, visits to shut-ins, senior lunches, transportation to and from those lunches including stops on the way home to get errands done, allowing seniors to stay in their homes longer than they other wise might. We have a number of other programs as well.

I take it that you're not aware of the demographics of this area. The Mendonoma area, from Stewarts Point up through Irish Beach and over to inland areas like Annapolis, has a higher percentage of seniors than anywhere else in the state. Gualala is about 50% seniors while The Sea Ranch/Annapolis/Stewarts Point senior population is higher than 80% and the highest number of "oldest olds," people 80 or 85 plus.

Why is that important? Because seniors aren't going to walk a lot in the downtown area. If they are intent on doing so there are, as I'm sure you know, walking paths running along the ocean. Beyond that, seniors cannot drive around the area looking for parking; nor can they carry grocery bags a long distance; or walk between stores or uphill to parking farther away while carrying bags. These plans are so unrealistic. What you are proposing is detrimental to the majority population of this area.

I have lived here for something over 10 years. I live at The Sea Ranch; our shopping area is Gualala. We shop at both supermarkets, but especially Surf Market. I think walking areas would be lovely. But in a list of importance, nearby parking spaces are critical. Walking areas are a "nice to have." None of us has any option but to drive to town to get our errands done. And many of us can't walk store to store, even if we wanted to. You should understand there is a minimum of transportation in the area. We don't have buses or trolley cars, cabs or Uber cars running up and down highway 1. If you want to go to town, you drive. So your two options not beneficial for us.

I hope you will look again and try to find an alternative plan that will work for this population. Walking areas would be great. But not at the expense of parking. Thank you for listening.

Carolyn André

Carolyn André, Board Chair, Coastal Seniors

POB 929, Gualala 95445, 36881 Green Cove Drive, The Sea Ranch, 95497

Carolyn André
Gull Cottage at The Sea Ranch
carolyn@andreassociates.com
707 785-3142

"The statistics on sanity are that one out of every four Americans [is] suffering from some form of mental illness. Think of your three best friends. If they're okay, then it's you." Rita Mae Brown

> On Aug 6, 2019, at 3:22 PM, Williams, Cari@DOT <Cari.Williams@dot.ca.gov> wrote:
>
> Hi Carolyn,
>
> Thank you for your message and for calling me back. Unfortunately, I am unable to open the attachment you sent. Could you please copy the text of your letter into a new email so that I may share your comments with the project team?
>
> Best wishes,
>
> **Cari Williams**
> *Environmental Planner – Coordinator*
> Caltrans – North Region Environmental
> 1656 Union Street
> Eureka, CA 95501
> 707.441.5647
>
> ---
>
> **From:** Carolyn André <ca@andreassociates.com>
> **Sent:** Monday, August 5, 2019 10:07 AM
> **To:** Williams, Cari@DOT <Cari.Williams@dot.ca.gov>
> **Subject:** The two CalTrans street plans for Gualala won't work for seniors

Response to Comment #3:
Please see response to Comment #1.

Carolyn André
Gull Cottage at The Sea Ranch
carolyn@andreassociates.com
707 785-3142

"The statistics on sanity are that one out of every four Americans [is] suffering from some form of mental illness. Think of your three best friends. If they're okay, then it's you." Rita Mae Brown

From: Jacquelynn Baas
To: Williams, Cari@DOT
Subject: Gualala street plan
Date: Sunday, August 11, 2019 8:54:07 AM

Gualala is fine. The current configuration ensures cars will drive slowly though the busiest part of town. Room to walk and park and bike. We're more like Jenner than we are like Point Arena.

What we really need is the addition of a pedestrian/bike lane south of Gualala from The Sea Ranch across the bridge. Very dangerous! 4

Thank you for your consideration.

Jacquelynn Baas and Rob Elder

Response to Comment #4:
Unfortunately, the area south of Gualala is outside the current scope of the project but your comment related to the location of concern has been noted and shared.

From: Geoffrey A.Beaty
To: Williams, Cari@DOT
Cc: External, news.menodonoma@DOT
Subject: Gualala Downtown Enhancements Project
Date: Thursday, August 8, 2019 4:39:17 PM

Dear Ms. Williams:

Please register our opposition to the proposed project for downtown Gualala. We are mindful that safety is a goal in this plan, but this design is wrong headed for our small town environment. We see no improvement to safety articulated in the plan which might overcome its manifest detriment to our residents, businesses and visitors.

Traffic congestion is a minor problem in Gualala, and only on a very few days each year at the peak of the afternoon. Those of us who live here welcome the slow pace of traffic through town and don't mind waiting for a vehicle to make a left hand turn. Rarely does that impede the flow for more than a minute. A center turn lane is not only unnecessary, it reduces a needed physical restriction on speed. 5

A dedicated bike lane on both sides of the traffic lanes is downright laughable when you consider 1) the lack of bike lanes for dozens and dozens of (55 MPH) miles both north and south of this 440 yard stretch, and 2) the small volume of bikes at issue. Again, completely unnecessary. 6

Our downtown would be enhanced by the completion of pedestrian sidewalks, the addition of more visible crosswalks, and the enhancement of street parking on both sides of the highway. All are needed and would be heavily used by both residents and visitors. All would also be beneficial to our struggling local businesses. The loss of even a few street parking spots, as envisioned by this plan, could push some of our businesses over the edge of viability. 7

Please be mindful of our tax dollars and work with us to modify this plan.

Sincerely,

Geoff & Wendy Beaty
P.O. Box 1687
Gualala, CA 95445

Response to Comment #5:
The TWLTL will allow for reduced queuing in the travel lane and allow left turning vehicles room to wait and provide a space to safely wait for opposing traffic and is included in the Gualala Town Plan.

Response to Comment #6:
The purpose of the project is to provide comfortable facilities for pedestrian and bicycle travel through downtown Gualala and the project is needed to reduce conflicts between motorized and non-motorized users of the facility. Bike lanes allow for more accessibility for cyclists and create a separation between vehicles and pedestrians.

Response to Comment #7:
The scope of the project includes 6-foot sidewalks on straight alignments and 5-foot sidewalk on curvilinear alignments and five crosswalks along the mainline with activated flashing beacons. Per the Gualala Town Plan section G3.6-12 "No on-street parking shall be permitted on Highway 1. County staff shall coordinate with Caltrans to develop appropriate signage."

From: Annette Bork
To: Williams, Cari@DOT
Subject: Gualala Highway 1
Date: Thursday, August 8, 2019 6:46:28 PM

As a property owner and taxpayer in the area, I strongly oppose the current plans to remodel Highway 1 through Gualala. 8

Please abandon this unfortunate attempt to improve traffic in Gualala.

Annette Bork

Response to Comment #8:

Thank you for your comment on the Gualala Downtown Enhancements Project. Your opposition to the project has been noted.

From: SM Brauner
To: Williams, Cari@DOT
Subject: Proposed Gualala plans
Date: Thursday, August 8, 2019 5:02:13 PM

I am concerned that the new bike lanes will result in about a 25% reduction in parking places for our local Surf Market. Wouldn't one bike lane on the east side of the street be sufficient to handle the small number of bikers? A bike lane doesn't really make any sense to me when there is none to the north or south of town. Please don't put our local Surf Market out of business. The owner does a lot to support the community. 9
Thank you for listening,
Sue

Sue Brauner
Vice President, The Brauner Company

The Brauner Company
333 Twin Dolphin Drive #225
Redwood City, CA 94065
PHONE 650-574-0800
FAX 650-574-7282
www.braunercompany.com

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Please do not reference account numbers or social security numbers in email communications; simply use the last four digits of an account number. This will help to guard your privacy.

Response to Comment #9:

The purpose of the project is to provide comfortable facilities for pedestrian and bicycle travel through downtown Gualala and the project is needed to reduce conflicts between motorized and non-motorized users of the facility. Bike lanes allow for more accessibility for cyclists and create a separation between vehicles and pedestrians.

Per the Gualala Town Plan section G3.6-12 "No on-street parking shall be permitted on Highway 1. County staff shall coordinate with Caltrans to develop appropriate signage."

GMAC has identified multiple offsite locations that are possible parking locations for visitors throughout the downtown area. The project aims to add pedestrian and bicycle accessibility by providing walking and biking space and allowing for safer crossing at four locations in the downtown area.

From: Patrick Chladek
To: Williams, Cari@DOT
Subject: Gualala street widening
Date: Friday, August 9, 2019 12:28:08 PM

My wife and I wholeheartedly reject the proposed Gualala street widening. I have lived in nearby Sea Ranch for the past 10 years and had my first traffic jam last year, I was tied up for almost one full minute!

The plan will speed up bicycle traffic speed -- imagine bicycles coming down the hill into town at 30+ mph (yes they can reach that speed coming down hill), and dealing with pedestrian traffic. 10

The loss of parking spaces will severely reduce the profitability of several businesses, and may cause several to close. 11

This appears to be an example of a solution is search of a problem. Please do proceed with the widening project.

Sincerely,
Patrick and Janet Chladek

Response to Comment #10:
The purpose of the project is to provide comfortable facilities for pedestrian and bicycle travel through downtown Gualala and the project is needed to reduce conflicts between motorized and non-motorized users of the facility. Bike lanes allow for more accessibility for cyclists and create a separation between vehicles and pedestrians.

Response to Comment #11:
Per the Gualala Town Plan section G3.6-12 "No on-street parking shall be permitted on Highway 1. County staff shall coordinate with Caltrans to develop appropriate signage."

GMAC has identified multiple offsite locations that are possible parking locations for visitors throughout the downtown area. The project aims to add pedestrian and bicycle accessibility by providing walking and biking space and allowing for safer crossing at four locations in the downtown area.

From: Maggie Crosby
To: Williams, Cari@DOT
Subject: Gualala streetscape project
Date: Thursday, August 8, 2019 11:53:25 AM

As a full time resident of The Sea Ranch, who goes to Gualala daily, I oppose this project. It threatens the survival of a critical business, the Surf Market, which supports local farms and nonprofit organizations and provides employment to many residents. Converting the existing road into a five lane highway is massively overkill in this small coastal town. Any increase in pedestrian safety by adding crosswalks and sidewalks will be offset by the inevitable increase in vehicle and bicycle speeds. 12

Gualala does not want or need this.

Margaret Crosby

Sent from ProtonMail Mobile

Response to Comment #12:
Per the Gualala Town Plan section G3.6-12 "No on-street parking shall be permitted on Highway 1. County staff shall coordinate with Caltrans to develop appropriate signage."

GMAC has identified multiple offsite locations that are possible parking locations for visitors throughout the downtown area. The project aims to add pedestrian and bicycle accessibility by providing walking and biking space and allowing for safer crossing at multiple locations in the downtown area.

While the travel road will be widened, the corridor will essentially remain a two-lane road. The TWLTL is provided to allow left turning vehicles a space to safely wait for opposing traffic while still allowing vehicles to make a left turn into businesses.

From: Karen Dillon
To: Williams, Cari@DOT
Subject: Gualala Highway 1 Proposal
Date: Friday, August 9, 2019 2:48:13 PM

Dear Cari,

I am a Sea Ranch owner (since 2007), and I have heard about the proposed plan to enhance Highway 1 through Gualala. I agree that something needs to be done to improve navigation and safety.

I find it difficult to make left hand turns from any parking lot, or street onto Highway 1 during busy times. I do not try walk cross Highway 1 when it's busy.

However, I understand that the proposed plan will reduce the number of parking spots near the Surf Market. Please do not reduce parking for any store along Highway 1. Merchants struggle in Gualala. There are fewer stores and restaurants in town now than 10 years ago. Any disruption will drive merchants out of business. There are few jobs in Gualala, and any closures will hurt the residents. 13

I don't think these improvements will increase the number of tourists or shoppers. And if tourists have survived driving on Highway 1 to get to Gualala, this proposal isn't going to increase the likelihood that they'll stop in town. We shop in Gualala because it's the only local place, and the same for tourists. It's a long way to the next town and today's traffic problems aren't so bad that you won't stop in Gualala.

I'd much rather have today's traffic situations than have fewer businesses.

I am a bicyclist. However, having a bike lane only in town won't make biking any better. If the plan had bike lanes extending miles on each side of Gualala - especially across the Gualala River bridge and along the hill south of the bridge, that would make it better for biking and I'd be ecstatic. 14

I used to bike into town regularly but had too many close calls on the bridge and on the hill and I've stopped. Once I got to town, it was a breeze. I would gladly forgo bike lanes in town to save our merchants.

I propose something less complicated such as left turn lanes and crosswalks with flashing lights. 15

Thanks for listening!

Karen Dillon
330 Conifer Close
The Sea Ranch

Th

Response to Comment #13:
Per the Gualala Town Plan section G3.6-12 "No on-street parking shall be permitted on Highway 1. County staff shall coordinate with Caltrans to develop appropriate signage."

GMAC has identified multiple offsite locations that are possible parking locations for visitors throughout the downtown area. The project aims to add pedestrian and bicycle accessibility by providing walking and biking space and allowing for safer crossing at four locations in the downtown area.

The TWLTL will allow for reduced queuing in the travel lane and allow left turning vehicles room to wait and provide a space to safely wait for opposing traffic and is included in the Gualala Town Plan.

Response to Comment #14:
The purpose of the project is to provide comfortable facilities for pedestrian and bicycle travel through downtown Gualala and the project is needed to reduce conflicts between motorized and non-motorized users of the facility. Bike lanes allow for more accessibility for cyclists and create a separation between vehicles and pedestrians.

Response to Comment #15:
The scope of the project includes a TWLTL for reduced queuing in the travel lane and allow left turning vehicles room to wait and provide a space to safety wait for opposing traffic, 6-foot sidewalks on straight alignments and 5-foot sidewalk on curvilinear alignments, and five crosswalks along the mainline with activated flashing beacons.

From: Margee
To: Williams, Cari@DOT
Subject: Gualala
Date: Friday, August 2, 2019 7:48:13 PM

Dear Ms Williams,

I've lived in The Sea Ranch for a little over a year and I am new to the issues regarding the proposed changes to Highway One through Gualala. I've never heard anyone complain about transit through town and I can't understand the need for change, so I was very surprised to hear about this project. The only complaint I and others I know have had is that it's frequently hard to find a parking spot at Surf, especially on Senior Mondays and Senior Thursdays.

I've walked on the highway and crossed the highway, and I've never had a problem. I've seen others crossing the street and the crosswalk in front of Surf is respected by drivers. The cars generally slow to the recommended speed limit and there aren't that many cars most of the time, so crossing is easy. When I first used to visit Gualala, it was inconvenient to cross from the Trinks parking area to the Cypress stores, but it helped when they put a staircase at the north end. 16

I don't usually see a lot of people walking on the highway. I think that's because for the locals, Gualala is a destination town - we go to the Surf or Gualala Supermarket, we check our mail at the post office, and we go north to JRs for housewares. Besides being a town with these every day functional stores, Gualala has just a few stores anyone wants to window shop in. Several of the stores in Cypress Village are fun to visit and it's easy to park and walk around the center. You could easily walk from there to the Sundstrom Mall on the highway, as normally, there aren't any cars parking on the side of the road to block your way. That's because there's no reason to park in places where nothing exists to visit. Anyplace you want to shop has a parking area. A few weeks ago, there was some kind of VW event and, for a short time, the town was lined with Beatles and vans. That was the most cars I've ever seen parking on the highway.

So, I am at a loss to understand why Gualala needs meandering sidewalks, multiple crossings and bike lanes. In my expeience, we don't have a lot of pedestrian traffic and we don't have a need for it either. Gualala shouldn't be spruced up for the tourist trade; it should be kept convenient and supportive of the locals. I could understand if Gualala was a hot bed for unsafe drivers and had a history of car crashes and injured pedestrians, but I've never heard of or encounterd these kinds of problems in town. I don't believe we need to get ahead of these problems, as I don't expect that Gualala is the kind of place that will experience such problems in the future. And, I'm not the kind of person who doesn't like change. A year ago I bought I house in The Sea Ranch and moved my dogs and myself from my long-term home in Mill Valley. I came to The Sea Ranch and Gualala because Gualala is laid back and quiet and slow and, in it's own way, quaint. The thought of the changes that are being suggested is horrifying to me. 17

Please don't waste the money. Gualala doesn't need to be fixed. Go someplace else that needs to be fixed and put your money to better use.

Thank you,

Margery Entwisle
P.O. Box 1699
Gualala, CA 95445
415-377-8071

Response to Comment #16:
The collision analysis has shown that there have been some injuries related to vehicles and pedestrians in Gualala. The sidewalk and bike lane will provide a safe access throughout the corridor.

Response to Comment #17:
The purpose of the project is to provide comfortable facilities for pedestrian and bicycle travel through downtown Gualala and the project is needed to reduce conflicts between motorized and non-motorized users of the facility. Bike lanes allow for more accessibility for cyclists and create a separation between vehicles and pedestrians. The project is also intended to improve Gualala's visual character by incorporating landscape and hardscape features into the project per the Gualala Town Plan.

From: Dana
To: Williams, Cari@DOT
Subject: Gualala Downtown Plan
Date: Thursday, August 8, 2019 11:06:30 AM

Dear Cari Williams,

I am 100% against expanding the freeway in the town of Gualala! There is not one item that would make sense in expanding the freeway. The town is quaint and should be preserved. 18

The only change if your looking for safety of pedestrians crossing the freeway is to install 1 or 2 crossings with flashing yellow lights on the road going across as well as on a pole each side of the freeway. 19

Widening the freeway is a waste of our money and will cause more accidents then you can imagine. Keeping the freeway to a single lane each way keeps the traffic slow and safe. 20

The Gualala town will never be perfect for everyone but it has worked beautifully they it is for many many years. I for one moved there because of its quaint, slow moving charming town that doesn't feel industrial. And I being a 62 year old woman have never felt unsafe walking around the town crossing back and fourth the freeway.

I hope you reconsider going forward with the plan. Please leave Gualala the way it is.

Thank you,
Dana Frediani

Sent from my iPhone

Response to Comment #18:
While the travel road will be widened, the corridor will essentially remain a two-lane road. The TWLTL is provided to allow left turning vehicles a space to safely wait for opposing traffic while still allowing vehicles to make a left turn into businesses.

Response to Comment #19:
The scope of the project includes five crosswalks along the mainline with activated flashing beacons.

Response to Comment #20:
Please see response to comment #18.

From: patty
To: Williams, Cari@DOT
Subject: Dear Cari,
Date: Thursday, August 8, 2019 9:20:28 AM

Please oppose, vote against running a freeway through the quaint village of Gualala. Presently we have one cross walk from the ocean side, which enables walkers to safely cross to other shops. We purchased our vacation home at The Sea Ranch, California November November 1973. 21

I moved from our primary residence in San Rafael to Sea Ranch full time in 2000. It is pin drop quiet, no trucks back firing pollution. Thank you for protecting our paradise!

Patty R. Friedman

Sent from my Verizon, Samsung Galaxy smartphone

Response to Comment #21:

While the travel road will be widened, the corridor will essentially remain a two-lane road. The TWLTL is provided to allow left turning vehicles a space to safely wait for opposing traffic while still allowing vehicles to make a left turn into businesses.

From: David Goheen
To: Williams, Cari@DOT
Subject: Route 1 in Gualala
Date: Thursday, August 8, 2019 8:12:38 AM

I think the only useful improvement regarding California route 1 in Gualala would be a pedestrian-activated warning light at the crosswalk. Anything more would cause more problems than it would solve. Thank you for your attention. 22

Response to Comment #22:

The purpose of the project is to provide comfortable facilities for pedestrian and bicycle travel through downtown Gualala and the project is needed to reduce conflicts between motorized and non-motorized users of the facility. The project proposes to install crossings along the mainline with activated flashing beacons at critical locations throughout town, which would allow safer pedestrian access as well as slow down oncoming vehicles into the downtown area.

From: denise gold
To: Williams, Cari@DOT
Subject: Gualala Parking
Date: Friday, August 9, 2019 12:43:25 PM

I would like to say that I do not wish to take away any parking spaces that are presently available in Gualala that would have a negative impact on the Surf Market. We need them! 23

Response to Comment #23:

Per the Gualala Town Plan section G3.6-12 "No on-street parking shall be permitted on Highway 1. County staff shall coordinate with Caltrans to develop appropriate signage."

GMAC has identified multiple offsite locations that are possible parking locations for visitors throughout the downtown area. The project aims to add pedestrian and bicycle accessibility by providing walking and biking space and allowing for safer crossing at four locations in the downtown area.

From:	Donald Grossman
To:	Williams, Cari@DOT
Subject:	Gualala Downtown Enhancements (01-0C720)
Date:	Thursday, August 8, 2019 10:48:13 AM

Cari,

I just wanted to weigh in briefly on the above referenced. I was impressed at how thorough the study was. That said, a number of people from The Sea Ranch online have expressed opposition to the project, and apparently there is a petition very much centered on concern for the Surf Market. My broad assessment is that this is generally rejecting change. I am of the opposite opinion.

One key thing I did notice was the statement in the report that there is existing a:

> ***The single crosswalk is 52 feet across and traverses SR 1 at the most congested part of Gualala,***

This is most of the way to the proposed 60 foot right of way. In general, I am supportive of rationalizing use of the existing or slightly expanded right of way, as proposed under Alternative 1, which minimizes impact on the West side, including the Surf Market of concern to many. It is hard to tell from the drawings, but the amount to be acquired to make this happen seems de minimis. 24

It is challenging enough for businesses to thrive in Gualala - an improved street scape would help, and I do not know the history but anticipate that pedestrians have been injured or worse due to the unbridled multimodal use.

Sincerely,

Don

Donald Grossman
35234 Wind Song Lane
The Sea Ranch, CA 95497

P.S. The label on Alternative 2, Sheet RW-1 is a bit confusing since it implies that the acquisition is 3.2 Acres when in fact that is the total project area

Response to Comment #24:
The proposed preferred alternative will have least impact to the Surf Market parking lot.

From: Nelson, Paul@Waterboards
To: Williams, Cari@DOT
Subject: Gualala Downtown Enhancements (01-0C720)
Date: Thursday, July 18, 2019 8:51:20 AM

Hi Cari-
I am following up our conversation this morning regarding the referenced project. There are three known underground storage tank sites in downtown Gualala.
https://geotracker.waterboards.ca.gov/profile_report.asp?global_id=T0604500040
https://geotracker.waterboards.ca.gov/profile_report.asp?global_id=T0604500016
and
https://geotracker.waterboards.ca.gov/profile_report.asp?global_id=T10000004435

Shallow soil contamination may be present beneath the roadway and shoulder area along this stretch of Highway 1. 25

Best,

Paul

Paul Nelson, P.G., C.Hg.
Engineering Geologist

California Regional Water Quality Control Board, North Coast Region
5550 Skylane Blvd, Suite A
Santa Rosa, CA 95403
Office: (707) 576-2686
paul.nelson@waterboards.ca.gov

CALIFORNIA Water Boards

Response to Comment #25:

Per Caltrans requirements, the contractor(s) would prepare a project-specific Lead Compliance Plan to reduce worker exposure to lead-impacted soil. The plan would include protocols for environmental and personnel monitoring, requirements for personal protective equipment, and other health and safety protocols and procedures for the handling of lead-impacted soil.

From: Sue Hart
To: Williams, Cari@DOT
Subject: Gualala plan would destroy our town
Date: Thursday, August 8, 2019 5:41:17 PM

HI CAri,

just a note to say that if either plan or plan2 goes thru; it will ultimately destroy our town,without the Surf Market. 26
everything is fine the way it is; just leave it alone

thanks,
Sue

Response to Comment #26:

Per the Gualala Town Plan section G3.6-12 "No on-street parking shall be permitted on Highway 1. County staff shall coordinate with Caltrans to develop appropriate signage."

GMAC has identified multiple offsite locations that are possible parking locations for visitors throughout the downtown area. The project aims to add pedestrian and bicycle accessibility by providing walking and biking space and allowing for safer crossing at four locations in the downtown area.

From: Klaus Heinemann
To: Williams, Cari@DOT
Subject: Gualala Downtown Enhancement Project
Date: Thursday, August 8, 2019 5:35:57 PM

Subject: Opposition to
GUALALA DOWNTOWN ENHANCEMENTS PROJECT MENDOCINO COUNTY, CALIFORNIADISTRICT 1 – MEN – 1 (Post Miles 0.60 to 1.00)0C720 / 0113000032

By way of introduction, my wife and I have been property owners at Sea Ranch since 1982. We are strongly opposed to the subject plans for the following reasons:

(1) The project will drive a key local establishment, the Surf Market, out of business. This would leave the Market in the "Sundstrom Mall" behind the Gualala Hotel as the only local supermarket and, hence, able to dictate and further increase prices for groceries. This, in turn, would be detrimental to the local population.

(2) The subject plans would forever change the delightfully rustic character of this town and turn it into mediocre suburbia. Many a visitor coming from suburbia in the Bay Area would be disincentivized to visit the modest but attractive downtown Gualala stores, probably going on to Mendocino on their way to finding charming places from yesterday. 27

(3) It is very questionable if the planned improvements would create better safety for pedestrians. Vehicles are currently astonishingly well slowing down to the 25 mph speed limit, and they would probably pass through town at higher speeds after implementation of the planned improvements. Saving a few seconds in drive time would, IMHO, not justify the expense or the decreased safety of the local population. 28

(4) If the intent were really to spend money on improvement of safety of the Sea Ranch/Gualala population, a safe bicycle lane connection between Sea Ranch and Gualala should have much higher priority. This would also entice more guests of Sea Ranch to visit Gualala and frequent their stores, thus boosting the economy of Gualala. 29

Respectfully submitted,

Klaus & Gundi Heinemann

Klaus Heinemann, Ph.D.
klaush@mcn.org
Gundi Heinemann
41053 Tallgrass
The Sea Ranch, CA 95497

408-731-0794 (cell)

"Discover how to love in every situation
Acknowledge, surrender, and learn from resistance; and
Work with others for the benefit of the whole"
(From "*Principles to Live by*" — Creative Initiative, approx. 1980)

Please note: this email does NOT constitute permission to add me to your email list.
Please do not add me without my express permission. Thank you!

Response to Comment #27:
The project is intended to improve Gualala's visual character by incorporating landscape and hardscape features into the project per the Gualala Town Plan.

Response to Comment #28:
The purpose of the project is to provide comfortable facilities for pedestrian and bicycle travel through downtown Gualala and the project is needed to reduce conflicts between motorized and non-motorized users of the facility. The project proposes to install crossings along the mainline with activated flashing beacons at critical locations throughout the town, which would allow safer pedestrian access as well as slow down oncoming vehicles into the downtown area.

Response to Comment #29:
Unfortunately, the area south of Gualala is outside the current scope of the project but your comments has been noted.

From: Nicole Holmes
To: Williams, Cari@DOT
Subject: Gualala streetscape proposal
Date: Sunday, August 11, 2019 11:39:03 AM

Hi-

We are writing to share our concern with the Gualala streetscape proposals, particularly the impact reduced parking in close proximity to local businesses, especially Surf Supermarket. Surf is in integral part of the community and any loss of parking convenience will put their business in jeopardy. They not only support the local community, but also the region by carrying a wide variety of high quality local products. Losing this business to a streetscape will have a significant impact on the community. Please carefully reconsider any reduction in parking to any of the local businesses in Gualala. Parking is already tight as it is during summer. 30

Thank you for your consideration.

Nicole & Tom Holmes
Santa Rosa, CA and The Sea Ranch, CA

Response to Comment #30:

Per the Gualala Town Plan section G3.6-12 "No on-street parking shall be permitted on Highway 1. County staff shall coordinate with Caltrans to develop appropriate signage."

GMAC has identified multiple offsite locations that are possible parking locations for visitors throughout the downtown area. The project aims to add pedestrian and bicycle accessibility by providing walking and biking space and allowing for safer crossing at four locations in the downtown area.

From: Mary Sue Ittner
To: Williams, Cari@DOT
Subject: Gualala Downtown Enhancement Plan
Date: Friday, August 2, 2019 4:55:05 PM

I appreciated the opportunity to read the document and to be able to ask questions at the recent meeting. I was disappointed that employees of the Surf Market spent so much time once again trying to change the project by suggesting leaving the cars on Highway One and removing bike lanes. Most of us feel removing the cars would make our community safer and feel that since Highway One is a designated bike highway making it safer for people to ride through town on bicycles is a good part of the project. 31

My preference is for Alternative Two, especially if it would mean the Surf Market would not lose parking that is not on Highway One. I asked about this and was told that they would not lose parking in their current small parking lot with either alternative, but Alternative Two seems to be an attempt to help them and would incorporate the existing sidewalks which could save money. 32

I was pleased to read that the sidewalks will be meandering and that Cal Trans will help establish the plants. As someone who has planted native plants on the Gualala Bluff Trail I know that having them be drought tolerant is important, but also there needs to be some thought of how big they might get at maturity so that maintenance is not an issue. 33

I was interested in this statement on Page 18:

"Drainage inlets would be relocated to the outside edges of the sidewalks. Longitudinal drains would be replaced. Drainage from adjacent parking lots on the east side of the highway would be conveyed under the sidewalks, to the highway **surface on the east side of the northbound bicycle lanes**."

I asked several different people to explain this and was told that water would be directed to the usual spots on the west side of the highway so it is still unclear. On the other hand it was reassuring to learn that some bioswales are planned to filter water from the highway to remove pollutants. I am especially concerned about the area between the Surf Market and the Breakers Hotel that directs untreated water directly into the Gualala River. It would be nice if Cal Trans could gain the cooperation of the two land owners to come up with a solution for this situation. 34

Except for during construction when there will be some minimal environmental impact the plan does not seem to have any negative environmental impacts, but once done will have many positive ones.

Mary Sue Ittner

Gualala, California

Response to Comment #31:
Thank you for the support of this project.

Response to Comment #32:
Please see the section *Identification of a Preferred Alternative* in this document for the alternative that was selected based on its consistency with the Gualala Town Plan and community support.

Response to Comment #33:
Thank you for the feedback on the landscaping that is currently included in the scope of the project.

Response to Comment #34:
The drainage plan will be to relocate the existing inlets to the new curb line next to the sidewalk, but the project aims to retain the existing drainage pattern in the corridor.

From: Jeanne & Rick
To: Williams, Cari@DOT
Subject: Streetscaping in Gualala
Date: Tuesday, July 23, 2019 5:22:45 PM

Hello Cari,

We are not sure if we can attend Thursday's meeting about the planned streetscaping so we wanted to get our comments in to you. We are very much in favor of this project. It will be a huge boon to residents like us and to visitors too. We prefer Alternative 2, but would be happy with Alternative 1. 35

Thank you, Richard and Jeanne Jackson, PO Box 1029, Gualala, CA 95445 707 884-1760.

Response to Comment #35:
Thank you for your comment and support of the project.

From: Larry Jacobs
To: Williams, Cari@DOT
Subject: Gualala
Date: Friday, August 9, 2019 2:25:07 PM

I am writing to voice my objections to both of the plans for widening the stretch of Hwy 1 through Gualala.

1. *Widening the road through town will increase average speed. This is not a good thing for the community.* 36
2. *Keeping the speed to 25mph (which is rarely observed) is an advantage for local businesses. Driving at 25 means that visitors can see things they might have otherwise missed. Then they stop, shop and leave some money in town.* 37
3. *A large percentage of the people in Gualala at any one time are residents of The Sea Ranch. Probably 80%+ of Sea Ranchers are seniors. It is not easy for us to get across Hwy 1 as it is, if the average speed is increased, harder yet.* 38
4. *Surf Market, on the west side of Hwy 1, is an integral part of the community. It carries the only organic and other high end groceries between Mendocino to the north and Guerneville to the south, a distance of 100 miles. Cutting off their already barely adequate parking will probably force the out of business. People are not willing to walk long distances with arms loaded with grocery bags.* 39

Barack Obama had a saying; Don't do stupid shit. I feel these plans fit that category.

Larry Jacobs
PO Box 261
The Sea Ranch, CA 95497
(707)785-2390

larry@larryjacobs.net

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Response to Comment #36:
Although the pavement width of the highway would increase with the addition of the two-way left turn lane (TWLTL), the configuration of the two-lane road would still be maintained.

Response to Comment #37:
By adding crossings at multiple locations for pedestrians to safely cross, the speed with be reduced as vehicles go through town. the two-way left turn lane allows for safer left turn movements and provides a space for cars to wait.

Response to Comment #38:
Installing multiple crossing locations will allow for safer pedestrian crossing.

Response to Comment #39:
Per the Gualala Town Plan section G3.6-12 "No on-street parking shall be permitted on Highway 1. County staff shall coordinate with Caltrans to develop appropriate signage."

GMAC has identified multiple offsite locations that are possible parking locations for visitors throughout the downtown area. The project aims to add pedestrian and bicycle accessibility by providing walking and biking space and allowing for safer crossing at four locations in the downtown area.

From:	Doric Jemison-Ball
To:	Walker, Liza M@DOT
Cc:	Steve May
Subject:	Gualala Streetscape
Date:	Sunday, August 4, 2019 2:37:26 PM

Subject: Gualala Streetscape

Caltrans
Att: Liza Walker
1956 Union St .
Eureka, CA
95501
Email: Liza.walker@dot.ca.gov

To Whom It May Concern:

My name is Doric Jemison-Ball and I am the Chief Executive Officer at Redwood Coast Medical Services in Gualala, CA. On behalf of RCMS, I would like to express my concern about the Gualala Streetscape Plan, and the negative effect that the loss of parking on Highway 1 will have on Surf Market. A Mendocino County report states, “Due to the elimination of on-street (Route 1) parking spaces and private parking spaces, business economic loss is likely.” 40

Surf Market is an important community resource. Over the years, Surf has consistently supported our organization with financial or in-kind support. Without that support, it would be more difficult for RCMS to serve our community. More importantly, Surf Supermarket is one of the larger employers in the community. The loss of Surf Supermarket would have a significant effect on the economic well being of the community which is already challenged.

We need more parking in the downtown area – not less. Please consider revising the plan.

Sincerely,

Doric T. Jemison-Ball
Chief Executive Officer
Redwood Coast Medical Services, Inc.
PO Box 1100
Gualala, CA 95445-1100
www.rcms-healthcare.org
djball@rcms-healthcare.org
Office Phone: 707-884-4050

Response to Comment #40:

Per the Gualala Town Plan section G3.6-12 "No on-street parking shall be permitted on Highway 1. County staff shall coordinate with Caltrans to develop appropriate signage."

GMAC has identified multiple offsite locations that are possible parking locations for visitors throughout the downtown area. The project aims to add pedestrian and bicycle accessibility by providing walking and biking space and allowing for safer crossing at four locations in the downtown area.

From: Ursula Jones
To: Williams, Cari@DOT
Subject: Hwy 1 through Gualala
Date: Thursday, August 8, 2019 4:00:04 PM

Dear Ms Williams,
As a longtime resident of The Sea Ranch and now Gualala, I frequent downtown daily to go to the post office or to get groceries.

I agree that parking is not optimal, but the solutions described in plan 1 and 2 would make a bad situation worse. It would adversely effect local businesses on either side of the highway while making it more difficult to do grocery shopping especially for the many seniors who live in the area. 41

I am also afraid that it would increase the speed that vehicles drive through the village, greatly increasing the risk for accidents. Now cars have to slow down because of occasional congestion which makes using the crosswalk much safer. 42

Please leave our little coastal village the way it is.

Sincerely
Ursula Jones
POB 977, Gualala 95445

Sent from my iPhone

Response to Comment #41:
The proposed alternative is built to minimize impact at the Surf Market parking lot on-street parking however will be removed per the Gualala Town Plan.

Response to Comment #42:
The installation of multiple crossings in town along with the two-way left turn lane will not increase the speed of the travel lanes.

From: Kenneth Jowers
To: Walker, Liza M@DOT
Subject: Gualala Street Scape
Date: Monday, August 12, 2019 7:58:39 AM

Dear Ms. Walker,

My name is Kenny Jowers and I am a local business owner in Gualala. My business is Physical Gym. I wanted to voice my concern of the suggested changes of the street along our downtown area along Hwy 1 of our small community. Thank you for reading my short letter.

While I would be so in favor of beautification of our little town, as a business owner, anything that could potentially take away customers from our already struggling businesses is not a wise decision. I have owned my gym in Gualala since 2003. It has always been a struggle and remains so today. That is true for most of our small mom and pop endeavors here. If I lost just a small portion of my customer base, I would most definitely close my doors, as would many of these small businesses in Gualala.

I ask that Caltrans please take into consideration our concerns that limiting our on street parking would severely adversely affect our ability to continue to keep our businesses open. It's a matter of our reality here along the coast in these very small towns. I appreciate your consideration of my voice and those of many others whom I"m sure you have already heard from.

Thank you,

Kenny Jowers
Physical Gym
Gualala, CA

Response to Comment #43:

There would not be any parking impacted near Physical Gym. However, per the Gualala Town Plan section G3.6-12 "No on-street parking shall be permitted on Highway 1. County staff shall coordinate with Caltrans to develop appropriate signage."

GMAC has identified multiple offsite locations that are possible parking locations for visitors throughout the downtown area. The project aims to add pedestrian and bicycle accessibility by providing walking and biking space and allowing for safer crossing at four locations in the downtown area.

From: Don Krieger
To: Williams, Cari@DOT
Subject: Downtown Gualala Plan
Date: Friday, August 9, 2019 10:58:26 AM

Dear Ms. Williams:

After reviewing the downtown plan, we are not in support of any plan that reduces parking along Hwy 1 until a satisfactory resolution can be made to increase the off-street parking for businesses along Hwy 1.

44

Anything that would jeopardize the ability of these stores to remain in business is definitely not in the best interest of our community. They employ our residents and are very supportive of many local non-profit organizations. These organizations rely on the beneficence of these businesses to maintain their activities.

We are a small, rural community, and the plan should reflect a more laid-back environment and less of an urban feel.

Thanks for giving local residents an opportunity to share their concerns.

Don and Carrie Krieger
PO Box 1382
Gualala, Ca 95445

Virus-free. www.avg.com

Response to Comment #44:

Per the Gualala Town Plan section G3.6-12 "No on-street parking shall be permitted on Highway 1. County staff shall coordinate with Caltrans to develop appropriate signage."

GMAC has identified multiple offsite locations that are possible parking locations for visitors throughout the downtown area. The project aims to add pedestrian and bicycle accessibility by providing walking and biking space and allowing for safer crossing at four locations in the downtown area.

From: Seryozha Krysti
To: Williams, Cari@DOT
Subject: Gualala downtown proposal
Date: Thursday, August 8, 2019 10:57:09 AM

Dear Ms. Williams,

As a forty year, full-time coastal resident I can't imagine the proposal to widen the highway, install sidewalks and bike lanes as an improvement. PLEASE reconsider the plan and modify it to be more modest, if anything must be done. We actually like Gualala as it is now. 45

Thank you for counting my opinion and comment.

Sincerely,
Seryozha Krysti
P.O. Box 67
The Sea Ranch CA 95497-0067
skdesign@mcn.org

Response to Comment #45:

The purpose of the project is to provide comfortable facilities for pedestrian and bicycle travel through downtown Gualala and the project is needed to reduce conflicts between motorized and non-motorized users of the facility. The project proposes to install crossings along the mainline with activated flashing beacons at critical locations throughout the town, which would allow safer pedestrian access as well as slow down oncoming vehicles into the downtown area. In addition, bike lanes allow for more accessibility for cyclists and create a separation between vehicles and pedestrians.

From: Laurie Lamantia
To: Williams, Cari@DOT
Subject: Gualala Hwy proposal
Date: Thursday, August 8, 2019 4:36:38 PM

As a long time owner of a home in this area, I strongly disagree with a lane increase through our small town. Our town requires that folks SLOW down for a few miles and enjoy, take in the beauty that surrounds us.

If you want or need to add anything, maybe another crosswalk on the northern end.
But leave the rest alone. Those of us who live here, invite family to visit and vacation here. Love it just the way it is. There are some many other places Caltrans can and SHOULD be spending our tax dollars.

Laurie Lamantia
69 Southwind
The Sea Ranch, CA

Response to Comment #46:

Although the pavement width of the highway would increase with the addition of the two-way left turn lane (TWLTL), the configuration of the two-lane road would still be maintained. The TWLTL will allow for reduced queuing in the travel lane and allow left turning vehicles room to wait and provide a space to safely wait for opposing traffic while still allowing vehicles to make a left turn into businesses and is included in the Gualala Town Plan.

From: Toby Lovallo
To: Williams, Cari@DOT
Subject: Gualala Downtown Streetscape Enhancement
Date: Tuesday, August 6, 2019 2:46:07 PM
Attachments: image001.png

Hello Cari Williams & DOT,

I am in favor of the proposed enhancements to the downtown Gualala streetscape. I have been an owner at The Sea Racnh for almost 40 years, and a frequent visitor and user of services in Gualala over that period.

Despite the objections of some, parking is never really a problem in Gualala. The area is tiny, and walking from one parking lot to another is normal; the enhancements will make walking around the downtown safer and more pleasant. This may have the beneficial effect of increasing business via foot traffic for the variety of stores throughout the downtown area.

Thanks for your considerqation.

Toby Lovallo, *CLIA Master Cruise Counselor*
CruiseTrue Travel, Truetravels Co
707 256 3333
traveltoby@gmail.com
cst 2046997-40

Response to Comment #47:
Thank you for your comment and support of the project.

From: Patricia Lynch
To: Williams, Cari@DOT
Subject: Gualala Downtown Streetscape Enhancement Plan - Support
Date: Tuesday, August 6, 2019 12:45:02 PM

My name is Patricia Lynch. I live on The Sea Ranch at 35616 Timber Ridge Road. I support the proposed changes to the Gualala streetscape, including the creation of bike lanes and sidewalks. The parking along Highway 1 is a hazard to motorists exiting commercial properties, especially in front of Surf Super. The proposed enhancements will benefit Gualala by making it a pleasant place to walk, encouraging locals and tourists alike to stop and spend money.

48

Thank you for your attention.

Response to Comment #48:
Thank you for your comment and support of the project.

From: Lu Lyndon
To: Williams, Cari@DOT
Subject: Gualala streetscape plan
Date: Thursday, August 8, 2019 8:02:55 AM

We hope you will be open to hearing what locals have to suggest regarding the proposed streetscape. There are other options and we don't want to be limited to your two alternatives...we depend on the success of our local merchants.

Thank you!

Lu Lyndon
The Sea Ranch

Sent from my iPad

Response to Comment #49:

The proposed alternative is built to minimize impact at the Surf Market parking lot. On-street parking however will be removed per the Gualala Town Plan. The installation of multiple crossings in town along with the two-way left turn lane will not increase the speed of the travel lanes.

From: pmaclean@pacbell.net
To: Williams, Cari@DOT
Subject: Gulala Downtown Enhancement Project
Date: Sunday, August 4, 2019 2:48:31 PM

I strongly support OPTION 2 of the proposed improvement plan. We need safe passage for pedestrians and bicyclists through the main downtown area. 50
It will also create a much more attractive area in the core of the downtown.
Thank you.
Pamela MacLean
38884 Sedalia
Gualala, CA 95445

Response to Comment #50:
Thank you for your comment and support of the project.

From: PJ Martin
To: Williams, Cari@DOT
Subject: Re: COMMENTS: Gualala Downtown Enhancements (01-0C720)
Date: Saturday, August 10, 2019 12:09:54 PM

Thank you Cari!

Another thought I had in regards to supporting Surf is their engagement with the community and support of local causes. Losing them would leave the town bereft of an important community member. In addition to the jobs at Surf and other impacted businesses.

All the best as you sort through the community feedback.

Pam

Sent from my iPhone

On Aug 9, 2019, at 10:36 AM, Williams, Cari@DOT <Cari.Williams@dot.ca.gov> wrote:

> Good morning Pam,
>
> Thank you for your detailed comments about the proposed project in Gualala. I will share them with the rest of the project team.
>
> Best wishes,
>
> **Cari Williams**
> *Environmental Planner – Coordinator*
> Caltrans – North Region Environmental
> 1656 Union Street
> Eureka, CA 95501
> 707.441.5647
>
> ---
>
> **From:** PJ Martin <offenauge@sbcglobal.net>
> **Sent:** Thursday, August 8, 2019 11:16 AM
> **To:** Williams, Cari@DOT <Cari.Williams@dot.ca.gov>
> **Subject:** COMMENTS: Gualala Downtown Enhancements (01-0C720)
>
> Dear Ms. Williams,
>
> Thank you for taking input on the proposed plans for downtown Gualala at the south coast end of Mendocino county.
>
> I am a Sea Ranch resident that is very grateful for the community just across our county lines to help make living here full time a realized goal. I have owned my home for 4 and a half years and after part-time use for the first four years, I'm grateful to be living here full-time for the last six months and with fingers crossed the rest of my life.

I will admit to not knowing the full history and effort that went into defining the recommended plans, though a brief perusal of the proposal indicates that many agencies and constituents have contributed to this plan. For that I am grateful to the dedication and time it has taken.

My comments on this plan are an expression of concern. Drawing me to this frontier community on the coast is the "rural-ness" of our shared stretch of coastline. After having lived the majority of my life in the San Francisco bay area and seen it go from an agricultural community to a thriving but crowded and commute nightmare, I love the fact that I now am in a place that has a much slower pace.

Seeing the pictures of the proposal makes it look like our very small town will look more like a much more populated large town, which it isn't, at all. Exactly what I left behind down south. I fear that widening the road through downtown Gualala will diminish our quaint way of life here that has brought much joy. I fear that this widening will only increase those "just passing through" with no knowledge of the town, and who may have missed the road signs, to speed their way through town on its shiny new, wide and smooth road. I think waiting for people to make left turns is not a burden on the community and aids in reducing high speed travelers as well. The traffic is light enough that it doesn't take all that long to linger a few extra seconds, or even 20 seconds, to be able to make a safe left turn. I do this every week, at different times of the week, morning, afternoon, on light weekdays and busy weekends in the summer months with our added vacation population. 51

I'm concerned about the businesses that are critical to our ability to live full time here. The plan appears to diminish parking for the west-side businesses leading to risk for their livelihood. In particular our second market on the west side feels at greatest risk. It is a busy and thriving market due to people being able to park there. If they had to park across the street people would be much less willing to make the journey, as having to cross hi-way 1 with grocery bags? No, I think not. Both of our markets are valuable to the community as they both offer items that the other doesn't. I use and need both. We would be a poorer community if we were to lose Surf Market. 52

It appears from the report that: where this road is will not be impacted by rising seas, it does not seem to indicate improvement due to a high number of accidents, it doesn't impact hazardous materials accidents, it doesn't impact the ability for emergency crews to get to where they need to be. Although the bike lanes will be beneficial to bikers, as soon as they leave town they will be back to sharing the road with cars, which we already know how to accommodate. For such a short length of the hi-way, and where there are plenty of opportunities to stop along the way to rest and refresh in town, it seems extraordinary for the cost. Note: I am not a bicyclist, but I was a former motor cyclist and therefore am very much aware of the safety of driving open air on two wheels and respect the space of cyclists. 53

IN SUMMATION: I am all for pedestrian safety and adding a second painted crosswalk near near the Gualala Hotel and/or Vue restaurant where our weekly farmers market resides would be a benefit to the town. Sidewalks are welcome, but again, if it reduces parking for places like Surf Market, well, my concern is noted above. I am also all in for resurfacing the exiting road and improving the ability to park along the side of the road by paving graveled areas. Improving drainage is also a valuable service this project can offer. The plans regarding plantings and replacing habitats for our birds and wildlife are also welcome (go native plants!).

Perhaps, as I write this, I find that by not having a turn lane and thereby not taking so much land and space, is what this boils down to for me. A little inconvenience in turning for the convenience of parking closer to my shopping choices, especially as I age, is what I'm asking to be considered.

Thank you for reading this,

Pam Martin

Response to Comment #51:
Although the pavement width of the highway would increase with the addition of the two-way left turn lane (TWLTL), the configuration of the two-lane road would still be maintained. The TWLTL will allow for reduced queuing in the travel lane and allow left turning vehicles room to wait and provide a space to safely wait for opposing traffic while still allowing vehicles to make a left turn into businesses and is included in the Gualala Town Plan.

Response to Comment #52:
The proposed alternative is built to minimize impact to the Surf Market parking lot. However, on-street parking will be removed per the Gualala Town Plan.

Response to Comment #53:
The purpose of the project is to provide comfortable facilities for pedestrian and bicycle travel through downtown Gualala and the project is needed to reduce conflicts between motorized and non-motorized users of the facility. Bike lanes allow for more accessibility for cyclists and create a separation between vehicles and pedestrians. The project is also intended to improve Gualala's visual character by incorporating landscape and hardscape features into the project per the Gualala Town Plan.

Response to Comment #54:
The project aims to add pedestrian and bicycle accessibility by providing walking and biking space and allowing for safer crossing at several locations in the downtown area. The project is also intended to improve Gualala's visual character by incorporating landscape and hardscape features into the project per the Gualala Town Plan.

From: William McCarthy
To: Williams, Cari@DOT
Subject: Gualala streetscape plan
Date: Sunday, August 11, 2019 12:42:25 PM

I was a member of GMAC for seven years, 2002 - 2009. I am also the person who started the plan, actually the prime driver for quite a while. We raised money to have a consultant write a grant application. We had two grants to do initial design with substantial community input. The resulting plan was pretty good but had some problems.

One issue was the available right-of-way. Just not enough of it. We objected to the presence of two bike lanes; one would be adequate.

The big show stopper was parking. Until that could be solved, we put a hold on the project. A good solution was proposed by John Bower to raze some buildings next to the Surf Market and build a sunken parking lot, proving the needed parking and giving much better river/ocean views. Mendocino County approved the plan but some local do-gooders/ Bower haters appealed to the Coastal Commission who ignored the application, not even providing a staff report, effectively killing it. This plan should be revived. 55

Now, we have a new plan proposed that goes way too far. We do not need two bike lanes. We do not need a long turn lane (maybe a few pockets only). And desperately needed parking is eliminated.

While there are a number of issues, parking is the big one. With no (or diminished) parking, the businesses on the west side of highway one will die. It is imperative that the Surf Market not just survive but prosper. It is a favorite shopping destination for locals and visitors alike. And, having two markets, is essential in that it allows competition, keeping prices down. 56

I strongly encourage you to reject this latest plan/design and return to the drawing board. Doing so is extremely important to the community.

William McCarthy
707-326-6887
wpm@northcst.com

Sent from Bill McCarthy's iPad
Typos courtesy of iOS!

Response to Comment #55:
Per the Gualala Town Plan section G3.6-12 "No on-street parking shall be permitted on Highway 1. County staff shall coordinate with Caltrans to develop appropriate signage."

GMAC has identified multiple offsite locations that are possible parking locations for visitors throughout the downtown area. The project aims to add pedestrian and bicycle accessibility by providing walking and biking space and allowing for safer crossing at four locations in the downtown area.

Response to Comment #56:
Please see response to Comment #55.

From:	Cheryl McKenna
To:	Williams, Cari@DOT
Subject:	Gualala Downtown Enhancements (01-0C720) - comments on Initial Study dated June 2019
Date:	Thursday, August 8, 2019 12:47:19 PM

Ms. Williams,

Please know that I - one of the operators of The Gualala Hotel - have read and strongly support the findings of the Gualala Downtown Enhancements (01-0C720) Initial Study dated June 2019. Both alternative 1 and alternative 2 provide much-needed improvements to the traffic flow issues. I support either option, although I believe Alternative 2 best serves the whole community. 57

Our establishment is located directly in the middle of this project. We regularly observe the accidents and near-misses between autos, pedestrians, and bicycles that occur right in front of our doors. We see autos speeding through town regularly, no matter time or day; someone actually observing the speed limit is the anomaly.

The Hotel stands to lose approximately 10-12 parking spaces directly in front of the Hotel and have part of our right-of-way acquired by Caltrans, yet we firmly believe that this project is necessary to improve auto/pedestrian/bicycle traffic, in addition to the improved aesthetics that it will lend to our town.

We have discussed this project with fellow area business owners and understand that one business is particularly concerned about loss of informal, on-street parking. We believe that this concern is better addressed by adequately accessing and using the large back parking lot available to them.

The management and ownership of The Gualala Hotel wholeheartedly support this project.

Thank you for all your hard work,
Cheryl McKenna

Cheryl McKenna * Finance Manager
The Gualala Hotel * 39301 S Hwy 1 * PO Box 1760 * Gualala, CA 95445
cherylm@thegualalahotel.com
707.884.3441 hotel
440.537.0222 cell

Response to Comment #57:
Thank you for your comment and support of the project.

From:	Marco Perucci Moramarco
To:	Walker, Liza M@DOT
Cc:	Paul Vierra
Subject:	Gualala Streetscape
Date:	Wednesday, July 31, 2019 6:53:38 PM

Caltrans

Att: Liza Walker

1956 Union Street

Eureka, CA 95501

To Whom It May Concern:

I am the co-founder of Pazzo Marco Creamery. My partner Paul Vierra and I make artisan cheese and gelato and sell and market our products to the communities of Sea Ranch Gualala, Point Arena and Timber Cove but our main source of income is derived from sales through Surf Market. I am deeply concerned about the Gualala Streetscape Plan, and the negative affect that the loss of parking on Highway 1 will have on Surf Market and my business. A Mendocino County report states, "Due to the elimination of on-street (Route 1) parking spaces and private parking spaces, business economic loss is likely." 58

Surf Market is an important resource for my company. They have been supportive to me as an artisan producer in gaining visibility for my company and products. Also, Surf Market is one of the main ways that I access my customers in the Gualala area. Without Surf Market, it would be much more difficult for Pazzo Marco Creamery to sell products in our community.

We need more parking in the downtown area - not less. Please consider revising the plan.

Sincerely,

Marco Perucci Moramarco

logo

MARCO PERUCCI MORAMARCO
Pazzo Marco Creamery
(707) 884-9548 (cell)
marco@pazzomarco.com
www.pazzomarco.com

Response to Comment #58:

Per the Gualala Town Plan section G3.6-12 "No on-street parking shall be permitted on Highway 1. County staff shall coordinate with Caltrans to develop appropriate signage."

GMAC has identified multiple offsite locations that are possible parking locations for visitors throughout the downtown area. The project aims to add pedestrian and bicycle accessibility by providing walking and biking space and allowing for safer crossing at four locations in the downtown area.

From:	Susan Moreschi
To:	Williams, Cari@DOT
Cc:	Margery Entwisle
Subject:	Fwd: Gualala
Date:	Wednesday, August 7, 2019 7:07:38 PM

Hello dear Cari,

I am forwarding you the message that Marge Entwisle wrote to you as I seek to confirm all that she has written here. I would so love for DOT to save the expenditure of what it would cost to make this huge "upgrade" to our town of Gualala and utilize those funds for other roads and places that really need fixing and repair. 59

I think our Gualala is functioning quite well with Hwy 1 flowing through it and plenty of places for people to walk and park even as it is now.

This is my perspective on this highway plan, and I'm glad to share it with you. Hope this is helpful to know.

With warmest regards,
Susan

Begin forwarded message:

From: Margee <mentwisl@pacbell.net>
Subject: Fwd: Gualala
Date: August 7, 2019 at 6:53:58 PM PDT
To: Susan Moreschi <susanmoreschi@me.com>

Begin forwarded message:

From: Margee <mentwisl@pacbell.net>
Subject: Gualala
Date: August 2, 2019 at 7:48:01 PM PDT
To: cari.williams@dot.ca.gov

Dear Ms Williams,

I've lived in The Sea Ranch for a little over a year and I am new to the issues regarding the proposed changes to Highway One through Gualala. I've never heard anyone complain about transit through town and I can't understand the need for change, so I was very surprised to hear about this project. The only complaint I and others I know have had is that it's frequently hard to find a parking spot at Surf, especially on Senior Mondays and Senior Thursdays.

I've walked on the highway and crossed the highway, and I've never had a problem. I've seen others crossing the street and the crosswalk in front of Surf is

respected by drivers. The cars generally slow to the recommended speed limit and there aren't that many cars most of the time, so crossing is easy. When I first used to visit Gualala, it was inconvenient to cross from the Trinks parking area to the Cypress stores, but it helped when they put a staircase at the north end.

I don't usually see a lot of people walking on the highway. I think that's because for the locals, Gualala is a destination town - we go to the Surf or Gualala Supermarket, we check our mail at the post office, and we go north to JRs for housewares. Besides being a town with these every day functional stores, Gualala has just a few stores anyone wants to window shop in. Several of the stores in Cypress Village are fun to visit and it's easy to park and walk around the center. You could easily walk from there to the Sundstrom Mall on the highway, as normally, there aren't any cars parking on the side of the road to block your way. That's because there's no reason to park in places where nothing exists to visit. Anyplace you want to shop has a parking area. A few weeks ago, there was some kind of VW event and, for a short time, the town was lined with Beatles and vans. That was the most cars I've ever seen parking on the highway.

So, I am at a loss to understand why Gualala needs meandering sidewalks, multiple crossings and bike lanes. In my expeience, we don't have a lot of pedestrian traffic and we don't have a need for it either. Gualala shouldn't be spruced up for the tourist trade; it should be kept convenient and supportive of the locals. I could understand if Gualala was a hot bed for unsafe drivers and had a history of car crashes and injured pedestrians, but I've never heard of or encounterd these kinds of problems in town. I don't believe we need to get ahead of these problems, as I don't expect that Gualala is the kind of place that will experience such problems in the future. And, I'm not the kind of person who doesn't like change. A year ago I bought I house in The Sea Ranch and moved my dogs and myself from my long-term home in Mill Valley. I came to The Sea Ranch and Gualala because Gualala is laid back and quiet and slow and, in it's own way, quaint. The thought of the changes that are being suggested is horrifying to me.

Please don't waste the money. Gualala doesn't need to be fixed. Go someplace else that needs to be fixed and put your money to better use.

Thank you,

Margery Entwisle
P.O. Box 1699
Gualala, CA 95445
415-377-8071

Response to Comment #59:
Thank you for your comment on the Gualala Downtown Enhancements Project.

From: murphy@redwoodage.com
To: Williams, Cari@DOT
Subject: Comment: Gualala Downtown Enhancements Project
Date: Friday, August 2, 2019 1:01:56 PM

Mr. Williams et al,

I would like to add my preference for Alternative 2 of the Gualala Downtown Enhancement Project. It is my understanding this would add much-needed safety and aesthetic features to the downtown area, including but not limited to: 60

- Bike Lanes – the current stretch is very dangerous for cyclists
- Lighted crossings – With a growing senior population, crossing Hwy 1 is very dangerous in its current state
- Sidewalks – This will create a safe-zone for pedestrians who currently must walk on the uneven and often-obscure highway edge.
- Better sightlines for motorists – Eliminating on-highway parallel parking will make it much safer for cars to enter the highway.

I would also encourage CalTrans to explore additional improvements, including:
--paved pullout area at the southern edge of project. This would be an opportunity for motorhomes, trucks and other vehicles to allow passing before leaving town on the highway. 61
--a traffic circle at the south entrance to Gualala. This would force traffic to slow down before entering the downtown area. (We could also use on on the north end of town where cars come downhill at 35-50 mph in a 25 mph zone).
--Repaving of the highway down the Gualala Bridge – it is deeply pitted and hazardous to cyclists. 62
-- Sharrows and/or Class 2 bike lane for about 2 mis throughout Gualala from the Bridge on the south to the Pacific Woods Road on the north.
-- SEPARATED/DEDICATED bike lanes on the most dangerous turns/hills of Hwy 1 near Gualala, including such areas as the patch between the Bridge and the Sonoma County Park to the south.

Thank you for your interest in our community. We have been waiting for a long time for these improvements!

Cheers, Tom Murphy, Gualala
415.924.3364
Murphy@RedwoodAge.com

Response to Comment #60:
Thank you for your comment on the Gualala Downtown Enhancements Project.

Response to Comment #61:
The proposed changes that you mention are outside of the scope of this project but have been noted.

Response to Comment #62:
See response to Comment #61.

From: Markobusi
To: Williams, Cari@DOT
Subject: Downtown Gualala Proposals
Date: Thursday, August 8, 2019 8:11:52 AM

Hi there, I am a half-time resident of The Sea Ranch and live about a one-mile drive from downtown Gualala. I am very appreciative that you are addressing necessary improvements on this part of roadway. The current configuration seems to promote confusion for drivers and feels unsafe to both drive through and enter the roadway from the parking areas when congested with vehicles.

63

Thank you.

-Mark Olson

Response to Comment #63:
Thank you for your comment on the Gualala Downtown Enhancements Project and support of the project.

From: Whyte Owen
To: Williams, Cari@DOT
Subject: Gualala
Date: Thursday, August 8, 2019 9:08:36 AM

The Gualala Enhancements Project begins with a fallacy:

"The project is needed to reduce conflicts between motorized and non-motorized users of the facilities, which are exacerbated by on-street parking and minimal access control. The unmarked shoulder areas are routinely used for parallel parking throughout the downtown area. Bicyclist and pedestrian pathways are not well-defined"

This is nonsense. Traffic moves slowly through Gualala because, not in spite of, the features you are proposing to amend. Wider lanes with a central turn will only enable speeders. Removing on-street parking will devastate local businesses, who depend on it,

64

We moved from Minnesota in 2013 and were attracted to this area exactly because the area is, compared to almost any town or village in the US, minimally developed. It ain't broke, so please don't try to fix it.

Whyte Owen
Sea Ranch

Response to Comment #64:

The proposed alternative is built to minimize impact at the Surf Market parking lot. However, on-street parking will be removed per the Gualala Town Plan. The installation of multiple crossings in town along with the two-way left turn lane will not increase the speed of the travel lanes. The TWLTL will allow for reduced queuing in the travel lane and allow left turning vehicles room to wait and provide a space to safely wait for opposing traffic while still allowing vehicles to make a left turn into businesses and is included in the Gualala Town Plan.

From: Jim Pedersen
To: Williams, Cari@DOT
Subject: Gualala Downtown Enhancements (01-0C720) - comments on Initial Study dated June 2019
Date: Wednesday, August 14, 2019 1:18:08 PM

Gualala Downtown Enhancements (01-0C720) - comments on Initial Study dated June 2019

Jim Pedersen, GM & Business Owner The Gualala Hotel
8/11/19

There are three main reasons that I believe that the streetscape project must proceed:
*Public safety
*Beautification and updating
*Economic prosperity

Of these, public safety is of primary concern. The concern is acute, as current visibility with street parking is reduced to a point of danger. Risk of collisions only increases with peak season traffic; both pedestrian and vehicular. During this season, large recreational vehicles and cyclists only enhance the risk. Sidewalks are sparse, and where they do exist are disjointed. Most of the town is little more than a series of potholes and pea gravel; and during the rainy season this transforms to drainage system of puddles, that makes walking the town next to impossible without using the highway or cutting through neighboring parking areas. Only one crosswalk currently joins the west and east sides of the town, and jaywalking becomes inevitable. The situation is intenible; and either current proposal is preferable to the current status.

We are a beautiful, unique, and picturesque town on the California coast; the project will only serve to better frame and enhance the town. Sidewalks have been commonplace for most towns for decades; and for some, centuries. The sidewalks serve to provide walkability and commerce; the crosswalks to sew the west and east side of town closer together, and with proper landscape and lighting can greatly expand the experience for tourist and local alike. Standing water and trip hazards will be reduced, walkability increased, ADA compliance achieved, and those driving through our charming hamlet will be more motivated to stop and admire.

With fishing and abbing gone; and logging disappearing, our dependence on income from tourism is increasing. Many in our town, including our own business, depend on the dollars generated from out of town guests for survival throughout the year. We are not only in competition for dollar spend among businesses in town; but even more so in competition with other coastal towns and cities, as well as other tourist destinations that may attract interest. We need to realize and welcome the fact that beautification and updating is tied to

our economic growth and prosperity as a community. As the first town in Mendocino County on Highway 1 travelling north, I see us as uniquely positioned to attract more tourist dollars. But we must work together as a community and embrace the changes required to attract prosperity.

Many would counter that the charm and ruggedness would be lost by change. Or that the streetscape plan would reduce the traffic to local businesses, and result in bankruptcy. Or, that somehow, people would drive even faster through town, as a result of improvement. I personally see these as stalling tactics, that offer no solution in resolving the current standing issues. I see inaction, as the worst possible action; and feel strongly that change must come. Please realize that in both proposals, The Gualala Hotel stands to lose 10-12 parking spaces in front of our business. Some would question why I would support such a plan. It is my belief that the greater good for the community is best served with the implementation of the streetscape plan. Just as I believe that we enhanced the community through creating the additional parking behind the hotel. And, given the loss of parking spaces in either proposal, I would opt for Alternative 2 as to avoid the loss of additional parking spaces on the west side of town. 65

There are still standing issues that must be addressed; such as adequate assigned parking for large vehicles, parking impact to individual businesses that rely heavily on the current street parking, and the nuances of the streetscape design. Some of these issues would need resolution through the plan; others I feel fall squarely as the responsibility of the individual tenants and landlords to find resolution. All can and need to be addressed and not allowed to interfere with the positive change for our community. 66

Thank you for your time and consideration,

Jim Pedersen
General Manager / Owner Gualala Hotel
314-707-0253
jimp@thegualalahotel.com

Response to Comment #65:
Thank you for your comment and support of the project.

Response to Comment #66:
GMAC has proposed multiple off-site parking areas along the downtown corridor.

From: janet@solar-roof-check.com
To: Williams, Cari@DOT
Subject: Gualaal Highway 1
Date: Thursday, August 8, 2019 9:21:30 PM

Please do not “citify” Gualala! We moved here to get away from places where cars seemed more important than people. We like the rural atmosphere and do not want roads that encourage more and faster traffic. 67

Thank you.

Janet Pierucci
Sea Ranch Resident805-845-8989

Response to Comment #67:

Although the pavement width of the highway would increase with the addition of the two-way left turn lane (TWLTL), the configuration of the two-lane road would still be maintained. The TWLTL will allow for reduced queuing in the travel lane and allow left turning vehicles room to wait and provide a space to safely wait for opposing traffic while still allowing vehicles to make a left turn into businesses and is included in the Gualala Town Plan.

From: Bonnie Plakos
To: Williams, Cari@DOT
Subject: Gualala Downtown Enhancements Project
Date: Thursday, August 8, 2019 10:33:53 AM

Dear Ms. Williams,

Please do not carry through with the extensive changes described in the "Gualala Downtown Enhancements Project" of June 2019. While some small enhancements would be helpful there, such as better visibility for the crosswalk (lighted lines on the pavement?), we do NOT need wider lanes and a center turn lane. Taking away the street parking, especially the parking on the west side of the highway, will severely damage the Surf Supermarket and other businesses there. Turning highway one into a broader and more urban-like highway will ruin the character of the town and quite possibly, I think, make the town LESS safe, as drivers, especially those from out of the area, will be more likely to speed through rather than being forced to slow down. There is adequate walking room on both sides of the road now, we do not need to lose more to sidewalks on both sides. I believe this is a case where less will actually be more, in terms of improving the area. 68 69

If CALTRANS were to hold another public meeting you may hear different opinions than before; many more community members are paying attention to this than have in the past and most seem to prefer keeping the character of the town as much as possible, and not making changes that will damage our local businesses. 70

Thank you,

Bonnie Plakos
Sea Ranch Resident (but do all shopping and business in Gualala)

Response to Comment #68:
Although the pavement width of the highway would increase with the addition of the two-way left turn lane (TWLTL), the configuration of the two-lane road would still be maintained. The TWLTL will allow for reduced queuing in the travel lane and allow left turning vehicles room to wait and provide a space to safely wait for opposing traffic while still allowing vehicles to make a left turn into businesses and is included in the Gualala Town Plan.

Response to Comment #69:
Per the Gualala Town Plan section G3.6-12 "No on-street parking shall be permitted on Highway 1. County staff shall coordinate with Caltrans to develop appropriate signage."

GMAC has identified multiple offsite locations that are possible parking locations for visitors throughout the downtown area. The project aims to add pedestrian and bicycle accessibility by providing walking and biking space and allowing for safer crossing at several locations in the downtown area.

Response to Comment #70:
The selection of the preferred alternative was based on its consistency with the Gualala Town Plan and community support obtained during public and virtual meetings.

From: Rozanne Rapozo
To: Williams, Cari@DOT
Subject: Gualala project
Date: Friday, August 9, 2019 11:55:52 AM

Just wanted to chime in with some others (perhaps).

Surf Market has been a vital part of our community and very generous in their contributions to various charitable projects.

Just wanted to say that I could not support any plan that would be detrimental to Surf Market's business. 71

Thank you
Rozanne Rapozo

Sent from my iPhoneX

Response to Comment #71:

Per the Gualala Town Plan section G3.6-12 "No on-street parking shall be permitted on Highway 1. County staff shall coordinate with Caltrans to develop appropriate signage."

GMAC has identified multiple offsite locations that are possible parking locations for visitors throughout the downtown area. The project aims to add pedestrian and bicycle accessibility by providing walking and biking space and allowing for safer crossing at several locations in the downtown area. Also, the proposed alternative will have minimal impact to the Surf Market parking lot.

From: Alan Reinke
To: Williams, Cari@DOT
Subject: Gualala Downtown Enhancements Project
Date: Thursday, August 8, 2019 7:38:38 AM

I am writing to express my opposition to both alternatives set forth in the June 2019 Initial Study. We do not need a 60-foot wide strip of asphalt running through Gualala. We need a sidewalk on the east side of Highway 1 and some additional crosswalks. That is all. Maybe a single bike lane for northbound bikes. Southbound bikes are coming down the hill and are going plenty fast to keep with traffic. 72

The current proposals will severely harm local businesses on the west side of Highway 1. We need them.

ALAN REINKE
P.O. Box 1877
Gualala, CA 95445
alanmreinke@gmail.com

Response to Comment #72:

Although the project does propose to have a TWLTL, the proposed pavement width does not vary greatly from the existing surface. The proposed alternative will still keep the road at two lanes with the added option to turn left at the TWLTL.

The proposed alternative is built to minimize impact at the Surf Market parking lot. However, on-street parking will be removed per the Gualala Town Plan. The installation of multiple crossings in town along with the TWLTL will not increase the speed of the travel lanes.

From: Barry Richman
To: Williams, Cari@DOT
Subject: Gualala Downtown Plans
Date: Monday, August 5, 2019 9:24:06 AM

August 4, 2019

Dear Ms. Williams,

I am a permanent resident at The Sea Ranch and have lived here with my wife for over 10 years. I'm the shopper in the family and I'm in town (Gualala) and specifically at Surf Market, every single day save maybe one a week. I'm also at Gualala Market several times a week and other stores as well.

I would like to say that I am strongly opposed to the proposed Gualala Streets Plan. It is unnecessary and will do little to improve the downtown area. This is a very rural area, so virtually everyone has to drive into town. There is nothing on the horizon at the moment that will change this. What both of your plans will do however, is to create less parking for grocery shopping, which is the main reason local residents come to town. In addition, it sounds like your plan is to turn the local highway into a multi-lane highway with left turn arrows and what looks like a suburban street, 73

Is the extra lane on Highway 1 intended to reduce speed? It won't. And in a very rural area, in fact, what is considered a frontier area, building left turn lanes astounds me. WE DON'T WANT THEM.

I'm sure many of us think it would be lovely to have pedestrian walkways, but not at the expense of the stores we frequent. It certainly won't help to decrease pedestrian accidents on highway 1. There aren't any. So what is the point? 74

Or is this to satisfy the one person in town who thinks this is a good idea?

Sincerely,

Barry Richman

PO Box 929

Gualala, CA 95445

36881 Green Cove Drive

The Sea Ranch 95449

Response to Comment #73:
Per the Gualala Town Plan section G3.6-12 "No on-street parking shall be permitted on Highway 1. County staff shall coordinate with Caltrans to develop appropriate signage."

GMAC has identified multiple offsite locations that are possible parking locations for visitors throughout the downtown area. The project aims to add pedestrian and bicycle accessibility by providing walking and biking space and allowing for safer crossing at several locations in the downtown area. Also, the proposed alternative will have minimal impact to the Surf Market parking lot.

Although the project does propose to have a TWLTL, the proposed pavement width does not vary greatly from the existing surface. The proposed alternative will still keep the road at two lanes with the added option to turn left at the TWLTL.

Response to Comment #74:
The purpose of the project is to provide comfortable facilities for pedestrian and bicycle travel through downtown Gualala and the project is needed to reduce conflicts between motorized and non-motorized users of the facility. The project proposes to install crossings along the mainline with activated flashing beacons at critical locations throughout the town, which would allow safer pedestrian access as well as slow down oncoming vehicles into the downtown area.

From: David Robertson
To: Williams, Cari@DOT
Subject: Highway One Gualala Improvement
Date: Thursday, August 8, 2019 9:14:34 AM

Hello,

We strenuously oppose any reconstruction of Highway One that decreases the available parking for the Surf Market on the west side of Highway One. 75

You have to protect that great community resource in order to protect the greater Gualala community.

David Robertson

PO Box 464
The Sea Ranch, CA 95497

Response to Comment #75:

Per the Gualala Town Plan section G3.6-12 "No on-street parking shall be permitted on Highway 1. County staff shall coordinate with Caltrans to develop appropriate signage."

GMAC has identified multiple offsite locations that are possible parking locations for visitors throughout the downtown area. The project aims to add pedestrian and bicycle accessibility by providing walking and biking space and allowing for safer crossing at several locations in the downtown area. Also, the proposed alternative will have minimal impact to the Surf Market parking lot.

From: Bob Rutemoeller
To: Williams, Cari@DOT
Subject: Gualala Downtown Enhancements Project
Date: Wednesday, August 7, 2019 7:36:34 PM

I was able to attend the public displays and have the two alternatives explained at your meeting in Gualala in July.

I prefer alternative 2 as it seems to help some of the businesses on the west side keep more of their limited off street parking. 76

The design providing the two-way left turn lanes and adding the bike lanes will be a great help. The more clearly marked crosswalks and refuge areas will also help with pedestrian safety.
This should calm or slow down the traffic. Taking off the on-street parking will make our town safer because traffic will be more visible for both vehicles entering the street and pedestrians crossing it.

I also appreciate the use of bioswales to treat the drainage from the parking area at south end of this project. Hopefully some additional bioswales can be incorporated to treat drainage from Highway 1 before it flows into the Gualala River.

Please continue the Gualala streetscaping progress. It will improve traffic flows and enhance the walk ability along our downtown corridor.

Bob Rutemoeller
brutem@mcn.org
Gualala CA 95445-0587

Response to Comment #76:
Thank you for your comment and support of the project.

From: Richard & Connie Schimbor
To: Williams, Cari@DOT
Subject: Gualala Plan
Date: Friday, August 9, 2019 11:07:55 AM

Having viewed the proposed plan for widening a section of HWY 1 through the town of Gualala, we would like to be recorded as firmly opposed. The proposed plan appears to us to be a grandiose and overly complex solution to what is, in fact, a non-problem. Having been property owners in the Gualala vicinity for 26 years and almost daily visitors to town for groceries, mail, meetings, the Arts Center and the gym, we are very seldom confronted with significant delays anywhere in town which would be alleviated by the proposed "center turn lane". Left turns made into the Surf or adjacent shops or into the Sundstrom mall very rarely result in delays of more than a few seconds and adequate visibility exists at all points to enable pedestrians to promptly and safely cross the Hwy wherever they choose. 77

The removal of parking spaces close to the Surf market and adjacent shops will not only have a deleterious effect on the economic viability of those services which are vital to full time residents but will make shopping at the Surf almost impossible for elderly residents like ourselves. We urge you to scrap the plan involving multiple bike lanes, the unneeded center turn lane and the overall excessive widening of the present, fully functional highway which serves all of us rural residents perfectly well at all times. We accept that summer brings an influx of large RVs and similar vehicles as well as commercial bicycle touring companies and the combination sometimes may appear to be creating congestion in town but the inconvenience is minimal compared with what we will have to endure if your grandiose and protracted construction project proceeds on its ponderous, expensive and disruptive way. Please scale this monstrosity down and protect our rural town and its essential businesses. 78

Rich and Connie Schimbor
The Sea Ranch with POB in Gualala

Response to Comment #77:
Although the pavement width of the highway would increase with the addition of the two-way left turn lane (TWLTL), the configuration of the two-lane road would still be maintained. The TWLTL will allow for reduced queuing in the travel lane and allow left turning vehicles room to wait and provide a space to safely wait for opposing traffic while still allowing vehicles to make a left turn into businesses and is included in the Gualala Town Plan.

Response to Comment #78:
Per the Gualala Town Plan section G3.6-12 "No on-street parking shall be permitted on Highway 1. County staff shall coordinate with Caltrans to develop appropriate signage."

GMAC has identified multiple offsite locations that are possible parking locations for visitors throughout the downtown area. The project aims to add pedestrian and bicycle accessibility by providing walking and biking space and allowing for safer crossing at several locations in the downtown area. Also, the proposed alternative will have minimal impact to the Surf Market parking lot.

From: Susan Elise Schultz
To: Williams, Cari@DOT
Subject: Gualala Proposed Road Improvements
Date: Thursday, August 8, 2019 11:56:51 AM

To Cari Williams

I'm a full time resident of The Sea Ranch and I shop at the Surf Market in Gualala on Mondays and Thursdays each week.

I'm concerned that the proposed plan will reduce the already limited parking near the Surf Market. I'm a senior citizen and do not want to lug my groceries across Highway 1 where I will have to park my car if you move forward with the proposed plan. 79

I did not see a traffic or bicycle use study in your extensive report. I think this would be valuable information to gather and use to determine if there is a significant need for the proposed changes.

Except for the weekends in the summer when there is the farmer's market and lots of visitors in the area there does not appear to be a consistent problem with local traffic.

I do like the idea of a bicycle lane but again there does not appear to be enough bike traffic to warrant two separate lanes for bikes. One 5ft bike lane for use in both directions seems sufficient. Again, you need to show the bike use numbers to justify the need.

I like the idea of more crosswalks but I oppose the use of median islands in the crosswalk. They were incorporated into the roads where I use to live and they were terrible. I do not think they are necessary. 80

I think the idea of 12ft of space for turning lanes is crazy. We are a small town and I have not seen anything in your report to justify the need for huge turning lanes. 81

Likewise our communities do not support sidewalks- they are not used anywhere in Gualala or in The Sea Ranch. I did not read anything in your report to suggest that there is a safety need for sidewalks. If there is documentation about safety issues as a reason for proposing sidewalks it should be included in your report. If it is simply for aesthetic reasons than I do not support sidewalks. 82

In summary, I do not support the proposed plan to revise Highway 1 through the town of Gualala. I'm concerned about the reduction in parking areas for Surf Market and other local shops. This would force many senior citizens to walk across Hwy 1 with heavy grocery bags. I do not support the installation of turning lanes, median islands, or sidewalks. I think a single bicycle lane would be a nice addition but only if data about bicycle usage warrants the change.

I would like to see a copy of the traffic and bicycle use studies as well as any safety data related to sidewalks when they are completed. My email is above.

Thank you for listening to my concerns.

Susan

Susan E. Schultz, Ph.D.
35 Clippers Reach
The Sea Ranch, Ca. 95497

Sent from my iPhone

Response to Comment #79:
Per the Gualala Town Plan section G3.6-12 "No on-street parking shall be permitted on Highway 1. County staff shall coordinate with Caltrans to develop appropriate signage."

GMAC has identified multiple offsite locations that are possible parking locations for visitors throughout the downtown area. The project aims to add pedestrian and bicycle accessibility by providing walking and biking space and allowing for safer crossing at several locations in the downtown area. Also, the proposed alternative will have minimal impact to the Surf Market parking lot.

Response to Comment #80:
Including multiple locations for safe crossings will allow safer trips across the State Route 1.

Response to Comment #81:
Although the pavement width of the highway would increase with the addition of the two-way left turn lane (TWLTL), the configuration of the two-lane road would still be maintained. The TWLTL will allow for reduced queuing in the travel lane and allow left turning vehicles room to wait and provide a space to safely wait for opposing traffic while still allowing vehicles to make a left turn into businesses and is included in the Gualala Town Plan.

Response to Comment #82:
The purpose of the project is to provide comfortable facilities for pedestrian and bicycle travel through downtown Gualala and the project is needed to reduce conflicts between motorized and non-motorized users of the facility. The project proposes to install crossings along the mainline with activated flashing beacons at critical locations throughout the town, which would allow safer pedestrian access as well as slow down oncoming vehicles into the downtown area.

From: David Shpak
To: Williams, Cari@DOT
Subject: Gualala Downtown Enhancements Project; Initial Study and Proposed Negative Declaration
Date: Tuesday, August 6, 2019 7:17:38 PM

Cari Williams, Environmental Planner
Caltrans District 1

Thank you for accepting comment on the Initial Study and proposed Negative Declaration prepared for the Gualala Downtown Enhancements Project. The study complies with the requirements of the California Environmental Quality Act and Guidelines. Impact determinations are based appropriately on substantial evidence and support the proposed Negative Declaration. Analyses and results presented in the Initial Study indicate that a Categorical Exemption from the National Environmental Policy Act would be a reasonable determination.

On the basis of information provided by the Initial Study, both project alternatives appear to be functionally equivalent. Alternative 2 appears to be environmentally superior to Alternative 1, because Alternative 2 would require less property that may be affected by hazardous material contamination than Alternative 1. Alternative 2 would require the acquisition of less right-of-way, so can be expected reasonably to be less disruptive to private properties and businesses along Highway 1. Alternative 2 makes greater use of the existing sidewalks along the east side of the highway, which is an efficient, sensible approach.

Please adopt the proposed Negative Declaration, approve and implement proposed Alternative 2 of the Gualala Downtown Enhancements Project. Thank you. 83

Best regards.
Dave Shpak
Gualala, CA

Response to Comment #83:
Thank you for your comment and support of the project.

From: David Skibbins
To: Williams, Cari@DOT
Subject: Gualala Downtown Streetscape Enhancement Program e
Date: Friday, August 2, 2019 4:31:42 PM

As a long term resident (25 years) in a community just south of Gualala I am very much opposed to this plan. I am enclosing my letter to our local paper which expresses my opinion:

My concern is that a plan to make Gualala safer and more attractive will actually make it more dangerous and less attractive. Widen Highway One to 3 lanes and drivers will start speeding through at 35 or more. Do we want Gualala to look like Bodega Bay? Wide Highways encourage busy drivers to zoom on through this town and discourage slower-paced sightseeing. This is akin to building freeways around towns that turns them into ghost towns 84

Congestion may be bad for drivers in a hurry to get somewhere but it is a godsend for local business. "Look, a farmers market!" "Let's get some barbeque!" "Hey, there's a bookstore up there."

It is not just about Gualala's financial survival as a town.
Slowing traffic down because of congestion, actually makes it safer for pedestrians crossing the street. Drivers must pay more attention to pedestrians on a 2-lane road. Conversely, pedestrians are less likely to want to risk crossing a 3-lane highway with cars barreling through. This plan will bisect our town into two separated districts on either side of the highway. 85

Sidewalks are not worth the price of cutting our town in half, endangering our pedestrians and severely harming our local businesses. Our congestion is not a problem that needs fixing. For this small town, with real financial challenges, it is a gift. 86

Thank you for your consideration

David Skibbins
PO Box 31
The Sea Ranch, CA 95497

Response to Comment #84:
Although the pavement width of the highway would increase with the addition of the two-way left turn lane (TWLTL), the configuration of the two-lane road would still be maintained. The TWLTL will allow for reduced queuing in the travel lane and allow left turning vehicles room to wait and provide a space to safely wait for opposing traffic while still allowing vehicles to make a left turn into businesses and is included in the Gualala Town Plan.

Response to Comment #85:
The purpose of the project is to provide comfortable facilities for pedestrian and bicycle travel through downtown Gualala and the project is needed to reduce conflicts between motorized and non-motorized users of the facility. The project proposes to install crossings along the mainline with activated flashing beacons at critical locations throughout the town, which would allow safer pedestrian access as well as slow down oncoming vehicles into the downtown area.

Response to Comment #86:
See response to Comment #85.

From: Marla Skibbins
To: Williams, Cari@DOT
Subject: Comments on the gualala street scape plan
Date: Friday, August 2, 2019 6:07:53 PM

Hey Cari,

I have a few thoughts about the proposed Caltrans street scape plan for gualala.

1 - Since the legalization of marijuana our merchants have been struggling more than usual. Tourism is really all they can rely on to help them survive. As it is we struggle to have all needed services and merchandise available locally. Taking out street parking and the easy chance for travels to stop at the surf, Red Stella's the hotel etc is not going to help our merchants. And ultimately will hurt locals who want to shop local if they close.

2 - I am really concerned your putting The Surf market in jeopardy by removing parking. The Surf supports a network of local produce farmers who will in turn be damaged which will further compromise our local economy. He also carries so much organic and other local food and gluten free alternatives which I absolutely need. The other stores dont do that. If you take out his parking and his BBQ I would imagine that would be a huge blow. And can he survive that? I don't know. 87

3 - In the 20 years I've lived here I have never heard of a pedestrian being hit in downtown Gualala so if your doing this for safety you might think again.

4 - At this point Gualala is one town with a collection of shops. Putting three lanes down the middle of our town will not only divide it, invite people to speed through and not stop but harm it in my eyes...I would love side walks but not at this cost. 88

Thank for making this a part of the public record and comments.

Sincerely
Marla Skibbins
Box 31
The Sea Ranch Ca 95497

Please forgive my brevity and typos sent via my phone

Response to Comment #87:
Per the Gualala Town Plan section G3.6-12 "No on-street parking shall be permitted on Highway 1. County staff shall coordinate with Caltrans to develop appropriate signage."

GMAC has identified multiple offsite locations that are possible parking locations for visitors throughout the downtown area. The project aims to add pedestrian and bicycle accessibility by providing walking and biking space and allowing for safer crossing at several locations in the downtown area. Also, the proposed alternative will have minimal impact to the Surf Market parking lot.

Response to Comment #88:
Although the pavement width of the highway would increase with the addition of the two-way left turn lane (TWLTL), the configuration of the two-lane road would still be maintained. The TWLTL will allow for reduced queuing in the travel lane and allow left turning vehicles room to wait and provide a space to safely wait for opposing traffic while still allowing vehicles to make a left turn into businesses and is included in the Gualala Town Plan.

From: Nelson Smith
To: Williams, Cari@DOT
Subject: Downtown Gualala Enhancement Project
Date: Thursday, August 8, 2019 11:37:21 AM

The purpose of changes to downtown Gualala should be to improve the pedestrian experience and safety. 89

This is an opportunity to improve the clarity of intersections and drives and to add, improve, and make more clear, pedestrian crossings and walkways. The two-lane roadway is an appropriate pedestrian scale. It promotes traffic calming. It can be crossed easily and quickly. Walkways along the road would be welcomed. I support these improvements.

Caltrans is in the business of seeing that vehicles move as efficiently as possible. Thus, the Caltrans "Downtown Gualala Enhancement Project" is all-in for enhancing the driving experience, to the detriment of pedestrians and to the Gualala center. Through the area of heaviest pedestrian activity, Caltrans is proposing a three lane, blacktop swath. It will degrade the downtown scale, encourage higher vehicle speeds, endanger pedestrians, divide the town, and encourage more automobile trips. All to the detriment of pedestrian safety. I firmly oppose the three-lane highway. 90

Nelson Smith
The Sea Ranch, CA

Response to Comment #89:
The purpose of the project is to provide comfortable facilities for pedestrian and bicycle travel through downtown Gualala and the project is needed to reduce conflicts between motorized and non-motorized users of the facility. The project proposes to install crossings along the mainline with activated flashing beacons at critical locations throughout the town, which would allow safer pedestrian access as well as slow down oncoming vehicles into the downtown area.

Response to Comment #90:
Although the pavement width of the highway would increase with the addition of the two-way left turn lane (TWLTL), the configuration of the two-lane road would still be maintained. The TWLTL will allow for reduced queuing in the travel lane and allow left turning vehicles room to wait and provide a space to safely wait for opposing traffic while still allowing vehicles to make a left turn into businesses and is included in the Gualala Town Plan.

From: Carole Spiegelhalter
To: Walker, Liza M@DOT
Subject: Gualala Streetscape
Date: Friday, August 9, 2019 9:57:03 AM

To whom it may concern:

We are Bill and Carole Spiegelhalter and are owners of NOMA in downtown Gualala.

We feel that the Gualala Streetscape Project aims to solve non-existing problems at great expense, and with the potential to hurt existing downtown businesses by reducing much needed parking. We do not think that the proposed center lane, pedestrian sidewalks, or bike lanes are essential for safety or to ease traffic congestion.

Downtown Gualala does not have a history of traffic accidents, and wait times for left turns are minimal. Traffic congestion has improved in recent years with the relocation of the post office away from Highway One. New speed signs have succeeded in slowing traffic for increased pedestrian safety. The addition of a center turn lane at the cost of losing existing on street parking would be a net loss to the community. 91

Sidewalks would increase pedestrian comfort, but would probably not make a large difference in how many people choose to walk downtown. So much additional hardscape is not necessarily a visual improvement and is not in keeping with our rural environment. 92

We are under the impression that the bike lanes are included in the plan because they are necessary for funding the project, not because they are really needed by bicyclists. 93

In our opinion, the Gualala Streetscape Project provides non-essential improvements, imperils needed parking, and is not overall beneficial.

Sincerely,
Bill and Carole Spiegelhalter

Response to Comment #91:
Although the pavement width of the highway would increase with the addition of the two-way left turn lane (TWLTL), the configuration of the two-lane road would still be maintained. The TWLTL will allow for reduced queuing in the travel lane and allow left turning vehicles room to wait and provide a space to safely wait for opposing traffic while still allowing vehicles to make a left turn into businesses and is included in the Gualala Town Plan.

Response to Comment #92:
The purpose of the project is to provide comfortable facilities for pedestrian and bicycle travel through downtown Gualala and the project is needed to reduce conflicts between motorized and non-motorized users of the facility. The project proposes to install crossings along the mainline with activated flashing beacons at critical locations throughout the town, which would allow safer pedestrian access as well as slow down oncoming vehicles into the downtown area.

Response to Comment #93:
The purpose of the project is to provide comfortable facilities for pedestrian and bicycle travel through downtown Gualala and the project is needed to reduce conflicts between motorized and non-motorized users of the facility. Bike lanes allow for more accessibility for cyclists and create a separation between vehicles and pedestrians.

From: Michael Tilles
To: Williams, Cari@DOT
Subject: Gualala Streetscape
Date: Thursday, August 8, 2019 5:03:13 PM

We do the majority of our shopping...groceries, gas, hardware, dining, books, mail, etc. in Gualala. We are downtown at least once a day. We enjoy the slower pace of Gualala...that is part of why we live here. To my knowledge there have been few if any major accidents of either vehicles or pedestrians with the current layout. The narrowness forces a slow down in speeds and a more careful lookout for pedestrian traffic. Wider lanes will mean faster cars...in spite of any posted signs, more danger to pedestrians and less consumer spending as cars speed through. Let's keep the roads well maintained, not widened.

"If it ain't broke, don't fix it."

Thank you,

Response to Comment #94:

Although the pavement width of the highway would increase with the addition of the two-way left turn lane (TWLTL), the configuration of the two-lane road would still be maintained. The TWLTL will allow for reduced queuing in the travel lane and allow left turning vehicles room to wait and provide a space to safely wait for opposing traffic while still allowing vehicles to make a left turn into businesses and is included in the Gualala Town Plan.

The purpose of the project is to provide comfortable facilities for pedestrian and bicycle travel through downtown Gualala and the project is needed to reduce conflicts between motorized and non-motorized users of the facility. The project proposes to install crossings along the mainline with activated flashing beacons at critical locations throughout the town, which would allow safer pedestrian access as well as slow down oncoming vehicles into the downtown area.

From: Walter Bradley
To: Williams, Cari@DOT
Subject: CalTrans Plan for Gualala, CA Highway 1 Improvements
Date: Friday, August 9, 2019 11:59:22 AM

Ms. Williams,

My wife and I are, and have been, full time residents in the area served by the Gualala, CA businesses, for almost 19 years. Many of these commercial enterprises are necessary for the health and welfare of the residents living along or using the Highway 1 corridor. Without access to such necessities, daily life would become problematic for continued full time living here, to say the least.

I believe a great majority of these enterprises currently front on and need adequate access onto Highway 1 and depend, to a greater or lesser extent, on such ingress, egress and sufficient client parking along this highway or on their individual properties to stay in business.

The current plan of CalTrans for improvement of Highway 1 through Gualala has been called into question by many local residents for inadvertently removing adequate parking from some businesses, such as Surf Super. We also are lead to believe that this may well jeopardize the ability to attract sufficient customers (due to such limitations as insufficient parking), making long term viability questionable for some.

If this is, in fact, the case, I request that you please review the plan and provide alternative improvements in it that will permit these businesses to "stay in business" with much needed parking. Parking is already at a premium in certain areas along the Highway corridor through Gualala and any lessening of such could obviously have a major impact.

I appreciate your consideration of this email, along with others submitted by local residents.

Sincerely yours,

Walter D. Bradley
(707) 337-5238

Response to Comment #95:

Per the Gualala Town Plan section G3.6-12 "No on-street parking shall be permitted on Highway 1. County staff shall coordinate with Caltrans to develop appropriate signage."

GMAC has identified multiple offsite locations that are possible parking locations for visitors throughout the downtown area. The project aims to add pedestrian and bicycle accessibility by providing walking and biking space and allowing for safer crossing at several locations in the downtown area. Also, the proposed alternative will have minimal impact to the Surf Market parking lot.

From: John
To: Williams, Cari@DOT
Subject: Gualala Downtown Streetscape Comment
Date: Wednesday, August 7, 2019 12:43:24 PM

Good day. I am a full time resident of Gualala and am writing in support of alternative 1. Implementation of this plan to enhance the safety and appearance of the town has been stalled for far too long by a few individuals at the risk ad frustration of many. I believe that the concerns expressed regrading loss of business at Surf Super are unwarranted as there are so few options in our community.

Thank you for the opportunity to comment on this plan.

John Walton, Gualala, CA

john walton

Response to Comment #96:
Thank you for your comment and support of the project.

From: Lynn Walton
To: Williams, Cari@DOT
Subject: Gualala Downtown Streetscape Comment
Date: Wednesday, August 7, 2019 11:48:17 AM

I am a full time resident of Gualala and I am writing to express my full support for one of the two proposed Gualala Downtown Streetscape Plans. While I prefer the more robust Alternative 1 Plan, I believe Alternative 2 may meet with less resistance from the Surf Market owner and it's property owner and I would love to see a safer downtown for motor vehicles, bicyclist and pedestrians.

I strongly support either plan which will clearly create a more livable downtown Gualala that fosters a safer and more health promoting built environment. Both Streetscape plans will facilitate more and safer cycling and walking, and community engagement which are all good for health. I believe these public health and safety benefits are far more important than keeping parking spaces. The current parking and traffic circulation in downtown Gualala is chaos during certain times of the year and undisputedly unsafe.

Thank you,
Laura L. Walton
Gualala, Ca.

Response to Comment #97:
Thank you for your comment and support of the project.

From: Linda Warnock
To: Williams, Cari@DOT
Subject: Downtown Gualala proposal
Date: Thursday, August 8, 2019 8:25:27 AM

Ms. Williams,
I'm writing to object to the Cal Trans plan for widening Highway One through downtown Gualala. In particular, adding left turn lanes. Imposing large community requirements to a small hamlet seem ridiculously grandiose. 98

Congestion is not an everyday occurrence in Gualala, and to impose this "fix" for a few who don't live, work and shop here regularly makes me wonder how these plans are so poorly thought out.

This is a community of many retired and older folks, and convenient parking is a major consideration for hauling groceries and necessities. This plan eliminates a good deal of currently available parking without a plan to either replace or at least maintain what is currently available. Adding the left turn lanes eats up valuable real estate that is currently and in the future needed for parking for small businesses in the area. 99

I urge you to reconsider at least the left turn lane portion of the proposed plan.

Sincerely,

Linda L. Warnock
PO BOX 625
Gualala, CA. 95445

Sent from my iPhone
Please excuse genie misspellings

Response to Comment #98:
Although the pavement width of the highway would increase with the addition of the two-way left turn lane (TWLTL), the configuration of the two-lane road would still be maintained. The TWLTL will allow for reduced queuing in the travel lane and allow left turning vehicles room to wait and provide a space to safely wait for opposing traffic while still allowing vehicles to make a left turn into businesses and is included in the Gualala Town Plan.

Response to Comment #99:
Per the Gualala Town Plan section G3.6-12 "No on-street parking shall be permitted on Highway 1. County staff shall coordinate with Caltrans to develop appropriate signage."

GMAC has identified multiple offsite locations that are possible parking locations for visitors throughout the downtown area. The project aims to add pedestrian and bicycle accessibility by providing walking and biking space and allowing for safer crossing at several locations in the downtown area. Also, the proposed alternative will have minimal impact to the Surf Market parking lot.

From: Barry Weiss
To: Williams, Cari@DOT
Subject: Gualala Downtown Streetscape Enhancement Plan Feedback
Date: Thursday, August 8, 2019 12:57:30 PM

To whom it may concern,

I own a business that is in Gualala along HWY 1 (39000 S HWY 1). First of all, there is no overwhelming desire for any type of plan of this nature. There is a single business person (Robert Jungling) who has been pushing for this and, frankly, shutting down any dissent from his point of view. Both plans are bad ideas for this area: 100

1. Prohibiting street parking. There are no public parking lots. All of us who's buildings have small parking lots will be inundated with illegal parking. We would have no way to control the illegal parking as there is no police force. 101
2. Visitors to this area who drive recreational vehicles or pull trailers have no choice but to park along highway 1 as there are no public parking lots and any of us with small parking lots at our businesses cannot accommodate these longer, larger vehicles. 102
3. Bike lanes are completely out of the question. There are very few bicycle riders who live locally. The vast majority of bicyclists are from out of the area and on organized bicycle tours. They primarily ride heading south through town (west side of highway 1) and since that is all down hill, for the most part they exceed the 25 mph speed limit within the Gualala town limits. I've never seen someone riding north on highway 1. Probably because it is too steep of a ride. 103
4. As I stated in my opening paragraph, there is only a small group (if not just one person) pushing for this.

If Caltrans wants to help this community, we have a major problem with flood of the Garcia River. During winter rains the Garcia River floods over the HWY 1 bridge necessitating the gate across HWY be closed. During this closure, anyone who works or otherwise has business in Gualala from north of the bridge cannot get to work, or has to leave their jobs early to make sure they get home, or cannot get home. If there is this kind of funding available improving the flood area and bridge resource of Garcia River at HWY 1 is a better use of funds. 104

Thank you.

Barry Weiss
Rams Head Realty
707-884-5417

Response to Comment #100:
The selection of the preferred alternative was based on its consistency with the Gualala Town Plan and community support obtained during public and virtual meetings.

Response to Comment #101:
Per the Gualala Town Plan section G3.6-12 "No on-street parking shall be permitted on Highway 1. County staff shall coordinate with Caltrans to develop appropriate signage."

GMAC has identified multiple offsite locations that are possible parking locations for visitors throughout the downtown area. The project aims to add pedestrian and bicycle accessibility by providing walking and biking space and allowing for safer crossing at several locations in the downtown area. Also, the proposed alternative will have minimal impact to the Surf Market parking lot.

Response to Comment #102:
See response to comment #101.

Response to Comment #103:
The purpose of the project is to provide comfortable facilities for pedestrian and bicycle travel through downtown Gualala and the project is needed to reduce conflicts between motorized and non-motorized users of the facility. Bike lanes allow for more accessibility for cyclists and create a separation between vehicles and pedestrians. The project is also intended to improve Gualala's visual character by incorporating landscape and hardscape features into the project per the Gualala Town Plan.

Response to Comment #104:
Thank you for the comment related to the flooding issues of the Garcia River. They have been noted and shared.

From: sarah williams
To: Williams, Cari@DOT
Subject: Gualala Streetscape
Date: Thursday, August 8, 2019 7:51:28 PM

I urge you to read the letters in today's Independent Coast Observer (p 10). There are some very good points made by long-term residents. Most important is the letter from Carolyn André regarding Gualala's senior citizen population. The plan does not consider the senior citizens who rely on downtown Gualala for their daily needs. For example, I have a client who is diabetic and can't walk very well. She makes several trips a week to The Surf and The Gualala Supermarket. As letter-writer Carolyn Andre points out, many seniors are not capable of parking far away (and for a senior, even a block can be far away) and carrying their groceries.

105

The streetscape project needs to accommodate the needs of the entire community and as it is designed now, it is not.

Best Regards,

Sarah Williams, The Sea Ranch

Response to Comment #105:

Per the Gualala Town Plan section G3.6-12 "No on-street parking shall be permitted on Highway 1. County staff shall coordinate with Caltrans to develop appropriate signage."

GMAC has identified multiple offsite locations that are possible parking locations for visitors throughout the downtown area. The project aims to add pedestrian and bicycle accessibility by providing walking and biking space and allowing for safer crossing at several locations in the downtown area. Also, the proposed alternative will have minimal impact to the Surf Market parking lot.

From: Susan Wolbarst
To: Williams, Cari@DOT
Subject: Gualala Streetscape Plan
Date: Tuesday, August 6, 2019 9:35:55 PM

I would like to submit a comment urging adoption of Alternative 2 and adoption of the Negative Declaration of Environmental Impact. 106

I hope Caltrans can move expeditiously to get this project done. It seems like we've been hearing about it for 10 years or so. It will be a great aesthetic and safety benefit to the town.

Sincerely,
Susan Wolbarst
Gualala

Response to Comment #106:
Thank you for your comment and support of the project.

INVOICE

August 7, 2019

Liza Walker
Senior Environmental Planner
California Department of Transportation
1656 Union Street
Eureka, CA 95501

To Whom It May Concern:

My name is Peggy Berryhill. I am the owner and operator of community radio station KGUA 88.3 FM, located at Cypress Village in Gualala. I would like to express my concern about the Gualala Streetscape Plan, and the negative affect that the loss of parking on Highway 1 will have on my business and others in Gualala. A Mendocino County report states, “Due to the elimination of on-street (Route 1) parking spaces and private parking spaces, business economic loss is likely.” 107

We already have a lack of parking in the downtown Gualala area at peak times. Taking away the on-street parking will make the situation worse. Our economy is tourist oriented and fragile. We need more parking in the downtown area - not less..

I believe that we need consider revising the plan. We welcome any conversations that KGUA can help initiate with the local community.

Please don’t hesitate to give me a call if you wish,

Sincerely

KGUA Native Media Resource Center
P.O. Box 574
Gualala, CA 95445
707.884.4883
Fax 707.884.4883
pbnmrc@gmail,com

Response to Comment #107:

Per the Gualala Town Plan section G3.6-12 "No on-street parking shall be permitted on Highway 1. County staff shall coordinate with Caltrans to develop appropriate signage."

GMAC has identified multiple offsite locations that are possible parking locations for visitors throughout the downtown area. The project aims to add pedestrian and bicycle accessibility by providing walking and biking space and allowing for safer crossing at several locations in the downtown area.

Bower Limited Partnership
P.O. Box 1000
Gualala, California 95445-1000
Ph: 707-884-3579 Fax: 707-884-1620

California Department of Transportation
Attn: Cari Williams, Environmental Planner
North Region Environmental – District 1
1656 Union Street
Eureka, CA 95501

August 7, 2019

RE: REVIEW OF IS/ND FOR CALTRANS PROJECT ENTITLED "GUALALA DOWNTOWN ENHANCEMENTS"; PROJECT NO. 01-0C720;

Dear Ms. Williams:

It is my understanding that, Bower Limited Partnership (BLP), is the single largest property owner within the streetscape project boundaries. Our properties encompass 19 different businesses (of the approximately 43 we counted with Highway 1 frontage) which will be affected by the streetscape. Any loss of convenient onstreet parking will adversely affect the business on BLP's properties within the streetscape boundaries.

Attached is a letter from George Rau, Civil Engineer, who has worked on countless BLP projects in Gualala. I requested that he review the Draft Initial Study and prepare some comments on our behalf. I understand that, in order to be considered, the review comments for the environmental document must be submitted by August 8th. Since we only received the notice a couple of weeks ago, and all of the information cited in the Initial Study was not readily found, the comments are somewhat hastily compiled and not as comprehensive as we would have prepared if we had more time. 108

In addition to the environmental issues, I am very concerned about some of the design deficiencies which are evident in the "Layout" and "Right of Way" plans for Alternative 1 and Alternative 2. I spoke about some of these deficiencies with Frank Demling while attending the Open House held by Caltrans in Gualala on July 25, 2019. Mr. Demling assured me that there would be "plenty of time" to discuss them and get them resolved. My intent in sending a copy of this letter to him is to ask for a design meeting in the near future so that a discussion/resolution of the issues can move forward. 109

Thank you for this opportunity to comment.

John H. Bower,
General Partner, Bower Limited Partnership

C: Frank Demling, Project Manager, Caltrans District 1
Nephele Barrett, Executive Director, Mendocino Council of Governments
Brent Schultz, Director, Mendocino County Planning and Building
Julie Acker Krog, Chief Planner, Mendocino County Planning and Building
George Rau, Civil Engineer, Rau and Associates

Enclosure: Letter re: Draft Initial Study and Proposed Negative Declaration

Response to Comment #108:
The Initial Study/Negative Declaration was in circulation for 30-days as required by CEQA. Notification of circulation of the environmental document was included in the Mendocino Beacon and on Caltrans' social media site(s). Studies relied upon were available upon request and available at the Coast Community Library in Point Arena.

Response to Comment #109:
The selection of the preferred alternative was based on its consistency with the Gualala Town Plan and community support obtained during public and virtual meetings.

RAU AND ASSOCIATES INC.
CIVIL ENGINEERS • LAND SURVEYORS

August 6, 2019

John H. Bower; David Bower
Bower Limited Partnership
P.O. Box 1000
Gualala, CA 95445

Job Number R15040

RE: REVIEW OF IS/ND FOR CALTRANS PROJECT ENTITLED "GUALALA DOWNTOWN ENHANCEMENTS"; PROJECT NO. 01-0C720; STATE CLEARINGHOUSE NO. 2019079020

Gentlemen:

At your request, I reviewed the Draft Initial Study(IS) with Proposed Negative Declaration(ND) for the referenced project. I have been involved in the downtown planning and engineering design and surveying in Gualala for approximately 25 years, so I have a solid understanding of some of the challenges and constraints facing the property owners in this area. The purpose of my review is to help identify potential environmental effects which require more study or which were omitted from the Draft IS. I understand that we must respond by the August 8th deadline specified in the notice from Caltrans.

My comments are partitioned to address the environmental factors potentially affected as listed in the table directly under Section 2.1 of the IS. The environmental factor is identified, followed by comments about it.

BIOLOGICAL RESOURCES

The text explaining why "No Impact" determinations were made for all of the items in this category refers to a Natural Environmental Study(NES) done in 2017 with an Addendum prepared in May, 2019. A diligent search on the District 01 website and on the State Clearinghouse website was made for these documents, but they were not found. Notwithstanding the absence of these documents to review, the following issues appear to be relevant and their consideration would change the determination from "No Impact" to "Potentially Significant Impact" or "Less than Significant with Mitigation":

- Nesting Birds – the IS addresses this potentially significant impact in Section 1.5.8 "Animal Species". An outline of mitigation procedures is provided here, but not included in the section under biological resources. While the mitigation may reduce the potential impact to less than significant, it will require a protocol during construction. Without the formal identification of the desired mitigation, it can be overlooked. 110
- California Red-Legged Frog – no mention of this is found in the IS. It is a generally know fact that this species, which is connected under the Federal Endangered Species Act, exists in most coastal areas and migrates up to a mile from watercourses. Avoidance measures, such as training work crews to search the premises for migrating frogs on a daily basis is a typical mitigation measure for similar projects. 111
- Coastal Bluff Morning Glory – this species has been found in other project areas in Gualala. At a minimum, an evaluation of likely habitat and/or plant species by a qualified professional should be documented prior to declaring there is "No Impact". 112
- Bluff Habitat – the southern facing slope down into the Gualala River Estuary likely contains a community of plants known as "Bluff Habitat". Again, an evaluation of likely habitat and/or plant community by a qualified professional should be documented prior to declaring there is "No Impact". 113

- Gualala Riverine Ecology – The southern end of the project slopes steeply towards the Gualala River Estuary. Accidental spills and runoff from drainage changes can potentially affect the ecology of this estuary. These potential hazards should be identified and mitigation measures to avoid them should be included. 114
- Bioswales - A number of bioswales in the form of grass-lined or vegetated ditches will apparently be paved over as the road is widened for either Alternative 1 or Alternative 2. Again, mitigation by replacement or enhancement of other bioswales should be considered to mitigate this potential environmental effect. Specific areas of potential effect will be identified in the following section under Hydrology/Water Quality. 115
- Environmentally Sensitive Habitat Areas (ESHA's) – Section 20-308.040 of the Mendocino County Zoning Code defines an ESHA. CHAPTER 20.496 – "ENVIRONMENTALLY SENSITIVE HABITAT AND OTHER RESOURCE AREAS" of the Mendocino County Code requires that every project must consider the potential for these types of areas and have the areas studied by a qualified professional to identify and delineate these areas. At least one ESHA will be partially or totally destroyed by either Alternative Project proposed. Specific areas of potential effect will be identified in the following section under Hydrology/Water Quality.

CONCLUSION: The determination that there will be "No Effect" for Items 2.5(a), 2.5(b), 2.5(c), 2.5(d), and 2.5(e) in this section of the IS is not valid and should have further studies, evaluation and explanation to arrive at a determination of "Potentially Significant Impact" or "Less than Significant with Mitigation".

HYDROLOGY/WATER QUALITY

The explanation for determining that there will be "No Impact" refers to two in-house documents which were not found on the websites searched. Nonetheless, there will be an impact to bioswales and at least one ESHA as discussed under "Biological Resources" above. The IS identifies three resource agencies and one County Agency which are expected to require permits for the work on Page 7, Section 1.4, Table 2, but there is no explanation of the reason these permits are necessary. A rudimentary diagram of the existing drainage system in the project area is illustrated for both Alternative 1 and Alternative 2, but it should be noted that many of the open channels will be paved over by the street widening. How will these open channels which now provide the benefit of bioswales be replaced? 116

Specific locations of some of these features are identified as follows:

- *APN 145-200-UA (Common Area – no address) - Bioswale in front of Cypress Village from Ocean Drive, ± 235 linear feet north, will be destroyed.*

- *39120 Ocean Drive (APN 145-200-07) – Bioswale(±80 lf) in front of Northwest Insurance Hexagon Building will be destroyed.*

- *ESHA (± 750 sf) on northern segment of property line in front of 39111 So Highway 1(APN 145-200-06) will be partially or entirely removed.*

This is only a partial list because of the lack of detail in how the existing open channels will be replaced by the construction of a new drainage system. No evaluation has been provided about the increase in impervious areas and the reduction of vegetated area in the drainage network and how that will affect water quality. No statement has been included about whether the disturbed area will trigger a State Construction General Permit SWPPP. If it does, the Best Management Practices should be described in the IS and the requirement for retention of storm water onsite must be described and quantified. 117

It seems to be premature to issue a CEQA determination without applying for a Coastal Development Permit. Although the IS identifies Mendocino County as the governing agency for such a permit, it is possible that the State Coastal Commission will be the lead agency for this permit. In either case, there is a multitude of studies and information which must accompany such an application. The detail provided in Alternative 1 and Alternative 2 is not sufficient to satisfy such an application. 118

CONCLUSION: The determination that there will be "No Effect" for Items 2.11(a), 2.11(c), and 2.11(e) in this section of the IS is not valid and should have further studies, evaluation and explanation to arrive at a determination of "Potentially Significant Impact" or "Less than Significant with Mitigation".

GREENHOUSE GAS (GHG) EMISSIONS

The explanation of determining "No Impact" in this section includes a comprehensive summary of many projections and state-wide information. While the goals of improving pedestrian and bicycle pathways and reducing the conflicts with traffic and parking are good for the community, the severe reduction of on-highway parking is an impact that was not considered. As noted on Page 37 under "Operational Emissions", the vehicular traffic along this segment of SH1 is not likely to change significantly, including the need for parking. If parking spaces are removed from this segment of SH1, they must be replaced at some other location, which could result in longer trips to and from offsite parking facilities by shuttle services offered for convenience to the public. Alternatively, the lack of parking could curtail or kill the local businesses and result in trips to other service centers as a substitute. Those potential effects were not considered as part of the analysis of GHG emissions. 119

More detail is provided under Transportation/Traffic as the impact on parking is also an effect in that category.

TRANSPORTATION/TRAFFIC

Although an initial study to comply with CEQA does not require an economic impact element, the loss of parking spaces for the Gualala Downtown Enhancement Project does require that parking/no parking impacts on transportation and traffic be evaluated. There are direct environmental impacts which have not been considered. They include:

- Potential environmental impacts to provide replacement off-street and/or on-street parking in another location (outside the Project Limits)
- Loss of Accessibility "paths of travel" and Accessibility parking from the SH1 "Project Limits" to the facilities currently providing accessible service.

The Project disrupts and provides no replacement for parking spaces which have been used for convenient access to businesses and services over many decades. In order to replace those parking spaces, property owners must find other locations, currently undeveloped, to construct additional spaces. It is likely that shuttle services for the convenience of either employees or for patrons of the business or service will develop with additional mileage traveled. The development of replacement parking is a direct impact from the project and, given the environmental and planning regulations in the Coastal Zone, will likely result in significant environmental effects to Biological Resources, Geology/Soils, Hydrology/Water Quality and Land Use/Planning. The alternative is to have the impacted businesses and services curtailed significantly with the potential of killing the business or service. 120

The Project removes accessible elements which currently serves the population requiring such accommodations. There is no provision for replacing these facilities in kind.

A quick and likely incomplete review of impacts to the adjacent businesses and services reveals the following number of lost parking spaces if either Alternative 1 or Alternative 2 is selected:

- 39080 So Highway 1 (APN 145-192-13) former "Bones" Restaurant, is going to lose all its street frontage parking- 7 regular spaces *plus one ADA space and path of travel*. No direct access from SH 1 is provided – access is from Ocean Drive.

- 39150 So Highway 1 (APN 145-261-02 – Ward Shin) will lose 4 or 5 street parking spaces, possibly forcing him to increase his off-street parking and create more runoff toward the Sea Cliff Motel.

- 39175 So Highway 1 (APN 145-262-34) -Sea Ranch Sales office will lose three regular spaces and their *ADA access parking space and path of travel.*

- 39215 So Highway 1 (APN 145-200-71) – Chevron Gas Station will lose three parking spaces.

- 39225 So Highway 1 (APN 145-262-28) – 76 Gas Station will lose two parking spaces.

- 39200 So Highway 1 (APN 145-200-) – miscellaneous shops, will lose 5 parking spaces.

- 39250 So Highway 1 (APN 145-261-05)- Surf Market will lose four spaces in front of its premises and six spaces normally used for overflow parking in front of 39300 So Highway 1. (total = 10)

- 39108 So Highway 1 (APN 145-262-39)- Red Stella Shop, will lose three spaces.

- 39304 So Highway 1 (APN 145-262-22)- Gualala Hotel will lose twelve spaces.

- 39331 So Highway 1 (APN 145-262-10)-Upper Crust Pizzaria will lose four spaces.

Total Number of Parking Spaces lost = ± 54 regular spaces and 2 ADA spaces and two ADA "paths of travel".

There is no discussion of how Caltrans will mitigate the loss of parking spaces and the potential environmental impacts which will occur by such mitigation. 121

The supposition that the project will "reduce the number of vehicle miles traveled since travelers would have access to non-motorized forms of transportation in the downtown area" is not supported by any studies. The Gualala Town area is a service area for many outlying areas over a 50 mile radius of the southern Mendocino, northern Sonoma County coast. The people who use the business or service need a place to park in order to do their business or obtain a service. A larger number of local Gualala Residents may elect to walk or ride a bicycle to their destination. The tourist traffic will include a

percentage of bicyclists who will enjoy the benefits of an improved pathway, but no studies are provided to indicate that there will be a reduction in the number of motor vehicles because of these amenities.

CONCLUSION: A determination of "No Impact" cannot be made. A serious omission of the impacts of removing a significant number of parking spaces from the downtown area has not been addressed. No mitigation for this effect has been proposed. Effects caused by the reduction of accessible features in the downtown area have not been identified, nor has any mitigation for their loss been proposed.

MANDATORY FINDINGS OF SIGNIFICANCE

A finding of "No Impact" cannot be made for Item 22.2 (a). The lack of information available about the plants, plant communities, and animals identified under the sections of this letter titled "Biological Resources" and 'Hydrology/Water Quality" makes this determination inappropriate. Furthermore, mitigation measures for probable potential impacts are likely to be required, again making the determination invalid. 122

A finding of "No Impact" cannot be made for Item 22.2 (b) which states "*Does the project have impacts that are individually limited, but cumulatively considerable?"* Because of the cumulative effect of the loss of parking on at least 10 businesses and services, this finding cannot be made. Cumulative effects are also likely to occur in some biological resources and hydrologic resources unless mitigation measures are identified to reduce the effects to "less than significant."

A finding of "No Impact" cannot be made for Item 22.2 (c), which states*"Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly.* At a minimum there will be adverse effects from loss of parking with no commensurate mitigation and loss of accessibility to the population requiring it.

In summary conclusion, with the information currently available, a simple Negative Declaration cannot be supported.

Very truly yours,

George C. Rau, P.E.
Registered Civil Engineer 21908
Registered Geotechnical Engineer 710
Expires 9-30-2019

Response to Comment #110:
Under CEQA, "mitigation" is defined as avoiding, minimizing, rectifying, reducing/ eliminating, and compensating for an impact. In contrast, Standard Measures and Best Management Practices (BMPs), including measure AS-1 (the protection of migratory and nesting birds) referenced in your comment letter, are prescriptive and sufficiently standardized to be generally applicable, and do not require special tailoring for a project. They are measures that typically result from laws, permits, agreements, guidelines, and resource management plans. For this reason, the measures and practices are not considered "mitigation" under CEQA; rather, they are included as part of the project description in environmental documents.

Response to Comment #111:
The Environmental Study Limits (ESL) for this project does not contain suitable habitat for special status animal species. A qualified biologist determined that based on a lack of suitable habitat within the ESL, California Red-Legged frog are not expected to occur in the ESL or be impacted by project activities.

Response to Comment #112:
The ESL is largely paved, graveled, altered, or otherwise disturbed. Few special status plants occur in disturbed roadside habitats, as are present within the ESL. Focused native plant surveys were conducted by a qualified biologist. No Coastal Bluff Morning Glory were observed.

Response to Comment #113:
Bluff habitat may occur in the greater project vicinity. However, the ESL is limited to paved surfaces and, directly adjacent landscaped and disturbed areas surrounded by development. Qualified biologists have determined through focused surveys that Bluff Habitat are not present within the ESL and would not be impacted by project activities.

Response to Comment #114:
Similar to the comment above related to nesting birds, Standard Measure WQ-1 is included as part of the project description for this project; therefore, no mitigation is necessary.

Response to Comment #115:
Current drainage existing within the ESL consists of urban drainage such as runoff from nearby residences, commercial centers, and roadways that is conveyed through cross-culverts, concrete-lined ditches, slotted drains, and a system of underground pipes. The project design would likely include the following permanent stormwater treatment BMPs: Vegetated surfaces would feature native plants and revegetation would use the seed mixture, mulch, tackifier, and fertilizer recommended in the Erosion Control Plan prepared for the project.

Response to Comment #116:
Please see the response to comments above and response to Comment #108.

Response to Comment #117:
Please see the response to comments above related to the BMPs for the project.

Response to Comment #118:
Permits are obtained in the next phase of the project. Caltrans will work with the Building and Planning Services in order to obtain the Coastal Development Permit necessary to construct the project.

Response to Comment #119:
Per the Gualala Town Plan section G3.6-12 "No on-street parking shall be permitted on Highway 1. County staff shall coordinate with Caltrans to develop appropriate signage."

GMAC has identified multiple offsite locations that are possible parking locations for visitors throughout the downtown area. The project aims to add pedestrian and bicycle accessibility by providing walking and biking space and allowing for safer crossing at several locations in the downtown area. Also, the proposed alternative will have minimal impact to the Surf Market parking lot.

Response to Comment #120:
See response to Comment #119.

Response to Comment #121:
See response to comment #119.

Response to Comment #122:
The California Environmental Quality Act requires preparation of an Environmental Impact Report (EIR) when certain specific impacts may result from construction or implementation of a project. The analysis indicated the potential impacts associated with this project would not require an EIR. Mandatory Findings of Significance are not required for projects where an EIR has not been prepared.

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California Department of Transportation
Attn: Cari Williams, Environmental Planner
Attn: Frank Demling, Caltrans Project Manager
North Region Environmental – District 1
1656 Union Street
Eureka, CA 95501

(Submitted via email to cari.williams@dot.ca.gov and frank.demling@dot.ca.gov)

August 8, 2019

Re: Comments on the "Gualala Downtown Enhancements Project (Post Miles 0.60 to 1.00) 0C720 / 0113000032 Initial Study with Proposed Negative Declaration" dated June 2019

Dear Ms. Williams and Mr. Demling,

The purpose of this letter is to outline some of my concerns with the Gualala Downtown Enhancements Project ("streetscape") in terms of design.

I am writing to you wearing many hats—as a downtown Gualala resident, active community member, employee, mother of young children, and avid supporter of some sort of streetscape plan that will provide safe sidewalks and bicycle lanes. I live in downtown Gualala, just 0.2 of a mile beyond the north end of the streetscape terminus. I walk with my family and leashed dog to/from downtown regularly in order to shop for groceries and gifts, attend yoga and dance classes, catch the MTA or school bus, go to medical appointments, eat in restaurants, check the mail, go to work, attend board meetings, and exercise. As a mother to two young children and board member for Coast Life Support District (public ambulance service), safety is always at the top of my mind. I am an active volunteer and I deliver food through the local Meals on Wheels program run by Coastal Seniors so I have first-hand experience with the senior and disabled population and their specific needs for public infrastructure and accessibility. I am part of and work for the Bower Family businesses that exist with the scope of the streetscape plan—North Gualala Water Company, Seacliff Motel, Seacliff Commercial Center, and Bower Limited Partnership, which owns the most impacted property under this plan, Surf Market. As an employee who interacts with all of our commercial tenants on a regular basis and works closely with the Seacliff Motel manager, I am acutely aware of how this streetscape plan will financially affect our businesses, the tourist population, our businesses' patrons/guests, and the management of our properties. That being said, I am an avid supporter of having a network of sidewalks and bicycle lanes for people to use—my family especially. I think we walk downtown more than anyone else in the community. My oldest son is

always dismayed when I will not allow him to ride his bike to the store because I am worried for his safety along the side of the highway. I hope that will change so that he can grow up knowing the 'rules of the road' as a pedestrian, cyclist, and motorist.

To begin, I feel that Caltrans did not adequately publicize the public comment period for review of the Gualala Downtown Enhancements Project (Post Miles 0.60 to 1.00) 0C720 / 0113000032 Initial Study with Proposed Negative Declaration (IS/ND). The scheduling of the public meeting on July 25, 2019 to occur only two weeks before the comment submission deadline gives the impression of an attempt to avoid receiving too much public feedback. 123

Overall it appears that the Alternatives focus on the aesthetic of downtown to tourists rather than its functional role as a service center for locals as well as tourists. I understand that pedestrian and cyclist safety has been emphasized as well but I have not seen any statistics on the numbers of fatalities or injuries sustained by pedestrians or cyclists in downtown Gualala directly or indirectly related to the absence of what the streetscape plan proposes. My experience with Caltrans is that major infrastructure changes occur only as a result of old infrastructure failure (due to age or natural disasters) or documented increases in preventable fatalities or collisions. I would be interested in seeing such statistics for downtown Gualala to support the safety justification. "Prevention is worth a pound of cure" is a noble cause, of course, but it must be backed up with objective data rather than subjective desire. I would like to see some discussion regarding the use of public funds on a project whose main driver is stated to be safety but appears to be aesthetic more than anything. 124

I see a number of issues with the streetscape plan and its implementation. My suggested solutions appear later in the letter.

<u>Issues</u>

- Issue 1: Upper Crust Pizzeria will lose all of its store-front parking—this is an unreasonable burden for a business that has been operating at this location for decades and is largely dependent on take-out orders that utilize those spots for short term parking (~10 minutes) while patrons run into the restaurant just to pick up their orders. Requiring that patrons park at the rear of the Gualala Hotel-Upper Crust Pizzeria complex and walk all the way around to the front is unreasonable. Doing so will have a significant negative impact on the viability of Upper Crust Pizzeria. 125
- None of the proposed Alternative designs provide any parallel on-street parking in the entire downtown district to allow for 3-axel vehicles to park. If you visit downtown Gualala during the summer months, you will notice many vehicles towing trailers (contractors), boats (sport and commercial fishermen), and campers (tourists). These drivers are a large part of our economy and the effect on them cannot be ignored. They stop in Gualala to purchase groceries, eat in restaurants, and stay in hotels, not to mention that the local drivers of such vehicles should be able to continue to easily check their mail, drop their kids off at the downtown dance studio, get a haircut, etc. The Gualala Downtown plan should not discriminate against certain vehicles. 126
- The assumption that the use of non-vehicular modes of transportation will increase enough to mitigate lost on-street and private property parking spaces is uninformed given our community's demographics. The northern Sonoma/southern Mendocino coast has the highest 127

density of elderly people in the entire state of California. This population will not be able to walk or ride a bike from distant parking for their errands. The senior population requires parking with easy access to the storefront. This is particularly true for grocery stores. 128

- There are two grocery stores in Gualala and both of them are needed to serve our entire population, not just seniors. It is unfair to discriminate against the Surf Market for its historical parcel limitations regarding its position along the highway. By removing storefront parking from one grocery store and not the other, Caltrans is unfairly affecting one store over the other. Such impactful decisions should be left to those business/property owners and not to Caltrans when reasonable alternative designs can be developed. 129
- Caltrans has not effectively communicated the streetscape plan to all property owners (which change over time) and just as importantly, to the real estate industry, whose role is to disclose these types of infrastructure plans to their clients. Caltrans cannot expect that informing the Gualala public about this project 10+ years ago was adequate. For such long-term projects, there must be a constant effort from the funding agency to inform new owners of the negative impacts to their parcels. For example, the new owners of Antonio's Tacos (former Bones Roadhouse restaurant building) did not know anything about the streetscape plan or its effects on their property. Earlier this year, our office worked with the new owners by renting them equipment so they could mark their storefront parking spaces to finalize their business permit for their grand opening. They were surprised and dismayed when they learned that they would be losing all of their highway frontage parking due to the streetscape plan. Given the limitations for alternative parking arrangements due to their parcel's small size and steep east terrain, their business will suffer massively from this loss of parking. Additionally, their property value will be greatly reduced.
- Since Gualala is not an incorporated city, and therefore has no sales tax to fund things like trash service in public areas, public trash cans will never be available. Our community already suffers from a litter problem and I am concerned that there will be an increase in littering along the highway from increased pedestrian traffic. What is Caltrans doing to mitigate this inevitable issue? 130
- Who will maintain the sidewalks if they become damaged? Businesses here struggle financially with the ebbs and flows of tourism seasons and the global economy; taking on the additional financial and management burden of repairing broken sidewalks would be difficult. Trip and fall lawsuits are common in California. It is unfair for property owners to assume that kind of liability. Will Caltrans own the sidewalks and make timely repairs when they become damaged? 131
- Who will maintain the proposed landscaping along the meandering sidewalks? It is unreasonable to expect property owners to bear the cost of maintaining landscaping and irrigation when our naturally beautiful environment has sufficed for so many decades. It is not uncommon for commercial buildings to sit vacant and essentially abandoned along the highway for extended periods. Will Caltrans take on the responsibility of maintaining the landscaping with irrigation and trimming to keep Americans with Disabilities Act (ADA) paths of travel clear on the adjacent sidewalks of those vacant buildings? 132
- Does the streetscape plan include any sort of written contractual agreement between Caltrans and each affected property owner to act as a paper trail for all future owners as time goes on? 133

Suggested solutions

The Gualala Downtown Enhancements Project includes a number of design Alternatives. It is my understanding from a Caltrans employee present at the July 25, 2019 meeting that the Alternatives are not "set in stone" and are open to design modifications (within the scope of regulations and ADA requirements). This employee encouraged me to submit suggestions on the Alternatives if alterations could be made that would reduce the negative impact on certain properties. Given the short notice for comment submission, I was not able to develop solutions to each of the issues above.

- It would be ideal to create an Alternative that retains store-front parking for Upper Crust Pizzeria.
- I suggest that Caltrans incorporate at least two street parking spots on each side of the highway that are long enough to allow a 3-axle vehicle to parallel park. These could also act as pull-outs for vehicles that need to quickly pull over in order to check an address or directions.
- The businesses along the downtown corridor must have their already-inadequate parking maintained *to the extent possible*—not *to-the-extent-desired-for-aesthetic-purposes-as-determined-by-non-resident-Caltrans-designers*.
- Caltrans should take some responsibility for litter along the sidewalks by funding Caltrans personnel to collect litter at least weekly along the length of the streetscape. Caltrans should be required to take responsibility for the maintenance and repair of any damaged sidewalks and built-in planters.
- The streetscape plan should have language that allows individual property owners to make the decision to have Caltrans install built-in planters. And property owners should be permitted to abandon the landscape maintenance at their discretion.
- Traffic backups due to drivers waiting for passing traffic so that they can turn left can sometimes be an issue in downtown Gualala. However, given how short the downtown business corridor is and how necessary parking is for the westside businesses, I do not think that a continuous dedicated left turn lane is necessary throughout the streetscape plan. I urge you to offer an Alternative that removes the left turn lane along the Surf Market property in order to maintain as much parking as possible. Intermittent left turn lanes are common in urban areas and there is no reason to exclude this consideration for Gualala.
- As a possible alternative, I would like to see the sidewalk width reduced in front of the Surf Market property to the legal/ADA minimum in order to reduce or even prevent the loss of any storefront parking spaces.
- At Antonio's Tacos, offer an Alternative that places the sidewalk on the east side of the highway along the Cypress Village development with a crosswalk across the highway for safe crossing. This would allow Antonio's to maintain its storefront parking with the added benefit of directing pedestrian traffic east to the Cypress Village, which would financially benefit from increased visitors.
- Written contractual agreements between Caltrans and each affected property owner should be filed with the County Assessor's Office so that owner responsibilities are transparent as properties change hands in the future.

- Caltrans should be more proactive in its dispersal of information to property owners and the public. Additional community meetings are necessary with increased notice via social media, radio announcements (KGUA and KTDE), and newspaper ads. Caltrans District 1 has a Facebook page that is underutilized. Much of the Gualala-Point Arena community relies on Facebook postings on our community pages as their primary news source (Gualala Trading Post and Point Arena Update Page).
- I urge you to be more creative in finding solutions that work to enhance our community rather than detract from our economy.

Please keep in mind that the Caltrans motto is to "provide a safe, sustainable, integrated and efficient transportation system to enhance California's economy and livability." I urge you to emphasize the *enhancement of our economy and livability* in the Gualala streetscape plan. Remember that people live here and their needs deserve consideration. I look forward to the day when I can walk downtown to the grocery store with my children on a sidewalk. I just hope I am walking there by choice and not because the grocery store has too little parking.

I appreciate your interest in my comments.

Sincerely,

Julie Bower

Response to Comment #123:
Caltrans staff attended a Gualala Municipal Advisory Council meeting on April 4, 2019, and reported on the project alternatives and provided an update on the project schedule and that the project environmental document would be available for community review in the near future.

The draft IS/ND was in circulation from July 8, 2019, through August 8, 2019, and was available on-line on the Caltrans project page and the State Clearinghouse website. The draft IS/ND was also made available at the Coast Community Library in Point Arena both hard copy and disc copy. A newspaper ad was placed in the Mendocino Beacon and a Facebook post also notified the community of the upcoming public meeting.

It is common practice to have an environmental document available for approximately two weeks prior to a public meeting to allow for review prior to the event.

Response to Comment #124:
The project's purpose is to improve traffic flow and create safe and comfortable facilities for pedestrian and bicycle travel through downtown Gualala, including for locals. The project is also intended to improve Gualala's visual character by incorporating landscape and hardscape features into the project.

The project is needed to reduce conflicts between motorized and non-motorized users of the facilities, which are exacerbated by on-street parking and minimal access control. The unmarked shoulder areas are routinely used for parallel parking throughout the downtown area. Bicyclist and pedestrian pathways are not well-defined.

Response to Comment #125:
The Upper Crust Pizzeria driveway will still be accessible to the public. Unfortunately, the geometry and existing right of way of the project does not provide a space to keep the parking in front of the business. Per the Gualala Town Plan section G3.6-12 "No on-street parking shall be permitted on Highway 1. County staff shall coordinate with Caltrans to develop appropriate signage." GMAC has identified multiple offsite locations that are possible parking locations throughout the downtown area.

Response to Comment #126:
The previous alternatives regarding adding on-street parking have been rejected by Coastal Commission staff because there is not a safety issue being addressed with adding on-street parking. On-street parking is not included in the Gualala Town Plan and there was no progress on amending the town plan. The current alternative provides multi-modal access while allowing traffic calming to happen. However, the turnout at the south end of the project limits can be used as parking for the trailers.

Response to Comment #127:
The pedestrian and bike improvements will create a safer environment for the community to walk around the downtown corridor of Gualala.

Response to Comment #128:
Per the Gualala Town Plan section G3.6-12 "No on-street parking shall be permitted on Highway 1. County staff shall coordinate with Caltrans to develop appropriate signage."

GMAC has identified multiple offsite locations that are possible parking locations throughout the downtown area. The project aims to add pedestrian and bicycle accessibility by providing walking and biking space and allowing for safer crossing at several locations in the downtown area. Also, the proposed alternative will have minimal impact to the Surf Market parking lot.

Response to Comment #129:
The widening and most of the right of way acquisition happens along the northbound side of the project. In addition, the project team looked at alternatives that required the least amount of right of way take.

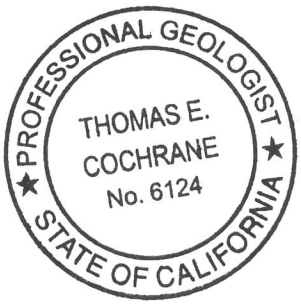
Response to Comment #130:
Caltrans is currently working with the local jurisdiction to obtain a maintenance agreement. In addition, Caltrans will continue to maintain SR 1 through downtown Gualala.

Response to Comment #131:
Caltrans is currently working with the local jurisdiction to obtain a maintenance agreement.

Response to Comment #132:
A maintenance agreement is currently being pursued with the local jurisdiction for this project. In the event a maintenance agreement cannot be executed, the project will be delivered with hardscape in lieu of landscaping.

Response to Comment #133:
The Caltrans right of way team will begin working with property owners in the near future regarding acquisition and temporary construction easements.

Response to Comment #134:
Multiple alternatives have been considered and the Project Development Team, along with input from the community, has selected the alternative that is consistent with the Gualala Town Plan that also satisfies the funding requirement of the Active Transportation Program funding. Any type of on-street parking feature cannot be considered for this project as it does not comply with the Gualala Town Plan; however, the GMAC has identified multiple offsite locations that are possible parking locations throughout the downtown area. Caltrans will continue to update the community during the next phase of the project as information becomes available.



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August 9, 2019

Cari Williams, Environmental Planner
North Region Environmental District
California Department of Transportation
Eureka, CA 95501

RE: Suggested Changes to the Cal Trans Road Plan through Gualala, CA 95445

Although I do not live in Gualala or Mendocino County, Gualala is our downtown. We shop there nearly every day, so the proposed changes are important to us.

We loved it when the utilities were put underground. That added much to the streetscape. Obviously, much can be done to beautify Gualala. Most of that is beyond the purview of Cal Trans.

Traffic congestion and parking are our biggest concerns as well as your concerns.

1. The width of the road between businesses on the east and west is tight.
2. To put two 5 ft Bike lanes and two 8 ft sidewalks on both sides of the highway is impossible.
3. Then there is the increased width of turn lanes.
4. An estimated 50+ parking spaces will need to be eliminated. Where will the 50 vehicles park?

135

Bike Lanes.

Bike lanes are not the problem through Gualala that endanger bicycles riders across the Gualala Bridge or through the cut just south of the bridge. Those two areas should be addressed first.

Hotel Parking.

Parking is currently perpendicular to the highway. If it is to continue, I would suggest diagonal parking from the south. I would also suggest signage to limit SUVs and trucks from parking there and blocking the view from autos trying to back onto Highway One.

136

Sidewalks.

Sidewalks don't need to be 8 feet wide. Four or five feet is more than adequate. Possibly the sidewalk at least part of the way between the Hotel and Surf Super should only be on one side of the street. The gaps can be connected by across the street marked crossings.

137

The bottom line is I cannot endorse the current plan. To handle the parking problem, we need to continue to have at least parallel parking along both sides of the Highway through Gualala.

I feel that if the street is widened with bike lanes and reduced parking, it will encourage drivers to drive faster though town. This will lead to more accidents and not fewer ones. If you hit someone at ten miles an hour they probably will survive. If you hit them at 35 mph, then they will die.

Let us rethink this plan and come up with a greatly modified one, with much less cost. Then go fix the bridge and the Highway to the south.

Very truly yours,

Thomas E. Cochrane
A resident for over thirty years and a local landowner since 1976.

Response to Comment #135:
Although the pavement width of the highway would increase with the addition of the two-way left turn lane (TWLTL), the configuration of the two-lane road would still be maintained. The TWLTL will allow for reduced queuing in the travel lane and allow left turning vehicles room to wait and provide a space to safely wait for opposing traffic while still allowing vehicles to make a left turn into businesses and is included in the Gualala Town Plan.

Response to Comment #136:
Per the Gualala Town Plan section G3.6-12 "No on-street parking shall be permitted on Highway 1. County staff shall coordinate with Caltrans to develop appropriate signage."

GMAC has identified multiple offsite locations that are possible parking locations for visitors throughout the downtown area. The project aims to add pedestrian and bicycle accessibility by providing walking and biking space and allowing for safer crossing at several locations in the downtown area. Also, the proposed alternative will have minimal impact to existing businesses.

Response to Comment #137:
The purpose of the project is to provide comfortable facilities for pedestrian and bicycle travel through downtown Gualala and the project is needed to reduce conflicts between motorized and non-motorized users of the facility. Therefore, the scope of the project includes 6-foot sidewalks on straight alignments and 5-foot sidewalk on curvilinear alignments. Two curvilinear sidewalks will be on the southeast end of the project and southwest corner of Ocean drive. This will serve as a “gateway” element.

Response to Comment #138:
Please see response to Comment #136.

August 6, 2019

California Department of Transportation
Cari Williams
Environmental Planner North Region Environmental – District 1
1656 Union Street
Eureka, CA 95501

RE: Comments on the Gualala Downtown Enhancements Project

To whom it may concern:

Unfortunately, I was not able to attend the July 25th meeting in Gualala about this latest environmental report on the streetscape project. However, I have just finished reading the report and as a resident of Gualala (and newly appointed member of the GMAC) I would therefore like to share my comments and reactions.

1.) Overall, I strongly support moving forward with the implementation and construction of these sorely needed enhancements to downtown Gualala. Improving traffic management and creating safer spaces for pedestrians and cyclists can only bring benefit to our coastal village community - benefits that will be realized by residents, local businesses and visitors alike, I believe.

2.) I am impressed by the way CalTrans appears to have followed very closely environmental guidelines laid down by various State and Federal laws, which reflect in large part the desire of a strong majority of Californians to protect the environment and work towards significant reductions in green house gas emissions, as well as the protection of flora and fauna potentially impacted.

3.) In section 1.5.7 in the discussion of plant species, the report mentions a desire to “control pests” and implement “invasive weed control”. My only concern here is that I would rather not see CalTrans use known toxic (to humans) sprays such as RoundUp to achieve this “control”. 139

4.) One of CalTrans Strategic Management Plan Goals is to reduce the number of VMTs per capita, in other words get people out of their cars by proposing alternative means. Implementing sidewalks and bike lanes, of course, works in this regard. If so, why not do just a bit more and extend bike lanes (not sidewalks) to Pacific Woods Rd intersection with SR1? Many Gualala residents, if not a clear majority, live up Pacific Woods Rd. and along the ridge. This move could possibly motivate more people to get out of their cars for short trips to downtown. And with an electric bike (more and more popular) getting up the hill going home is not a big chore. Bike lanes in Gualala should be destined to be more than just making it comfortable and safer for touring bike riders to pass through the town - they should be for creating a viable alternative (for some) to leave their cars behind from time to time. Full disclosure here - I am a cyclist myself. 140

5.) The report estimates that 100 metric tons of CO2 would be emitted during construction. While this may be relatively small compared with other, much larger projects that CalTrans is pursuing in the state, it is nevertheless “not nothing”. And as “mitigation” for this the report determines that roadway improvements would facilitate traffic flow which, in theory, would reduce CO2 emissions resulting from cars starting and stopping due to congestion that routinely occurs in Gualala, especially during peak use hours. Why not go a bit further and facilitate the establishment of a 4-car electric vehicle charging station? Helping build-out the EV charging infrastructure in this way is entirely consistent with the State’s goal of reducing petroleum use in vehicles up to 50% by 2030. And, it can be part of the mitigation moves to 141

offset CO2 emissions caused by this construction project. I have discussed this with Robert J. Juengling and he is in agreement that Gualala needs a public EV charging station. As such, I think we intend to pursue this one way or another, independently or with the support of CalTrans. But it would be highly desirable if CalTrans could at least help with the infrastructure needed for such a charging station - that is to say a paved parking area for 4 cars and the electrical facility to support the requirements of the chargers, etc.

With all this said, I think my personal preference is for Alternative 2, which appears to leave somewhat more space on the West side, especially for the Surf Market. 142

Thank you in advance for taking the time to review my comments and I am looking forward to the day when CalTrans breaks ground on this important project.

Yours truly,

Donald Hess
P.O. Box 1852
Gualala

Response to Comment #139:
Caltrans District 1 does not use sprays such as RoundUp to control invasives.

Response to Comment #140:
Unfortunately, that location is outside of the project limits, but your comment has been noted and shared.

Response to Comment #141:
Thank you for your comment regarding EV charging stations. Although this is outside the scope of this project, your comment has been noted and shared.

Response to Comment #142:
Thank you for your comment and support of the project.

August 8, 2019

California Department of Transportation
(Attn.) Cari Williams - Environmental Coordinator
CalTrans - North Region Environmental - District 1
1656 Union Street
Eureka, CA 95501

Dear Cari, and CalTrans,

Since the June 29th, 2012 release of MCOG's Downtown Gualala Refined Streetscape Plan, and for many years prior, I have been a strong advocate for improvements to the Hwy. 1 transportation corridor through the core of downtown Gualala.

I would like to hereby give my comments to the Gualala Downtown Enhancement Project - Initial Study with Proposed Negative Declaration. This document, with Layout and Right-of-Way diagrams dated June 26, 2019, represents a Plan that currently best incorporates and applies Smart Growth Concepts from the CA Complete Streets Act of 2008, for Gualala. It is my assumption that the Complete Streets Act concepts must be adhered to? 143

The completion of the Gualala Utility Under-grounding Project in May of 2013 and the relocation of the Gualala Post Office in August of 2016 are two major events that have helped with Gualala's traffic flow.

However, parking **and circulation** problems associated with the BLP 'Surf Center' properties, have long been and continue to be a persistent issue; preventing Gualala from further improving its traffic conditions through the downtown core, for all types of transportation.

One asks how is it possible that a developer was able to build a 11,340 sq. ft. building within the coastal zone in the early 1980's; and have Hwy. 1 realigned so as to accommodate at least some parking spaces on-site for an oversized building; and then be able to utilize the public prescriptive thoroughfare and adjacent properties for their own parking needs without maintenance and upkeep costs for over 30 years?

Removing parking from Highway 1 is **not** the problem portrayed by many. In reality it comes down to a single Gualala property owner / developer whose parking needs are deficient per the zoning code. And the sense of entitlement of the downtown Hwy. 1 corridor parking spaces, which has prevailed for decades, due to BLP fee title ownership of land under and along our downtown travelled roadway area of Hwy. 1.

If the property owner (BLP), cannot be convinced to develop more on-site or off-site parking spaces for their Anchor Tenant - the Surf Supermarket , eminent domain proceedings should be pursued to secure the 60 ft. Hwy. 1 Right-of-Way through the entire town of Gualala..

The perception of owning the entire lands from the east to west side of the Hwy.1 area through the center of town, regardless of CalTrans' prescriptive right-of-way, remains the impediment to accomplishing sorely needed transportation improvements in what is many times a very congested thoroughfare for all, along our busy 'Main-street'.

I am in favor of either Alternative 1 or Alternative 2, as described in the Gualala Downtown Enhancement Project document. Due to Alternative 2 **not** affecting the on-site parking at BLP properties I favor this Alternative. It also offers Gualala the better chance for realizing the improvements itemized in the Gualala Downtown Enhancement project description. 144

It is my strong personal belief that a few additional elements may also need to be added to the Gualala Streetscape Project in order to achieve the best possible project and to gain the strongest amount of support .

The development of a parking area south of town at the CalTrans pullout area, would assist with parking space replacement and a perception of prime lost parking spaces in the downtown core. I have attached a draft drawing I prepared years ago, demonstrating the possibility of a community parking area at this location. 145

A further idea lately receiving attention by some would be to construct a traffic circle (i.e. modified, smaller-scale roundabout) within the CalTrans easement at the intersection of Hwy. 1 and Old State Hwy. I have also attached a draft drawing I prepared a few years back for this idea. 146

Either of these elements, added to our currently evolved Streetscape plans, would be viewed as additional attempts to make the enhancement project work for a greater amount of people.

Otherwise, I am greatly appreciative of the detailed work that has been accomplished by Caltrans on the subject Environmental document for the Gualala Downtown Enhancement Project. We need to stay vigilant and persistent if any further beautification of the Gualala transportation corridor is to occur. With CalTrans' further help we will find an updated, progressive solution to the antiquated, behavioral habits of many locals, and realize we are close to a final Streetscape plan that will make the majority of Gualala residents proud for many decades to come.

I am looking forward to continuing our work on additional ideas and visions for this very worthy Hwy. 1 Enhancement project through our town of Gualala. There is light at the end of the tunnel that we will one day begin construction of this beautiful Gualala "Main Street" roadway for all modes of transportation. Thank you again for all of your efforts.

Sincerely,

Robert Juengling
GMAC Chair

STATE OF CALIFORNIA DEPARTMENT OF TRANSPORTATION

Gualala Downtown Enhancements Project
Open House Meeting – July 25, 2019

Name (please print) Robert Juengling E-mail/Phone# robert@oceanicland.com (707) 884-4757

Address (home) 34051 S. Hwy. 1 City GUALALA State CA Zip Code 95445

Authorized Representative (name of organization or agency) Gualala Municipal Advisory Council

Address (business) 39150 S. Hwy. 1 City GUALALA State CA Zip Code 95445

COMMENTS

Please refer to my comments in letter dated August 8, 2019 to Cari Williams and Caltrans. Thank You.

Robert Juengling

Written comments may be mailed to Caltrans, Attention: Cari Williams, 1656 Union Street, Eureka, CA 95501 or emailed to cari.williams@dot.ca.gov. All comments must be sent by August 8, 2019.

Completing and signing this document is voluntary. The Department of Transportation may use this information for statistical purposes, to notify you of any future hearings, or to assist in providing you with further information. This document is a public record and may be subject to inspection and copying by other members of the public.

GUALALA TRAFFIC CIRCLE
PACIFIC COAST STATE ROUTE 1
© 2015 Google

©2016 Google

Response to Comment #143:
The purpose of the project is to provide comfortable facilities for pedestrian and bicycle travel through downtown Gualala and the project is needed to reduce conflicts between motorized and non-motorized users of the facility. Bike lanes allow for more accessibility for cyclists and create a separation between vehicles and pedestrians. The project also proposes to install crossings along the mainline with activated flashing beacons at critical locations throughout the town, which would allow safer pedestrian access as well as slow down oncoming vehicles into the downtown area.

Response to Comment #144:
Thank you for your comment and support of the project.

Response to Comment #145:
Thank you for your comment but that location is outside of the project limits.

Response to Comment #146:
Thank you for your comment but that is not within the scope of this project.

08/04/19

Caltrans
Att: Liza Walker
1956 Union St
Eureka, Ca
95501

To Whom It May Concern:

My name is Robin Leeper. I am a local business owner. The name of my business is Red Stella. We are located in Gualala on Hwy 1. I would like to express my concern about the Gualala Streetscape Plan, and the negative affect that the loss of parking on Hwy 1 will have my business and others in Gualala. A Mendocino County report states, "Due to the elimination of on-street parking spaces, business economic loss is likely." 147

We already have a lack of parking in the downtown Gualala area at peak times. Taking away on-street parking will make the situation worse. Our economy is tourist based and FRAGILE. We need more parking in the downtown area – not less. I also have concerns about the widening of the highway. A wider highway could lead to people driving at dangerous speeds and therefore endanger pedestrians who cross the road. Please consider revising the plan. 148

SINCERELY,

ROBIN LEEPER

RED STELLA
39251 S. HWY 1
GUALALA,CA
95468

Response to Comment #147:
Per the Gualala Town Plan section G3.6-12 "No on-street parking shall be permitted on Highway 1. County staff shall coordinate with Caltrans to develop appropriate signage."

GMAC has identified multiple offsite locations that are possible parking locations for visitors throughout the downtown area. The project aims to add pedestrian and bicycle accessibility by providing walking and biking space and allowing for safer crossing at several locations in the downtown area. Also, the proposed alternative will have minimal impact to the existing businesses.

Response to Comment #148:
Although the pavement width of the highway would increase with the addition of the two-way left turn lane (TWLTL), the configuration of the two-lane road would still be maintained. The TWLTL will allow for reduced queuing in the travel lane and allow left turning vehicles room to wait and provide a space to safely wait for opposing traffic while still allowing vehicles to make a left turn into businesses and is included in the Gualala Town Plan.

Dear Mrs. Williams, 8/7/19

Surf Market has launched a petition to get people involved in the fight to save our town from the negative effects of the Gualala Streetscape Plan as it is currently envisioned will bring. Robert Jungling the chair of GMAC has falsely represented to the county that a majority of community members are in favor of his plan. This is not accurate as over 700 people who signed our online and paper petitions, along with numerous letters from important organizations, businesses, and individuals will attest. (Count as of Wednesday Aug 7th and counting)

As I have spoken with dozens of people in our community over the last week I am learning that many people do not actually understand what the plan includes. Once they see the elements of the plan, they are not happy and are not in favor of moving forward. 149

1. They do not like the idea that our downtown will be spilt in two by a road as wide as a 4 lane highway. And they worry that the plan will ruin Gualala's small-town feel.
2. They worry about not having enough parking for locals and visitors, and that less parking will hurt local businesses.
3. They worry that motorists will drive faster and that it will be more dangerous to cross the highway than it is now. Even though the intention is to make things safer.
4. Some residents worry that property values could be negatively affected by the closure of Surf Market due to our selection of local, organic, and specialty products no longer being available.

Some are not convinced that the loss of on street parking will negatively affect Surf and other businesses. They think that customers can park off site and walk to the market. Mendocino County was not confused about the negative impact the removal of parking will have. They declared in a report about the removal "***economic loss is likely***" for Surf Market, NOMA, Beach Rentals, Gualala Video, Fort Gualala, Upper Crust Pizzeria, and Antonio's, (Bones Roadhouse at the time). 150

As a 30+ year veteran grocer, I can say with absolute certainty that a large percentage of customers want to park as close to the front door of a supermarket as possible. Yes, some will walk, but not enough to sustain Surf Market. We learned in 2009 during the recession that if Surf Market loses even 14% of our annual business, we are nearing the failure point. The real recessions are hard enough, we do not want a self-inflicted one. The domino effect of Surf Market closing and the loss of the approximately 2.5 million dollars per year that Surf spends in the local community in donations, wages, rents, taxes, advertising, hired services, and purchases from farmers, and local artisan food producers is certain to be very negative.

I ask that you drastically revise the Gualala Streetscape Plan. I am in favor of abandoning all elements of the plan except an east side sidewalk, and more and better marked cross walks. I am opposed to installing bike lanes, a center turn lane, or removing a single parking spot from highway one.

Sincerely,

Steve May

161 SIGNATURES

PAGE 1

We need more parking not less. Please modify the Gualala St tscape Plan to allow more parking and avoid harming local busir es.

Name	Address
Chris Guilledge	PO Box 1562 Gualala CA 95445
Jesus Sanchez. Miramontes	P.O. Box 708 Gualala, Ca. 95445
Chris Cerda	5081 Rincon Ave 95409
[illegible]	40244 Fort Bragg 95497
Nicolas Kerttula	26600 Tenmile rd.
JAMES PLATT	30820 HWY 1
Marlena Woods	[illegible]
DAVE CALDOW	298 FISH ROCK SEA RANCH, CA. 95497
ANN CALDOW	MA Caldw PO Box 624 Gualala 95445
Jessica Nilson	38191 old Stage rd. 95445
Stephanie Lopez	39125 Old Stage Rd. 95445
DAVID JORDAN	PO Box 594. GUALALA 95445
Arthur E. Juhl	PO Box 444 Gualala 95445
Laura Ozenne	35501 S. Hwy 1 Unit 125
Sturley Marks	33416 Iversen Rd G
MARIA ARANA	46901 Gypsy FLAT Rd. Gualala
Deborah Bishop	1003 Guildford Ct. Encinitas CA 92024
Jennifer Carlson	2541 Wallace Ave. Fullerton, CA 92831
Marjella Gunter	PO 1354 Gualala 95445
marla skibbins	Box 31 The Sea Ranch, CA 95497
Kenneth Wachter	115 Black Pt. Reach, The Sea Ranch 95497
Bernadette Bell	" " " " "
Patricia Hall	P.O. Box 1562, Gualala CA 95445
Melanie Pope	PO box 104 Manchester CA 95459
Barbara Smith	Gualala
Alexander Boutakoff	45680 Pacific Woods Dr.
James T Eyres	46130 " "
Sabina Skibbe	39150 S. Hwy One Gualala
Cassie Henderson	PO Box 1097, Point Arena CA 95468 CA 95445
Patty Buttega	PO Box 225. Gualala CA 95445
Natasha Lyn	PO 101 Stewarts Pt. CA 95480

We need more parking not less. Please modify the Gualala St[illegible]scape Plan to allow more parking and avoid harming local busi[illegible]es.

Name	Address
Meredith Beam	34820 So. Hwy 1, Anchor Bay
Lawrence Degton	2501 PA Ave NW DC 20037
Wendy Werthheier	4100 Cathedral Ave, NW DC 20016
[illegible]	PO Box 1029 GUALALA
[illegible]	" " "
[illegible]	PO Box 534 Gualala 95445
Renata Dorn	35101 So Hwy 1 Gualala 95445
Brian Barnes	45156 Bill Owens RD, Point Arena, CA 95468
Ron Miles	Ron Miles PO 425 95445
Christine Bussard	PO Box 53 Gualala 95445
LARRY JACOBS	PO 261 The Sea Ranch CA 95497
Pixie Newbury	PO Box 185 Stewarts Pt 95480
Lucienne / Allen	44680 Tan Bark Rd Gualala
Davina Allen	44680 Tan Bark Rd "
Margaret STOTZ	38351 Old STAGE RD GUALALA
Erin Kirchner	P.O. Box 414 Point Arena
Lestre Shackelford	PO Box 126 Gualala CA 95445
Terry Pfordresher	PO Box 11 Gualala, CA
ANDREW FAGAN	PO BOX 710 GUALALA 95445
Nick T Coffee	907 Corte Amarillo RD 94928
Claire M. Carthy	P.O. Box 1145 Gualala 95445
Bryce Lewis	6730 E. Preston St. #21 Mesa, AZ 85215
James W. Hayes	1552 Gualala CA
Lou Williams	PO Box 932 Gualala CA 95445
Paul P. Schmit	P.O. Box 657, Gualala, CA 95445
SERGEANT KRYSTI	P.O. BOX 67 TSR 95497
Eileen Burell	35501 Hwy. 1 S. #138 Gualala 95445
Ralph Navarro	P.O. BOX 556 " "
Joyce Gregg	136 Wild Moor Ranch
Madeline Bellis	Serenasea
Meg Boone	3d N Cloverdale Blvd, Apt F, Cloverdale 95425

We need more parking not less. Please modify the Gualala St[illegible]tscape Plan to allow more parking and avoid harming local busin[illegible]es.

Name	Address
Ron C. Nolan	46903 OLD STATE RD. GUALALA
FRANCISCA CHAVEZ	109 LAKE STREET POINT ARENA, CA
Mahalon Jonasso	46651 IVERSEN RD, GUALALA
David Lowe	46600 at State Hwy #1 Gualala
Justo Jacinto	26001 Ten Mile Rd, Point Arena
Kathryn Gleason	14701 Old Stage Road, Gualala
Lauren Cluff	PO Box 385 PA CA 95468
Scott Polchow	PO Box 616 PT, CA 95467
[illegible]	PO Box 1583, Gualala, 95445
Jack Barnhouse	PO Box 512, Gualala, Ca. 95445
DAVID HILMER	PO Box 1520 GUALALA 95445
Debby Howard	PO Box 891, GUALALA, 95445
Kim Kellett Kim Kellett	P.O. Box 658 Gualala CA 95445
Joel Crockett	PO Box 195 The Sea Ranch 95497
MICHAEL THOMAS	PO Box 1660 GUALALA, CA 95445
GARY ABEL	PO Box 22 Gualala CA 95445
S V Bohm S	Box 97 TSK 95497
Christopher M. Kaufer	42100 Sunset Drive
Jose Luis Meza Lopez	39964 Gualala Loop
Ralph Madsen	327 Cupola Ct. Lincoln, CA
Karen Cramer Rogers	PO Box 396 Gualala 95445
Charles A. Woods	PO Box 571 Gualala CA 95445
PETE MAYER	Po Box 854 GUALALA, CA. 95445
[illegible]	PO Box 1584 Gualala ca 95445
[illegible]	PO Box 1521 Gualala, CA 95445
Erika Brekke	41021 Roseman CK Rd. Gualala
Taylor Miller	P.O. Box 1331 Gualala CA 95445
Jeff W. Barri	Po Box 372 Gualala CA 95445
Willow I Barri	Po Box 372 Gualala CA 95445
JASON BAKER	PO BOX 431 GUALALA CA 95445
Carlyle W. Corson III	

We need more parking not less. Please modify the Gualala St[illegible]scape Plan to allow more parking and avoid harming local busi[illegible]es.

Name	Address
Nick Light	320 Main St. Point Arena
Jaden DAVIS	20801 Manchester, CA
Leda carpenter	374 Fish Hook Dr, Sea Ranch
MATT DeVITO	16101 WOODSIDE WAY
Jess Wyrick	Ocean ST Gualala
Justin m York	100 mill ST Point Arena
Martin Diaz	37 riverside drive, Point Arena CA
Jan Owens	Point Arena, Ca.
Mel Smith	Point Arena Ca
JEANA GEVAS	POINT ARENA, CA
Ana Sanchez	Point Arena CA
Bob [illegible]	Point Arena
Bill Abram	Gualala
Kathy Blenkhorn	Pt. Arena
Pamela K. Woodle	Gualala
[illegible] Irons	Pt. Arena
[illegible]	P.O. Box 405 Pt Arena
Kristy Bishop	P.O. Box 526 PA 95468
Jennifer Sanders	PO Box 413 PA 95468
Kelly Hendriks	30400 Mountain View rd
Barbara Burkey	365 School St, PA 95468
Tatiana [illegible]	Little Green Bean Roastery
Marcy Martin	Anchor Bay
Meg Coleman	Point Arena
ALFREDO OROZCO	35501 S. HWY-1 SUITE 155
BARBARA OROZCO	35501 S. HWY-1 SUITE 124
Emily McConnell	35507 S. Hwy 1
Amanda Tom Olsen	35508 S. Hwy 1
Sonia Rivera	Gualala CA 95445
BARBARA PETTIGREW	Gualala 95445

We need more parking not less. Please modify the Gualala Streetscape Plan to allow more parking and avoid harming local businesses.

Name	Address
Linda Bostwick	PO Box 156 The Sea Ranch, 95497
Kathleen Huse	44201 Tan Bark Rd, Gualala, CA 95445
Mel Huse	↑ "Same" ↑
Mary Benton	PO 951, Gualala, 95445
Lisa Wienelke	PO Box 1004 Gualala 95445
LISA HANITZSCHE	PO BOX 1303 GUALALA CA 95445
Cindy Kennedy	Box 900 Gualala, Ca 95445
Bryan B Thurmond	Box 425 Point Arena Ca

Name	Address
Mike Preston	38851 Highway 1 Gualala
Janet Stevens	104 Sea Drift TSR
Ramona Crooks	45901 Sunset Dr., Gualala
Maggie Tapp	395 Chinquapin Rd. TSR
LINDA WEINSTEIN	38851 S. Hwy 1, #9 Gualala
Donna Casterson	PO Box 1634 - Gualala
Jay & Jesper	PO Box 1505 Gualala
ADAM BOROWITZ	@ 16401 HWY 1, MANCHESTER, CA
Ursula Hamilton	35432 Jolly Cloud TSR
T= Cole	38664 Coral Ct. Gualala

Name	Address
Maya Fox	378 Hibiscus Way San Rafael Ca.
CHARLIE CHAPPELLE	9 Bellorei dave 11
Angelica Lara	Sea Ranch White tail
Emma Eidenberger	Gualala
Monica Romero	Gualala
JOAN O'CONNELL	Gualala
Al Mayberry	Unit 74 Anchor Bay
Lorna Elliott Scholl	PO Box 762 Gualala, CA 95445
James W Scholl	PO Box 762 Gualala, CA 95445
MARK HANCOCK	PO BOX 1084 GUALALA CA 95445
John H. Bower	39691 old stage Gualala, CA 95445
Kristine Thomure	P.O. Box 309 Gualala CA 95445

Name	Address
Kay Maynard	Gualala Ca 95445
Christine Bussard 38851 S. HWY 1 #7	Gualala Ca 95445
Jayne Milesbewicz	Gualala Ca 95445
Judy Corr 39700	old Stage Rd. 95445
Bruce Harper 46320 Iverson Rd	Point Arena
Monica Benedict	PO Box 463 - Pt arena, Ca 95468
Joanne Brooks	37400 Old Stage Rd Gualala CA
JULIE VERBAN	38864 Sedalia Drive Gu. 95445

change.org

Surf Market

Recipient: CalTrans

Letter: Greetings,

Modify the Gualala Streetscape Plan to avoid harming local business

40 COMMENTS

Comments

Name	Location	Date	Comment
Lauren Cluff	San Jose, US	2019-07-31	"I like surf"
steven winningham	The Sea Ranch, CA	2019-08-01	"Our community needs the businesses along this corridor to survive and thrive. Other parking options need to be explored."
Mike Nelson	Gualala, CA	2019-08-01	"We need all the parking that is available, especially during the busy summer season"
Susan Miletich	Point Arena, CA	2019-08-01	"Who ever heard of a town with no main street parking? Hw1 IS our main street!"
Pam Powell	Gualala, CA	2019-08-01	"We must protect our businesses."
Barry Richman	Gualala, CA	2019-08-01	"It is flat out outrageous that a plan to improve our town would destroy one of its long-time best businesses."
Jenna Ducato	Seattle, WA	2019-08-01	"I love Surf Market & want to see thoughtful growth in beautiful Gualala that doesn't negatively impact local businesses."
Cathleen Crosby	Gualala, CA	2019-08-01	"We need to continue discussions and exploration of alternatives in order to find successful solutions that work for all stakeholders."
karen may	Catonsville, MD	2019-08-01	"Surf Market is critical to the culture and economy of Gualala. Please design a solution that increases rather than decreases parking. Protect Surf!"
Maggie Crosby	Gualala, US	2019-08-01	"Surf Market is a major reason I enjoy "buying local" and "eating local." It has always been a wonderful store, and it keeps getting better. Surf is also extremely generous in supporting local nonprofit organizations. Please don't carelessly harm such an important resource for our community."
Eve Bennett-Wood	Los Altos, CA	2019-08-01	"The long along-street (Hwy 1) parking is particularly needed for recreational vehicles, people towing trailers, boats, etc. There are many of these in this area and there would be no place for these shoppers, tourists and locals to park without these spots."
John Wiesner	Castro Valley, CA	2019-08-02	"As a homeowner near-by, the Surf Market is an essential amenity. However, I have to drive to Surf and need the available parking, which should NOT be reduced."
Laurie Lamantia	Santa Rosa, CA	2019-08-02	"When changes are made. They must consider seniors, (Which a large majority of the population in this area as well as people that have disabilities that limit their walking capabilities. parking and access to shopping is much more important in my opinion than sidewalks. How about sidewalks on one side, like the east side, with cross walks along the route."
Barbara Owen	The Sea Ranch, US	2019-08-02	"Should there be a "need" to spend money on streetscape.....why not improve the qualities of the existing road and not mess up the charming nature of our little town?"

Name	Location	Date	Comment
Brittany Adamson	Fair oaks, CA	2019-08-02	"I care about Gualala and the businesses and people who live there"
Sita Milchev	Gualala, CA	2019-08-02	"The Surf Super Market is so needed in our rural area. Although we get our share of tourists, without parking, no one will want to walk far. If there was some kind of little jitney, or small car type, to pick up people who park further away, I'd take that. I'd also walk a bit farther to shop at Surf. This is important for our community."
Anne Long	San Francisco, CA	2019-08-02	"I am an older patron of Surf Super--love the store and the community support of its owner. It must have adjacent parking so people don't have to try to carry groceries. Signing for Alex Long also."
Ursula Jones	Gualala, CA	2019-08-02	"Surf needs all the parking they have now. And so does the Gualala Hotel and Upper Crust Pizza"
Dana Frediani	Sea Ranch, CA	2019-08-02	"I'm signing this petition because I think the whole plan is an all around horrible idea. It makes no sense to add/widen the lanes in the downtown area of Gualala. You need to make the town more charming and not more industrial by adding lanes. Protect the town's charm and figure a better and simpler way to allow pedestrians to cross. Maybe a flashing yellow lights at a couple crossing areas. By adding additional lanes you are inviting more cars to speed through town, cars speeding around other cars who are trying to slow down and drive the speed limit. Bad, bad, bad plan."
Trina Turk	Los Angeles, CA	2019-08-02	"SIDEWALKS, not more traffic lanes please! As a frequent visitor to Gualala, it's my opinion that the town will not realize the full potential of its spectacular coastal site until more pedestrian-friendly walkways are added to the downtown area. If tourists and locals could easily walk from one business to another, everyone would benefit and the town would be more appealing. Additional traffic lanes are a terrible idea—as are flashing lights! Even on the busiest holiday weekends, extra lanes are not needed. We simply need a more pedestrian-friendly streetscape and sidewalks."
suki shepard	berkeley, CA	2019-08-02	"I support the Surf Market. Suki Shepard"
crista lucey	san francisco, CA	2019-08-02	"I live 1/2 the time in this community and our local businesses are our fabric."
<Lynn Cuny	Kendalia, TX	2019-08-02	"I am opposed to the Streetscape plan. Leave this small town alone!"
Carolyn André	Sea Ranch, CA	2019-08-03	"I love the idea of walkable areas, but I am not in favor of either of the streetscape plans. Our local businesses are critical to us. In addition, the Mendonoma area has the largest percentage of seniors anywhere in the state. I was told in response to a question that people who couldn't find parking could drive up toward RCMS and park up there. And then what? Walk up the hill with arms full of grocery bags? Ridiculous. Beyond that they're talking about parking in front of Coast Life support district where our ambulances need to be able to get out the minute they get a call. No really a good spot for people to park."

Name	Location	Date	Comment
kathye hitt	Gualala, CA	2019-08-04	"Surf is an important part of the local business landscape. Surely there is a way to improve traffic conditions while keeping our roadside parking. Do we really need to up the speed limit to have folks barreling through town at 35 or 45 mph?"
Judith Fisher	Gualala, CA	2019-08-04	"Two reasons to modify: 1. Bike lanes through our 2/3 block small town are not necessary. North and south of Gualala is 2-lane Hwy 1, so why change it for town? 2. Gualala and the SURF need all the close-by parking we can preserve. Many people could not easily walk from an already busy parking area across Hwy 1--like anyone with injuries, disabilities, or simply older. Only a few in this category can obtain a blue hang tag to park in the "handicapped" zone, AND, there is only ONE of those at the Surf. Our economy needs more parking, not less."
Shawn Marrufo	US	2019-08-04	"We go to these local stores all the time"
Pat McFarland	Point Arena, CA	2019-08-05	"I have been a loyal shopper at Surf Market for almost 40 years. Surf ENDLESSLY supports non-profits in our community and beyond. Shoppers already haven't got enough parking in town. Do not take away a single parking space! Those 3 old buildings to the north of Surf need to be bought, torn down and that property can provide more parking and sweeping views in a park like setting. Then, the widening of the Hwy 1 can be accommodated. There are plenty of empty commercial spaces available for the businesses currently in those buildings. A parking park, not more road and crowding."
Michael Antrim	Santa Barbara, US	2019-08-05	"Do whatever Steve says...he knows what's best for you."
Anthony Mineer	Santa Rosa, CA	2019-08-05	"Whenever I'm in Gualala, I shop at Surf Market. Please don't make the already bad parking situation worse!"
Marena Hefner	Weldon, CA	2019-08-05	"When in Gualala I always shop at Surf Market! Don't make the parking worse!"
Lita Gitt	Sea Ranch, CA	2019-08-05	"We need Surf Super ! They are vital to our community in many ways.. Please revise this plan to accommodate more parking."
Char Cardey	Davis, CA	2019-08-05	"I'm signing because we need Surf Supermarket. Parking places do not need to be taken away from Surf Super"
Priscilla Schlag	Healdsburg, CA	2019-08-05	"please ad my name!! Priscilla Schlag"
Debbie Sullivan	Walnut Creek, US	2019-08-05	"Surf market is absolutely my favorite thing about the town of Gualala! We really need this special food market for our quality of life in this remote area . Please don't take away their parking or anything to effect their business ! We don't need a wider road in Gualala ! That would make cars go faster and wreck the charm of the town !"
Frank Lazzarotto	Sonoma, CA	2019-08-06	"Please do not reduce the number of parking spaces. This really adversely effects the small local community businesses that are located along the roadway through Gualala. There are already far to few parking spaces available for customers of local businesses like the Surf Market."

Name	Location	Date	Comment
Jennifer Mutch	San Jose, CA	2019-08-06	"I love Surf Market! Hopefully there can be a better alternative!!"
robin leeper	point arena, CA	2019-08-06	"I am signing this because the loss of parking will negatively impact the businesses along this corridor and affect our fragile local economy leading to loss of jobs. Please reconsider this plan."
Mary Clark	San Francisco, US	2019-08-06	"Very sad that any changes could be made to downtown Gualala without considering the businesses first."
Patrick Hentschel	Los Angeles, CA	2019-08-07	"Let's find a solution to the streetscape that doesn't threaten Surf. We need to stay focused on what's ACTUALLY needed to improve the downtown experience."

change.org

Surf Market

Recipient: CalTrans

Letter: Greetings,

Modify the Gualala Streetscape Plan to avoid harming local business

557 SIGNATURES 8/7/2019

Signatures

Name	Location	Date
Steve May	Gualala, CA	2019-07-30
Kim Kellett	Gualala, US	2019-07-30
Sally Shine	Gualala, CA	2019-07-30
DORIC JEMISON-BALL	GUALALA, US	2019-07-31
Marco Moramarco	Gualala, CA	2019-07-31
Maureen Carr	Point Arena, US	2019-07-31
Chip Wright	San Francisco, US	2019-07-31
Caroline Ducato	Gualala, US	2019-07-31
Todd Barnhouse	Gualala, US	2019-07-31
Lauren Cluff	San Jose, US	2019-07-31
MANJULA DEAN	Reno, US	2019-07-31
DOUGLAS BALOGH	The Sea Ranch, US	2019-07-31
sharon Burningham	Gualala, US	2019-07-31
Don Krieger	The Sea Ranch, US	2019-07-31
Lu Lyndon	The Sea Ranch, US	2019-07-31
Paddy Batchelder	The Sea Ranch, US	2019-08-01
Barry Himmelstein	The Sea Ranch, US	2019-08-01
David Hodges	The sea ranch, US	2019-08-01
Don Kemp	The Sea Ranch, US	2019-08-01
Jessie Booras	Gualala, CA	2019-08-01

Name	Location	Date
Brandon Coonradt	Utica, US	2019-08-01
Michael Kleeman	The Sea Ranch, CA	2019-08-01
Paul Katzeff	Fort Bragg, US	2019-08-01
steven winningham	The Sea Ranch, CA	2019-08-01
liz brady	Lake Forest, US	2019-08-01
Hannah Rapaport	Sydney, Australia	2019-08-01
Stuart Sweeney	Santa Barbara, US	2019-08-01
Anne Kessler Kessler	Zihuatanejo, Mexico	2019-08-01
Lauren Kennedy	Fall City, US	2019-08-01
Susan Bohlin	Gualala, US	2019-08-01
Jim Lieberman	Annapolis, CA	2019-08-01
Mark McLaughlin	Williamsburg, US	2019-08-01
Rich Hughes	The Sea Ranch, US	2019-08-01
Jalise King	Bakersfield, US	2019-08-01
Julia Mello	Point Arena, US	2019-08-01
Paul Batchelder	The Sea Ranch, US	2019-08-01
Tanya Savino	Louise, US	2019-08-01
Donna Robbins	GUALALA, US	2019-08-01
Shyamala Littlefiield	Oakland, US	2019-08-01
Anna Tawfik	Colonia, NJ	2019-08-01
Keith Trimble	Lafayette, US	2019-08-01
Angela Georgy	Spotswood, NJ	2019-08-01

Name	Location	Date
Cristine McWhirter	Conroe, US	2019-08-01
Karissa Winland	Wooster, US	2019-08-01
Alex Alvarez	Fort Worth, US	2019-08-01
Jennifer Bosma	Fort Bragg, US	2019-08-01
Mike Nelson	Point Arena, US	2019-08-01
Jimmy Tench	Brunswick, US	2019-08-01
Susan Miletich	Point Arena, CA	2019-08-01
Paula Power	Gualala, US	2019-08-01
Richard Perry	Gualala, US	2019-08-01
Jeff Quenzer	Placerville, US	2019-08-01
Moruah Mitchell	Point Arena, US	2019-08-01
Steven Lusk	Oroville, US	2019-08-01
Arielle Goss	Corpus Christi, US	2019-08-01
Pam Powell	Gualala, CA	2019-08-01
Anita Goldstein	Berkeley, US	2019-08-01
Annie Alpers	Gualala, US	2019-08-01
Katherine Uphoff	Alameda, US	2019-08-01
Carolyn André	Gualala, US	2019-08-01
Barry Richman	Gualala, CA	2019-08-01
Christian Rebollar	Albertson, US	2019-08-01
Jenna Ducato	Seattle, WA	2019-08-01
James McKenna	Point arena, US	2019-08-01

Name	Location	Date
John Kinion	Redding, US	2019-08-01
Kellie Whittaker	Berkeley, US	2019-08-01
Colleen Sweeney	Santa Barbara, CA	2019-08-01
Robert Parriott	Sonora, US	2019-08-01
Lynn Patricio	Sacramento, US	2019-08-01
Ryan Rapee	Montgomery, US	2019-08-01
David Venters	Roseville, US	2019-08-01
Susan Jones	Angels Camp, US	2019-08-01
Anonymous Petitioner	Buford, US	2019-08-01
Richard Heathcock	Gualala, US	2019-08-01
Gregg Warner	Gualala, US	2019-08-01
CYNTHIA SANTANA	Gualala, US	2019-08-01
Jace Astorga	Marion, US	2019-08-01
Cathy Bariao	Santa Clara, CA	2019-08-01
Marina A Boutakoff	Rutherford, US	2019-08-01
Cordelia Eddie	Lexington, US	2019-08-01
Lara Levitan	Waltham, US	2019-08-01
Rick Stewart	Janesville, US	2019-08-01
Carrie Gleason	Littleton, CO	2019-08-01
Cathleen Crosby	San Francisco, US	2019-08-01
paula nascimento	Brooklyn, US	2019-08-01
kimberly herrera	Houston, US	2019-08-01

Name	Location	Date
Michael Bowen	Mount Vernon, NY	2019-08-01
David Skibbins	The Sea Ranch, US	2019-08-01
Michael Monte	San Jose, CA	2019-08-01
Matt Smith	Ayer, US	2019-08-01
Suzanne Frazier	Brooklyn, US	2019-08-01
TERRY GARRETT	Cotati, US	2019-08-01
taylor vickers	Orcutt, US	2019-08-01
Robert Hartstock	Gualala, US	2019-08-01
Teresa Youtz.com	The Sea Ranch, US	2019-08-01
Karen May	Kentfield, US	2019-08-01
Keith Shultz	Kentfield, US	2019-08-01
Scott Cratty	Ukiah, US	2019-08-01
Peter Stathis	The Sea Ranch, US	2019-08-01
Randall Otte	Evanston, US	2019-08-01
Karen Amiel	Gualala, US	2019-08-01
Maureen Simons	The Sea Ranch, US	2019-08-01
WILLIAM WEAVER	Bend, US	2019-08-01
Maggie Crosby	Gualala, US	2019-08-01
Sara and Bill Snyder	The Sea Ranch, US	2019-08-01
kate skinner	San Francisco, US	2019-08-01
Christopher Jaap	The Sea Ranch, US	2019-08-01
Emili Willis	Sherman, US	2019-08-01

Name	Location	Date
Taylor Bacub	Lewisville, US	2019-08-01
kathy baughman	Warren, US	2019-08-01
michael croshaw	Murphys, US	2019-08-01
Marilyn Green	The Sea Ranch, US	2019-08-01
patrick kennedy	gualala, US	2019-08-01
Gabriel Ramirez	The Sea Ranch, US	2019-08-01
Jay Wolcott	santa rosa, US	2019-08-01
Esther Munger	The Sea Ranch, US	2019-08-01
Eve Bennett-Wood	Los Altos, CA	2019-08-01
josh wolcott	Rohnert Park, US	2019-08-01
Joanna Barnes	The Sea Ranch, US	2019-08-01
David Robertson	Gualala, US	2019-08-01
Pulverizer 18	US	2019-08-01
Christian Chavez	Lindenhurst, US	2019-08-01
Richard Alfaro	Aptos, US	2019-08-01
Raul Rios	Pearland, US	2019-08-01
Jena Meachum	Honolulu, US	2019-08-01
bruh moment	Christiansburg, US	2019-08-02
Harper Smith	The Sea Ranch, CA	2019-08-02
William McCarthy	Gualala, US	2019-08-02
Whyte Owen	The Sea Ranch, US	2019-08-02
caryl carr	Gualala, US	2019-08-02

Name	Location	Date
John Wiesner	Castro Valley, CA	2019-08-02
Annette Bork	Irvine, US	2019-08-02
Creeper Awwwman	Medford, US	2019-08-02
Mimi Choi	The Sea Ranch, CA	2019-08-02
Pat Whelan	Rancho Cordova, US	2019-08-02
Jacob Fussy	Dade City, US	2019-08-02
PJ Martin	The Sea Ranch, US	2019-08-02
camille choiniere	Grand Prairie, US	2019-08-02
Thin Ranger	God, US	2019-08-02
Isaiah Myrmo	Waverly, US	2019-08-02
Laura Thompson	The Sea Ranch, US	2019-08-02
Bev Jones	The Sea Ranch, US	2019-08-02
Kevin Adamson	Fair Oaks, US	2019-08-02
Laurie Lamantia	Santa Rosa, CA	2019-08-02
monty anderson	The Sea Ranch, US	2019-08-02
Drake Artman	Saint Cloud, US	2019-08-02
Barbara Owen	The Sea Ranch, US	2019-08-02
Mari Wells	Kyle, US	2019-08-02
Deloras Jones	Renton, US	2019-08-02
Janelle Streich	The Sea Ranch, US	2019-08-02
Cindy Gibbons	US	2019-08-02
Brittany Adamson	Fair oaks, CA	2019-08-02

Name	Location	Date
Donlyn Lyndon	Berkeley, US	2019-08-02
Sita Milchev	Gualala, CA	2019-08-02
Voice of Reason	Austin, US	2019-08-02
Linda Graubart	Chicago, US	2019-08-02
Emily Peterson	Spearfish, US	2019-08-02
Anne Long	San Francisco, CA	2019-08-02
Rachel Kritz	Gualala, CA	2019-08-02
Asha McLaughlin	Williamsburg, US	2019-08-02
Mark Bollock	Gualala, CA	2019-08-02
Kate C	Norfolk, US	2019-08-02
Patricia Wilson	Gualala, US	2019-08-02
Ursula Jones	Gualala, CA	2019-08-02
Cheryl Ross	The Sea Ranch, US	2019-08-02
Aaron Phillips	Portland, US	2019-08-02
Margery Entwisle	The Sea Ranch, US	2019-08-02
samuel parsons	gualala, US	2019-08-02
bob jones	Spring Hill, US	2019-08-02
Roland Pesch	The Sea Ranch, US	2019-08-02
John Pyle	San Francisco, US	2019-08-02
Julio Gomez Zayas	Allentown, US	2019-08-02
School Shooter	Seattle, US	2019-08-02
Liam Davis	Albuquerque, US	2019-08-02

Name	Location	Date
Lillian Moreles	Fontana, US	2019-08-02
Jodene Miles	Sacramento, US	2019-08-02
Liam Owens	Herriman, US	2019-08-02
Naomi Glass	San Francisco, US	2019-08-02
Susan Clark	The Sea Ranch, US	2019-08-02
Laura Chenel	Sonoma, US	2019-08-02
Jshlaat Dickballs	Rochester, US	2019-08-02
Mark F	Chicago, US	2019-08-02
Hana Zhang	Westbury, US	2019-08-02
Minecraft Achievement	Mountain View, US	2019-08-02
Wesley Seawright	Rockville, US	2019-08-02
STEVEN COFFEYSMITH	The Sea Ranch, US	2019-08-02
Kinsley Schumacher	Bloomington, US	2019-08-02
George Calys	The Sea Ranch, US	2019-08-02
Kayden Aingworth	Thousand Oaks, US	2019-08-02
Dana Frediani	Sea Ranch, CA	2019-08-02
Robert Clemons	Lodi, US	2019-08-02
Roland Stoughton	Annapolis, US	2019-08-02
Trina Turk	Los Angeles, CA	2019-08-02
Michael Tully	Sea Ranch, US	2019-08-02
Stephanie Goodwin	The Sea Ranch, US	2019-08-02
suki shepard	berkeley, CA	2019-08-02

Name	Location	Date
Brooks Barry	Southport, US	2019-08-02
Scott Smith	The Sea Ranch, US	2019-08-02
Susan Blair	The Sea Ranch, US	2019-08-02
JM Novosel	Sea Ranch, CA	2019-08-02
Megan Songer	Waukee, US	2019-08-02
crista lucey	san francisco, CA	2019-08-02
Brian Peters	Knoxville, US	2019-08-02
Twitch.tv/ ConnorEatsPants	Jonesborough, US	2019-08-02
Jake Chesbro	Porter, US	2019-08-02
Yvonne Sonnega	The Sea Ranch, US	2019-08-02
Mary Mackie	Gualala, US	2019-08-02
lisa fleming	San Francisco, US	2019-08-02
Cameron Duncan	Osceola, US	2019-08-02
Janeice Spaulding	Chicago, US	2019-08-02
Dayle Imperato	The Sea Ranch, US	2019-08-02
Deanna Martin	Philadelphia, US	2019-08-02
Brandy Gospodarek	Waxahachie, US	2019-08-02
dj khali	Reisterstown, US	2019-08-02
Richard Warmer	The Sea Ranch, US	2019-08-02
Amelia Scort	Carlsbad, US	2019-08-02
Yeet Borgular	Mantua, US	2019-08-02
O'Brien Young	San Francisco, US	2019-08-02

Name	Location	Date
<Lynn Cuny	Kendalia, TX	2019-08-02
Vivienne Duilio	Bend, US	2019-08-02
kimberly pineda	Modesto, US	2019-08-02
Levi Conrow	Kirkland, US	2019-08-02
Harlene Smith	Stoney Fork, US	2019-08-02
Arlene Guerrero	San Francisco, US	2019-08-02
Chuck Sweeney	Santa Barbara, US	2019-08-02
Virginia Root	Gualala, CA	2019-08-02
Maria Bardini-Perkins	The Sea Ranch, US	2019-08-02
Ron Moresco	Petaluma, US	2019-08-03
Diane Jordan	San Francisco, US	2019-08-03
Ellen Matics	The Sea Ranch, US	2019-08-03
Joshua Bowyer	US	2019-08-03
william smith	Austin, US	2019-08-03
Judy Pfeifer	The Sea Ranch, US	2019-08-03
Hannah Olivier	VENTRESS, US	2019-08-03
Aden Tanner	Tempe, US	2019-08-03
jialun he	San Francisco, US	2019-08-03
inga stewart	Inglewood, US	2019-08-03
Joseph Wheeler	Perry, US	2019-08-03
Daniel Rizo	Austin, US	2019-08-03
Adam The Kok	Split, Croatia	2019-08-03

Name	Location	Date
Jacob Zickefoose	US	2019-08-03
Isaac Nugent	Ormond Beach, US	2019-08-03
Shari Rubin-rick	San Mateo, US	2019-08-03
Marcina Boles	Burleson, US	2019-08-03
Jada Shaw	Asbury Park, US	2019-08-03
Gregg Tosello	Montréal, US	2019-08-03
Joe Khamaiseh	Birmingham, US	2019-08-03
John Nelson	The Sea Ranch, CA	2019-08-03
Adrian Smith	US	2019-08-03
Jayson Martinez	Saginaw, US	2019-08-03
Madi Cornell	Boise, US	2019-08-03
Jonathan Rams	Miami, US	2019-08-03
Joshua Chain	Tallapoosa, US	2019-08-04
Carol Emory	The Sea Ranch, US	2019-08-04
Matthew Friel	Lakeland, US	2019-08-04
Chris Villani	Commack,, US	2019-08-04
London Barlow	El Paso, US	2019-08-04
Caiden Tower	Spring, US	2019-08-04
William Longwell	Guymon, US	2019-08-04
Robert Geary	Wakefield, US	2019-08-04
natasha allen	San Francisco, US	2019-08-04
bonnie saland	Los Angeles, US	2019-08-04

Name	Location	Date
Anne Vernon	The Sea Ranch, US	2019-08-04
Malene Samuelsen	Gualala, US	2019-08-04
Kamani Well	Duluth, US	2019-08-04
Mary Spence	Berkeley, US	2019-08-04
Anna Banana	Weehawken, US	2019-08-04
Eugene Turkov	Concord, US	2019-08-04
Barbara Poole	San Rafael, US	2019-08-04
Walt Rush	Point Arena, US	2019-08-04
Diane Cochran	Point Arena, US	2019-08-04
Annette Nunn	Satellite Beach, FL	2019-08-04
Cabarrus schools	Concord, US	2019-08-04
Patrick Ellis	Gualala, GA	2019-08-04
Clout Coochie	coochie123, US	2019-08-04
kathye hitt	Gualala, CA	2019-08-04
Adam Kaluba	Cincinnati, US	2019-08-04
sandy pavlic	pioneer, US	2019-08-04
Bill Apton	Gualala, US	2019-08-04
Jolman Viera	Brentwood, US	2019-08-04
Robert Geib	Barrington, US	2019-08-04
Bruce Goodwin	Pleasanton, US	2019-08-04
Janis Dolphin	Gualala, CA	2019-08-04
Roman Halvorsen	Wenatchee, US	2019-08-04

Name	Location	Date
Briannah French	Catawba, US	2019-08-04
Mohamed Traore	Brooklyn, US	2019-08-04
Drew Fagan	San Francisco, US	2019-08-04
Judith Fisher	Gualala, CA	2019-08-04
Lillian McFarland	Gualala, US	2019-08-04
Shawn Marrufo	US	2019-08-04
Damire Jefferson	Covington, US	2019-08-04
Alter Stern	Brooklyn, US	2019-08-04
Carolyn Case	Oakland, US	2019-08-04
Hu Hi	US	2019-08-04
Bette Covington	The Sea Ranch, US	2019-08-04
Paula Osborne	The Sea Ranch, US	2019-08-04
Jeremiah Grissom	Columbia, US	2019-08-04
Makiah Grover	Ashland, US	2019-08-04
LaTiana Coverson	Lagrange, US	2019-08-05
Caleb Burns	McMinnville, US	2019-08-05
Carol Kennedy	Gualala, US	2019-08-05
Kai T	Monroe Township, US	2019-08-05
Seth Tittle	B M Goldwater A F Range, US	2019-08-05
Derp Oats	Poway, US	2019-08-05
LaraIn Matheson	The Sea Ranch, US	2019-08-05
Pratima Athawale	Morganville, US	2019-08-05

Name	Location	Date
Emma Sanchez	Las Vegas, US	2019-08-05
Reianne Dalo	Las Vegas, US	2019-08-05
Noah Hastings	Round Rock, US	2019-08-05
Paula Haymond Haymond	Gualala, US	2019-08-05
nae educ	Murfreesboro, US	2019-08-05
Jerald H	Lincoln Park, US	2019-08-05
Madison Tedder	Gas City, US	2019-08-05
Jason Perez	Monroe, US	2019-08-05
Pat McFarland	Point Arena, CA	2019-08-05
Melissa Heithaus	Mckinney, US	2019-08-05
Lisa Joakimides	Point Arena, US	2019-08-05
Michael Antrim	Santa Barbara, US	2019-08-05
Anon Anon	Covington, US	2019-08-05
Thomas Good	Gualala, US	2019-08-05
Lorraine Lipani	Gualala, US	2019-08-05
Annie Pivarski	The Sea Ranch, US	2019-08-05
Kaylah Isaacs	Eastpointe, US	2019-08-05
Alejandra Cabanilla	Chicago, US	2019-08-05
aylish arana	gualala, CA	2019-08-05
Rodolfo Moran	Jamaica, US	2019-08-05
Ellen McCann	Escondido, US	2019-08-05
Cindy Espinoza	San Francisco, US	2019-08-05

Name	Location	Date
Laura Cortright	Berkeley, US	2019-08-05
Julia Contreras	Keaau, US	2019-08-05
Lori Lamon	The Sea Ranch, US	2019-08-05
Mary Forgan	Sacramento, US	2019-08-05
Barry Holman	Ukiah, US	2019-08-05
Kelly Richardson	Calistoga, US	2019-08-05
Teresa Spade	Fort Bragg, US	2019-08-05
Kathy Hile	The Sea Ranch, US	2019-08-05
Adrian Smith	Los Angeles, US	2019-08-05
Shelley Priest	Gualala, CA	2019-08-05
Sarbani Chakrabarti	Foster City, CA	2019-08-05
Rebecca Stewart	The Sea Ranch, US	2019-08-05
Maribel Gonzalez	Gualala, US	2019-08-05
Nancy Jewhurst	Elk Grove, US	2019-08-05
Shannon Patricks	Santa Rosa, US	2019-08-05
Cynthia Naoum	Gualala, CA	2019-08-05
Tom Goodrum	Austin, US	2019-08-05
Kristin Sleek	Keller, US	2019-08-05
Audrey Beck	San Francisco, US	2019-08-05
Surina Khan	Gualala, US	2019-08-05
Paul Mundy	The Sea Ranch, CA	2019-08-05
Elizabeth Roland	Modesto, US	2019-08-05

Name	Location	Date
Crystal Case	Sacramento, US	2019-08-05
Rachael Klapko	Annapolis, US	2019-08-05
Anthony Mineer	Santa Rosa, CA	2019-08-05
Debbie Byrd	Vacaville, US	2019-08-05
Andy Moore	Tucson, US	2019-08-05
Dena Parish	Gualala, US	2019-08-05
Brandi Hubert	Auburn, US	2019-08-05
Will Guyan	Gualala, US	2019-08-05
Steve Hillis	Nevada City, US	2019-08-05
Marena Hefner	Point Arena, US	2019-08-05
Dennis Paoletti	San Mateo, US	2019-08-05
Jeffrey Germaine	San Francisco, CA	2019-08-05
Ellen Clas	Silver Spring, US	2019-08-05
Frederic Kelley	Gualala, US	2019-08-05
Gail Porto	Orinda, CA	2019-08-05
Lita Gitt	Sea Ranch, CA	2019-08-05
Pablo Beck	The Sea Ranch, US	2019-08-05
Char Cardey	Davis, CA	2019-08-05
Heron Whiteside	Point Arena, US	2019-08-05
Priscilla Schlag	Healdsburg, CA	2019-08-05
Lindy Fay	The Sea Rance, US	2019-08-05
Audrey McCullough	Gallatin, US	2019-08-05

Name	Location	Date
Gregory Miller	The Sea Ranch, US	2019-08-05
Jack Walsh	The Sea Ranch, US	2019-08-05
Austim Hammond	Denver, US	2019-08-05
Janeen Murray	Healdsburg, US	2019-08-05
Shawn Doebling	Gualala, US	2019-08-05
victor briere	Gualala, US	2019-08-05
Laura Iliffe	Hyannis, US	2019-08-05
Julian Cannone	Gualala, US	2019-08-05
Robin Klingbeil	Napa, US	2019-08-05
Robert Widi	Piedmont, US	2019-08-05
David Bower	San Francisco, US	2019-08-05
Bonnie Plakos	Gualala, US	2019-08-05
KELLY MC DONALD	berkeley, US	2019-08-05
Yasmin Solomon	Gualala, CA	2019-08-05
John Landon	Bozeman, US	2019-08-05
Jonathan Forte	South Ozone Park, US	2019-08-05
Rebecca Avila	Santa Rosa, US	2019-08-05
Debbie Sullivan	Walnut Creek, US	2019-08-05
Sandra Hughes	The Sea Ranch, CA	2019-08-05
Brett Soloman	Sacramento, CA	2019-08-05
Karin Arrigoni	San Jose, US	2019-08-06
Dave Arrigoni	San Jose, US	2019-08-06

Name	Location	Date
Sarah Johnson	Oakland, US	2019-08-06
Daniel King	Birmingham, US	2019-08-06
Louella Hudson	Alpharetta, US	2019-08-06
William Robles	Point Arena, US	2019-08-06
Michi Perkins	Anchor Bay, US	2019-08-06
Laura Rasmussen	Rancho Cordova, US	2019-08-06
Beverly Naso	Watsonville, US	2019-08-06
Spirit Freeman	Petaluma, CA	2019-08-06
Deborah Lane	The Sea Ranch, CA	2019-08-06
Frank Lazzarotto	Sonoma, CA	2019-08-06
Melanie Backus-Kanuf	Richmond, US	2019-08-06
Jennifer Terry	Irvine, CA	2019-08-06
Karen Tracy	San Francisco, US	2019-08-06
Sage Gagnon	Woodland, US	2019-08-06
Jennifer Mutch	San Jose, CA	2019-08-06
Theresa David	Tucson, US	2019-08-06
Patti Pomplin	San Francisco, US	2019-08-06
Travis Cowden	Sonora, US	2019-08-06
Brittany Gonzalez	Vallejo, CA	2019-08-06
Karen Shapiro	US	2019-08-06
Cindy Kennedy	The Sea Ranch, US	2019-08-06
Omar Bernal	Duluth, US	2019-08-06

Name	Location	Date
Khoa Nguyen	San Jose, US	2019-08-06
Yemeni Yemeni	Oakland, US	2019-08-06
Clinton Vitorelo	San Francisco, US	2019-08-06
molly jans	San Francisco, US	2019-08-06
dana vitorelo	petaluma, CA	2019-08-06
amy smedley	Jacksonville, FL	2019-08-06
Clayton Hunt	Simi Valley, US	2019-08-06
Hamed Aldahmi	Oakland, US	2019-08-06
Lisa Smith-Youngs	Sacramento, CA	2019-08-06
Carol Frechette	Gualala, US	2019-08-06
Steve Chinchiolo	Ripon, US	2019-08-06
Jason Crews	Grand Prairie, US	2019-08-06
Linda Bradbrook	Gualala, US	2019-08-06
Nicole Ponsler	Sacramento, US	2019-08-06
theresa vitorelo	novaot, CA	2019-08-06
Steve Kaylor	Sea Ranch, US	2019-08-06
Jack Crispin Cain	Ukiah, US	2019-08-06
Theresa Slaman	Orinda, CA	2019-08-06
Jacqueline Brown	Healdsburg, CA	2019-08-06
Irma Brandt	Gualala, US	2019-08-06
Ellen Loring	Sea Ranch, US	2019-08-06
Krista Crews	Los Angeles, US	2019-08-06

Name	Location	Date
Ibrahim Saleh	San Francisco, US	2019-08-06
Jacqueline Strock	Point Arena, CA	2019-08-06
Ellen Buechner	Caspar, US	2019-08-06
Anna Marie Stenberg	Fort Bragg, CA	2019-08-06
Christy Gordon	Monrovia, US	2019-08-06
Deborah Heatherstone	Point Arena, US	2019-08-06
Elisabeth Watson	Berkeley, US	2019-08-06
Kasey Haffner	Yorktown, US	2019-08-06
Brock Kennedy	Juárez, Mexico	2019-08-06
Joseph Presnell	Scranton, US	2019-08-06
Juliet Tochi	Denver, US	2019-08-06
Debbie Cassani	The Sea Ranch, US	2019-08-06
Russell Olson	San Francisco, US	2019-08-06
Peter Buchman	Sacramento, CA	2019-08-06
Rhonda Lee	Santa Rosa, US	2019-08-06
Steven Harris	Austin, US	2019-08-06
Richard Curl	US	2019-08-06
robin leeper	point arena, CA	2019-08-06
Catherine Van Camp	Caspar, CA	2019-08-06
Rebecca MacFife	Fort Bragg, CA	2019-08-06
Laurence Anderson	Frem, US	2019-08-06
Robert Ortiz	San Francisco, US	2019-08-06

Name	Location	Date
Wendy Bailey	Gualala, US	2019-08-06
Kathleen Mitchell	San Francisco, US	2019-08-06
Bryan Gonzales	Charlotte, US	2019-08-06
Judith Leeper	Point Arena, US	2019-08-06
mohammed alghazali	Mechanicsville, US	2019-08-06
Nancy Morin	Point Arena, CA	2019-08-06
Vicki Hiltz	Point Arena, US	2019-08-06
Jesse Audette	Springfield, US	2019-08-06
Haleu Martin	Missoula, US	2019-08-06
Talan Nelson	Saint Cloud, US	2019-08-06
Mary Clark	San Francisco, US	2019-08-06
Sheryl Swales	Point Arena, US	2019-08-06
Betsy Anderson	San Francisco, CA	2019-08-06
Jessica Price	Point Arena, US	2019-08-06
Kyle Herlich	San Antonio, US	2019-08-06
Nita Hiltz	Gualala, US	2019-08-06
Marquasha Sherriod	Charlotte, US	2019-08-06
Micki Robbins	The Sea Ranch, US	2019-08-06
William Nieser	Gualala, US	2019-08-06
Mary Jarboe	Sneads Ferry, US	2019-08-06
Kerrie Shelton	Napa, US	2019-08-06
Nicholas Underhill	King, US	2019-08-06

Name	Location	Date
Audrey Perret	Metairie, US	2019-08-06
Becker Suman	Mesquite, US	2019-08-06
a m	Dallas, US	2019-08-06
Susie Gilley	The Sea Ranch, US	2019-08-06
Oona cava	Bellingham, WA	2019-08-06
jessica smith	Toledo, US	2019-08-06
Marcus Ezane	Stafford, US	2019-08-07
Charmaine Burrell	Gualala, US	2019-08-07
Rita Harrington	Newcastle, US	2019-08-07
Naseem Aldalali	Daly City, US	2019-08-07
Tiffany Graf	Sacramento, US	2019-08-07
Elizabeth Lowry	San Francisco, US	2019-08-07
Idek Fakkk	Rockville, US	2019-08-07
Liam Boehning	Lehighton, US	2019-08-07
jack Millard	Decatur, US	2019-08-07
marlene dorough	guerneville, CA	2019-08-07
Ken Jones	Louisville, US	2019-08-07
Michael Mayes	Houston, US	2019-08-07
Janet Flink	Santa Rosa, US	2019-08-07
Andrea Fregoso	Los Angeles, US	2019-08-07
Bobbie Clark	San Francisco, US	2019-08-07
Joaquin Sherman	Point Arena, US	2019-08-07

Name	Location	Date
Kyle Wagner	New Berlin, US	2019-08-07
Shelby Goodrum	Austin, US	2019-08-07
Athena Bolton	Albion, US	2019-08-07
Lisa Nicol	Healdsburg, US	2019-08-07
Shawn Brown	Beavercreek, US	2019-08-07
Nicholas La Mont	Los Angeles, US	2019-08-07
Brandon Garcia	Savannah, US	2019-08-07
Whitney Badgett	Point Arena, US	2019-08-07
Nevaeh Grace	Raeford, US	2019-08-07
Daniel Schoenfeld	cazadero, CA	2019-08-07
Luisa Sanchez moreno	Spain	2019-08-07
Brian Levitow	Atkinson, US	2019-08-07
Jennifer Beem	Saint Peters, US	2019-08-07
Sabrina Costa	Worcester, US	2019-08-07
Sigrid Hillscan	Point Arena, CA	2019-08-07
Rachel Turner	The Sea Ranch, US	2019-08-07
Gabriel Cofer	Rochester, US	2019-08-07
Stan Donovan	Gualala, US	2019-08-07
Laurie York	Albion, CA	2019-08-07
Palmer Zarzycki	Warren, US	2019-08-07
Marghi Hagen	The Sea Ranch, US	2019-08-07
Ili Sanchez	Santa Rosa, CA	2019-08-07

Name	Location	Date
Lisa Wieneke	Gualala, US	2019-08-07
Kathleen Powers	The Sea Ranch, US	2019-08-07
Jr Madrigal	Absecon, US	2019-08-07
Patrick Hentschel	Los Angeles, CA	2019-08-07
Colin Madden	Gualala, US	2019-08-07
Maurene Viele	San Francisco, US	2019-08-07
Jo Nieser	Gualala, CA	2019-08-07
Mariah Trevino	Portland, US	2019-08-07
Abdul ali	Bronx, US	2019-08-07
Madison Madden	Gualala, US	2019-08-07
Drucilla Hamilton	Jenner, US	2019-08-07
Alexus Alexander	Austin, US	2019-08-07
Rebecca Smith	Corbin, KY	2019-08-07

Response to Comment #149:
Although the pavement width of the highway would increase with the addition of the two-way left turn lane (TWLTL), the configuration of the two-lane road would still be maintained. The TWLTL will allow for reduced queuing in the travel lane and allow left turning vehicles room to wait and provide a space to safely wait for opposing traffic while still allowing vehicles to make a left turn into businesses and is included in the Gualala Town Plan.

Per the Gualala Town Plan section G3.6-12 "No on-street parking shall be permitted on Highway 1. County staff shall coordinate with Caltrans to develop appropriate signage."

GMAC has identified multiple offsite locations that are possible parking locations for visitors throughout the downtown area. The project aims to add pedestrian and bicycle accessibility by providing walking and biking space and allowing for safer crossing at several locations in the downtown area. Also, the proposed alternative will have minimal impact to the existing businesses.

Response to Comment #150:
Please see response to Comment #149.

August 6, 2019
P.O. Box 629
Gualala, CA 95445-0629
707-884-3368

California Department of Transportation
Cari Williams
Environmental Planner North Region Environmental – District 1
1656 Union Street
Eureka, CA 95501

Re: Comments on the *Gualala Downtown Enhancements Project*

To whom it may concern:

Unfortunately, I was unable to attend the Gualala meeting of 25 July regarding the latest environmental report on the *Gualala Downtown Enhancement/Streetscaping Project* (GCAP). However, I would like to offer my comments below:

1) I strongly support the implementation and construction of these badly-needed improvements to downtown Gualala; traffic management and safer areas for pedestrians and cyclists will be beneficial to our residents, local businesses, and visitors. I personally prefer Alternative 2 that appears to leave more space on the West side of Highway One, especially for the Surf Market complex and its parking is-=sues. I am also in favor of meandering sidewalks and the overall feel of the plan. 151

2) In section 1.5.7—the discussion of plant species—the report states CalTrans will "control pests" and implement "invasive weed control". Since CalTrans is known to use toxic sprays such as RoundUp, I would strongly request that, for the health of the human community, the environment, and the wild species that inhabit that environment, you avoid such use to achieve this goal. 152

3) During your first public meetings starting 10 March 2012, you presented plans for the GCAP to start just at- or a little south of Old State Highway (CR 501A). At the intersection of 501A and Highway One, a traffic-calming circle was in one of the suggested plans. This had unanimous public approval at that time for it would cause traffic to enter the remainder of the downtown area at a safe speed. Presently, the southern electronic speed display slows the majority of drivers but circa 20% still enter town 15-20 mph above the posted 25 mph speed limit. A traffic-calming circle is really needed at that intersection and I request it be returned to- and retained in the final design plan. 153

4) Also, during your first public meetings and as late as fall of 2018, bicycle "sharrows" were being highly recommended by CalTrans and *Mendocino Council of Government* (MCOG) staff as a way to keep the roadway at a 60-foot width, accommodate side-walks and turn lanes, and allow cyclists the best access to Route One. In your present suggestions, neither option has incorporated this feature. Please consider reinstating/reinserting "sharrows" into the plan. 154

Thank you for taking time to review and consider my suggestions, as well as heading this wonderfully beneficial project; I look forward to viewing the final design. I remain,

Sincerely,

Mary Mobert

Mary Mobert

Response to Comment #151:
Thank you for your comment and support of the project.

Response to Comment #152:
Caltrans District 1 does not use RoundUp to control invasives.

Response to Comment #153:
Thank you for your comment but that is not within the scope of this project and is not included in the Gualala Town Plan.

Response to Comment #154:
The purpose of the project is to provide comfortable facilities for pedestrian and bicycle travel through downtown Gualala and the project is needed to reduce conflicts between motorized and non-motorized users of the facility. Bike lanes allow for more accessibility for cyclists and create a separation between vehicles and pedestrians.

August 7, 2019

Subject: Gualala Streetscape

Caltrans
Attn: Liza Walker
1656 Union St
Eureka, Ca
95501
Email: Liza.walker@dot.ca.gov

To Whom It May Concern:

My name is *Lisa Wieneke-Rich* and I'd like to express my concern about the Gualala Streetscape Plan, and the negative affect that a widened road and the loss of parking on Highway 1 will have on Surf Market and other local businesses. A Mendocino County report states, "Due to the elimination of on-street (Route 1) parking spaces and private parking spaces, business economic loss is likely." 155

Surf Market is a vital community resource. I depend on Surf for the selection and quality of products that are only available there, and they consistently support many community organizations with financial or in-kind support. Without that support, it would be more difficult for those organizations to serve our community.

Though our businesses (*Center for Applied Conscious in Cypress Village & Pacific Coast Ayurveda further north on Highway 1*) may not be directly affected with loss of parking spaces, I believe strongly that the health and well-being of our community depends on the continued presence and prosperity of our existing businesses as well as fostering an environment in which additional future businesses could thrive. Diminished parking (which is already too sparse for the businesses on the west side of Highway 1) will result in lost business, which could lead to business closure.

Part of what makes Gualala attractive – to live in and to visit – is the slow paced local feel. Our town is tiny, so the reality of cars wandering slowly through town and maybe pausing while they wait for someone to make a left into Surf or elsewhere, allows visitors time to look around, and decide to visit a business. A center turn lane would only encourage people to race through town, exceeding the speed limit, as people are prone to do, and missing the opportunity to spend time and money in our town. For those who have voiced "safety concerns," the current plan could increase risk because of this "open road" affect. 156

Many of the business owners and residents agree that this plan, while having good civic intentions and some viable elements, would have too many negative effects overall. We do not support this plan. A sidewalk on the East side of the road where parking will not be lost, and a couple more clearly marked crosswalks would address safety and walkability, without the negative effects of a widened road. 157

We need more parking in the downtown area - not less. Please consider revising the plan. We have a concerned group of local business owners who will participate in a focused collaboration to modify the existing plan to one that does not include widening the road.

Sincerely,

Lisa Wieneke-Rich *Signature*

Joe Rich *Signature*

Response to Comment #155:
Per the Gualala Town Plan section G3.6-12 "No on-street parking shall be permitted on Highway 1. County staff shall coordinate with Caltrans to develop appropriate signage."

GMAC has identified multiple offsite locations that are possible parking locations for visitors throughout the downtown area. The project aims to add pedestrian and bicycle accessibility by providing walking and biking space and allowing for safer crossing at several locations in the downtown area. Also, the proposed alternative will have minimal impact to the Surf Market parking lot.

Response to Comment #156:
Although the pavement width of the highway would increase with the addition of the two-way left turn lane (TWLTL), the configuration of the two-lane road would still be maintained. The TWLTL will allow for reduced queuing in the travel lane and allow left turning vehicles room to wait and provide a space to safely wait for opposing traffic while still allowing vehicles to make a left turn into businesses and is included in the Gualala Town Plan.

Response to Comment #157:
The purpose of the project is to provide comfortable facilities for pedestrian and bicycle travel through downtown Gualala and the project is needed to reduce conflicts between motorized and non-motorized users of the facility. The project proposes to install crossings along the mainline with activated flashing beacons at critical locations throughout the town, which would allow safer pedestrian access as well as slow down oncoming vehicles into the downtown area, sidewalks on both sides of the street.

STATE OF CALIFORNIA DEPARTMENT OF TRANSPORTATION

Gualala Downtown Enhancements Project
Open House Meeting – July 25, 2019

Name (please print) SUSAN AICHER E-mail/Phone#

Address (home) 37981 Pacific View City Gualala State CA Zip Code 95445

Authorized Representative (name of organization or agency) resident

Address (business) City State Zip Code

158

COMMENTS We don't need any bike lanes in town. We need bike lanes from Bed Rock North to Big Gulch. Hwy 1 does not need to be widen. Leave the parking for the Big Rigs – 5th wheels, motorhomes etc.

We do need more lights along Hwy 1 thru town.

Written comments may be mailed to Caltrans, Attention: Cari Williams, 1656 Union Street, Eureka, CA 95501 or emailed to cari.williams@dot.ca.gov. All comments must be sent by August 8, 2019.

Completing and signing this document is voluntary. The Department of Transportation may use this information for statistical purposes, to notify you of any future hearings, or to assist in providing you with further information. This document is a public record and may be subject to inspection and copying by other members of the public.

Response to Comment #158:

The purpose of the project is to provide comfortable facilities for pedestrian and bicycle travel through downtown Gualala and the project is needed to reduce conflicts between motorized and non-motorized users of the facility. Bike lanes allow for more accessibility for cyclists and create a separation between vehicles and pedestrians.

Although the pavement width of the highway would increase with the addition of the two-way left turn lane (TWLTL), the configuration of the two-lane road would still be maintained. The TWLTL will allow for reduced queuing in the travel lane and allow left turning vehicles room to wait and provide a space to safely wait for opposing traffic while still allowing vehicles to make a left turn into businesses and is included in the Gualala Town Plan.

Per the Gualala Town Plan section G3.6-12 "No on-street parking shall be permitted on Highway 1. County staff shall coordinate with Caltrans to develop appropriate signage."

GMAC has identified multiple offsite locations that are possible parking locations for visitors throughout the downtown area. The project aims to add pedestrian and bicycle accessibility by providing walking and biking space and allowing for safer crossing at several locations in the downtown area. Also, the proposed alternative will have minimal impact to the Surf Market parking lot.

STATE OF CALIFORNIA DEPARTMENT OF TRANSPORTATION

Gualala Downtown Enhancements Project
Open House Meeting – July 25, 2019

Name (please print) Lloyd Chasey E-mail/Phone# lloydchasey@yahoo.com

Address (home) 30230 S Highway 1 City Gualala State CA Zip Code 95445

Authorized Representative (name of organization or agency) Gualala Municipal Advisory Council (GMAC)

Address (business) City State Zip Code

COMMENTS

The GMAC is very supportive of the streetscape project. It will improve public safety by providing a designated bike lane, 5' additional pedestrian crosswalks and improve visibility for vehicles entering the highway by eliminating on-street parking. The project will provide ability for pedestrians to walk the length of the village and will improve the aesthetics of the town.

I prefer Alternative 2, which would avoid eliminating parking spots in the Surf Market parking lot

159

Written comments may be mailed to Caltrans, Attention: Cari Williams, 1656 Union Street, Eureka, CA 95501 or emailed to cari.williams@dot.ca.gov. All comments must be sent by August 8, 2019.

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Response to Comment #159:
Thank you for your comment and support of the project.

STATE OF CALIFORNIA DEPARTMENT OF TRANSPORTATION

Gualala Downtown Enhancements Project
Open House Meeting – July 25, 2019

Name (please print) Melissa Finley E-mail/Phone# ingredients.woman@aol.com

Address (home) 38851 South Hwy 1 City Gualala State CA Zip Code 95445

Authorized Representative (name of organization or agency) I am a GMAC member.

Address (business) PO Box 305 City Gualala State CA Zip Code 95445

COMMENTS sidewalk plantings ought to be native, if possible also xeriscape plants, widely available. 160

Are meandering sidewalks as safe, navigable, and as easily & comparably priced in maintenance as the straight sidewalks? I like both! Both are great! 161
It looks gorgeous- I can't wait to see it all in its completed glory! ☺

I will be so GLAD, and feel a LOT SAFER, when the street parking is GONE! It is a fearful thing to turn left when the view is blocked by large vehicles up and down the road.

Written comments may be mailed to Caltrans, Attention: Cari Williams, 1656 Union Street, Eureka, CA 95501 or emailed to cari.williams@dot.ca.gov. All comments must be sent by August 8, 2019.

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Response to Comment #160:
Non-irrigated, drought resistant native species will be utilized in the landscaping elements.

Response to Comment #161:
Thank you for your comment and support of the project.

STATE OF CALIFORNIA DEPARTMENT OF TRANSPORTATION

Gualala Downtown Enhancements Project
Open House Meeting – July 25, 2019

Name (please print) Bruce Jones E-mail/Phone# bsjones36@gmail.com

Address (home) 38575 Robinson Reef Drive City Gualala State Zip Code

Authorized Representative (name of organization or agency) GCSD

Address (business) City State Zip Code

COMMENTS I prefer alternative #2

Written comments may be mailed to Caltrans, Attention: Cari Williams, 1656 Union Street, Eureka, CA 95501 or emailed to cari.williams@dot.ca.gov. All comments must be sent by August 8, 2019.

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Response to Comment #162:
Thank you for your comment and support of the project.

STATE OF CALIFORNIA DEPARTMENT OF TRANSPORTATION

Gualala Downtown Enhancements Project
Open House Meeting – July 25, 2019

Name (please print) Terry Pfardresher E-mail/Phone# 707-884-4321

Address (home) 46050 Big Gulch Rd City Gualala State CA Zip Code 95445

Authorized Representative (name of organization or agency) GMAC

Address (business) City State Zip Code

COMMENTS The options proposed at the open house on July 25th both jeopardize the future of our community's finest supermarket Surf Super... The amount of parking spaces that the Surf would lose would surely be crippling!

There are other options that need to be explored by Cal Trans. As our community has grown and prospered the Surf Market continues to be innovative and successful despite the already limited and unsafe parking. To take away more parking from a supportive and vital business is not an option!!!

Please take time to look at other creative options to open up the ocean view north of Surf market and create parking so desperately needed in our small town! Thank you!

163

Written comments may be mailed to Caltrans, Attention: Cari Williams, 1656 Union Street, Eureka, CA 95501 or emailed to cari.williams@dot.ca.gov. All comments must be sent by August 8, 2019.

Completing and signing this document is voluntary. The Department of Transportation may use this information for statistical purposes, to notify you of any future hearings, or to assist in providing you with further information. This document is a public record and may be subject to inspection and copying by other members of the public.

Response to Comment #163:

Per the Gualala Town Plan section G3.6-12 "No on-street parking shall be permitted on Highway 1. County staff shall coordinate with Caltrans to develop appropriate signage."

GMAC has identified multiple offsite locations that are possible parking locations for visitors throughout the downtown area. The project aims to add pedestrian and bicycle accessibility by providing walking and biking space and allowing for safer crossing at several locations in the downtown area. Also, the proposed alternative will have minimal impact to the Surf Market parking lot.

Chapter 4. List of Preparers

California Department of Transportation, District 1

Phlora Barbash	Landscape Associate, Visual Contribution: Visual Impact Assessment, September 11, 2017 Supplemental Visual Impact Assessment, June 6, 2019
Katie Everett	Project Manager Contribution: Project Coordination
Ash Arreola	Project Engineer Contribution: Project Design
Joan Fine	Architectural Historian Contribution: Historic Review
Dawn Graydon	Associate Environmental Planner, Natural Resources Contribution: Natural Environment Study Addendum, May 10, 2019
Samantha Hadden	Transportation Engineer, NPDES Coordinator Contribution: Water Quality Assessment Memo, April 25, 2018
Brian James	Associate Environmental Planner, Archaeology Contribution: Cultural Resources Compliance Memo, May 23, 2019
Mark Melani	Associate Environmental Planner, Hazardous Waste

Brandon Larsen	Supervising Environmental Planner Contribution: Environmental Office Chief
Liza Walker	Senior Environmental Scientist (Supervisory) Contribution: Acting Environmental Office Chief
Saeid Zandian	Transportation Engineer, Air and Noise Contribution: Traffic Noise and Air Quality Impact Memo, May 23, 2019

Chapter 5. Distribution List

Federal and State Agencies

California Department of Fish and Wildlife
619 2nd Street
Eureka, CA 95501

North Coast Regional Water Quality Control Board
5550 Skylane Boulevard Suite A
Santa Rosa, CA 95403-1072

United States Army Corps of Engineers
1455 Market Street #16
San Francisco, CA 94103

Regional / County / Local Agencies

Mendocino Council of Governments
367 N. State Street, Suite 206
Ukiah, CA 95482

Mendocino County Planning Department
501 Low Gap Road
Ukiah, CA 95482

Interested Groups, Organizations and Individuals

Gualala Municipal Advisory Council
P.O. Box 67
Gualala, CA 95445

Appendix A. Title VI Policy Statement

DEPARTMENT OF TRANSPORTATION
OFFICE OF THE DIRECTOR
P.O. BOX 942873, MS-49
SACRAMENTO, CA 94273-0001
PHONE (916) 654-6130
FAX (916) 653-5776
TTY 711
www.dot.ca.gov

Making Conservation a California Way of Life.

April 2018

NON-DISCRIMINATION POLICY STATEMENT

The California Department of Transportation, under Title VI of the Civil Rights Act of 1964, ensures *"No person in the United States shall, on the ground of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving federal financial assistance."*

Related federal statutes and state law further those protections to include sex, disability, religion, sexual orientation, and age.

For information or guidance on how to file a complaint, please visit the following web page: http://www.dot.ca.gov/hq/bep/title_vi/t6_violated.htm.

To obtain this information in an alternate format such as Braille or in a language other than English, please contact the California Department of Transportation, Office of Business and Economic Opportunity, 1823 14th Street, MS-79, Sacramento, CA 95811. Telephone (916) 324-8379, TTY 711, email Title.VI@dot.ca.gov, or visit the website www.dot.ca.gov.

LAURIE BERMAN
Director

"Provide a safe, sustainable, integrated and efficient transportation system to enhance California's economy and livability"

Appendix B. Layout of Proposed Work

01-0C720

PROPOSED ALTERNATIVE

NO SCALE

Appendix C. USFWS and NMFS Species List

United States Department of the Interior

FISH AND WILDLIFE SERVICE
Arcata Fish And Wildlife Office
1655 Heindon Road
Arcata, CA 95521-4573
Phone: (707) 822-7201 Fax: (707) 822-8411

In Reply Refer To: December 13, 2023
Project Code: 2024-0025956
Project Name: 01-0C720 - Gualala Downtown Enhancements

Subject: List of threatened and endangered species that may occur in your proposed project location or may be affected by your proposed project

To Whom It May Concern:

The enclosed species list identifies threatened, endangered, proposed, and candidate species, as well as proposed and final designated critical habitat, that may occur within the boundary of your proposed project and/or may be affected by your proposed project. The species list fulfills the requirements of the U.S. Fish and Wildlife Service (Service) under section 7(c) of the Endangered Species Act (Act) of 1973, as amended (16 U.S.C. 1531 *et seq.*).

New information based on updated surveys, changes in the abundance and distribution of species, changed habitat conditions, or other factors could change this list. Please feel free to contact us if you need more current information or assistance regarding the potential impacts to federally proposed, listed, and candidate species and federally designated and proposed critical habitat. Please note that under 50 CFR 402.12(e) of the regulations implementing section 7 of the Act, the accuracy of this species list should be verified after 90 days. This verification can be completed formally or informally as desired. The Service recommends that verification be completed by visiting the IPaC website at regular intervals during project planning and implementation for updates to species lists and information. An updated list may be requested through IPaC by completing the same process used to receive the enclosed list.

The purpose of the Act is to provide a means whereby threatened and endangered species and the ecosystems upon which they depend may be conserved. Under sections 7(a)(1) and 7(a)(2) of the Act and its implementing regulations (50 CFR 402 *et seq.*), Federal agencies are required to utilize their authorities to carry out programs for the conservation of threatened and endangered species and to determine whether projects may affect threatened and endangered species and/or designated critical habitat.

A Biological Assessment is required for construction projects (or other undertakings having similar physical impacts) that are major Federal actions significantly affecting the quality of the human environment as defined in the National Environmental Policy Act (42 U.S.C. 4332(2)(c)). For projects other than major construction activities, the Service suggests that a biological

evaluation similar to a Biological Assessment be prepared to determine whether the project may affect listed or proposed species and/or designated or proposed critical habitat. Recommended contents of a Biological Assessment are described at 50 CFR 402.12.

If a Federal agency determines, based on the Biological Assessment or biological evaluation, that listed species and/or designated critical habitat may be affected by the proposed project, the agency is required to consult with the Service pursuant to 50 CFR 402. In addition, the Service recommends that candidate species, proposed species and proposed critical habitat be addressed within the consultation. More information on the regulations and procedures for section 7 consultation, including the role of permit or license applicants, can be found in the "Endangered Species Consultation Handbook" at: https://www.fws.gov/sites/default/files/documents/endangered-species-consultation-handbook.pdf

Migratory Birds: In addition to responsibilities to protect threatened and endangered species under the Endangered Species Act (ESA), there are additional responsibilities under the Migratory Bird Treaty Act (MBTA) and the Bald and Golden Eagle Protection Act (BGEPA) to protect native birds from project-related impacts. Any activity, intentional or unintentional, resulting in take of migratory birds, including eagles, is prohibited unless otherwise permitted by the U.S. Fish and Wildlife Service (50 C.F.R. Sec. 10.12 and 16 U.S.C. Sec. 668(a)). For more information regarding these Acts, see Migratory Bird Permit | What We Do | U.S. Fish & Wildlife Service (fws.gov).

The MBTA has no provision for allowing take of migratory birds that may be unintentionally killed or injured by otherwise lawful activities. It is the responsibility of the project proponent to comply with these Acts by identifying potential impacts to migratory birds and eagles within applicable NEPA documents (when there is a federal nexus) or a Bird/Eagle Conservation Plan (when there is no federal nexus). Proponents should implement conservation measures to avoid or minimize the production of project-related stressors or minimize the exposure of birds and their resources to the project-related stressors. For more information on avian stressors and recommended conservation measures, see https://www.fws.gov/library/collections/threats-birds.

In addition to MBTA and BGEPA, Executive Order 13186: *Responsibilities of Federal Agencies to Protect Migratory Birds*, obligates all Federal agencies that engage in or authorize activities that might affect migratory birds, to minimize those effects and encourage conservation measures that will improve bird populations. Executive Order 13186 provides for the protection of both migratory birds and migratory bird habitat. For information regarding the implementation of Executive Order 13186, please visit https://www.fws.gov/partner/council-conservation-migratory-birds.

We appreciate your concern for threatened and endangered species. The Service encourages Federal agencies to include conservation of threatened and endangered species into their project planning to further the purposes of the Act. Please include the Consultation Code in the header of this letter with any request for consultation or correspondence about your project that you submit to our office.

Attachment(s):

- Official Species List

OFFICIAL SPECIES LIST

This list is provided pursuant to Section 7 of the Endangered Species Act, and fulfills the requirement for Federal agencies to "request of the Secretary of the Interior information whether any species which is listed or proposed to be listed may be present in the area of a proposed action".

This species list is provided by:

Arcata Fish And Wildlife Office
1655 Heindon Road
Arcata, CA 95521-4573
(707) 822-7201

PROJECT SUMMARY

Project Code: 2024-0025956
Project Name: 01-0C720 - Gualala Downtown Enhancements
Project Type: Road/Hwy - Maintenance/Modification
Project Description: Improve traffic flow and create safe and comfortable facilities for pedestrian and bicycle travel through downtown Gualala. The project proposes to modify State Route 1 (SR-1) through the community of Gualala. The project is intended to improve the livability of downtown Gualala while still maintaining the tourist functions of Gualala. The project proposes a lane width reduction along with the addition of pedestrian facilities, Class II bike facilities and left-turn channelization. The proposed lanes are two 11-foot-wide travel lanes with a 12-foot-wide two-way left-turn lane (TWLTL), a 5-foot-wide bike lane on each side of SR-1, and 6-foot to 8-foot-wide winding pedestrian sidewalks.

Project Location:

The approximate location of the project can be viewed in Google Maps: https://www.google.com/maps/@38.7676947,-123.52992797854445,14z

Counties: Mendocino County, California

ENDANGERED SPECIES ACT SPECIES

There is a total of 16 threatened, endangered, or candidate species on this species list.

Species on this list should be considered in an effects analysis for your project and could include species that exist in another geographic area. For example, certain fish may appear on the species list because a project could affect downstream species.

IPaC does not display listed species or critical habitats under the sole jurisdiction of NOAA Fisheries[1], as USFWS does not have the authority to speak on behalf of NOAA and the Department of Commerce.

See the "Critical habitats" section below for those critical habitats that lie wholly or partially within your project area under this office's jurisdiction. Please contact the designated FWS office if you have questions.

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1. NOAA Fisheries, also known as the National Marine Fisheries Service (NMFS), is an office of the National Oceanic and Atmospheric Administration within the Department of Commerce.

BIRDS

NAME	STATUS
Marbled Murrelet *Brachyramphus marmoratus* Population: U.S.A. (CA, OR, WA) There is **final** critical habitat for this species. Your location does not overlap the critical habitat. Species profile: https://ecos.fws.gov/ecp/species/4467	Threatened
Northern Spotted Owl *Strix occidentalis caurina* There is **final** critical habitat for this species. Your location does not overlap the critical habitat. Species profile: https://ecos.fws.gov/ecp/species/1123	Threatened
Western Snowy Plover *Charadrius nivosus nivosus* Population: Pacific Coast population DPS-U.S.A. (CA, OR, WA), Mexico (within 50 miles of Pacific coast) There is **final** critical habitat for this species. Your location does not overlap the critical habitat. Species profile: https://ecos.fws.gov/ecp/species/8035	Threatened
Yellow-billed Cuckoo *Coccyzus americanus* Population: Western U.S. DPS There is **final** critical habitat for this species. Your location does not overlap the critical habitat. Species profile: https://ecos.fws.gov/ecp/species/3911	Threatened

REPTILES

NAME	STATUS
Green Sea Turtle *Chelonia mydas* Population: East Pacific DPS No critical habitat has been designated for this species. Species profile: https://ecos.fws.gov/ecp/species/6199	Threatened
Leatherback Sea Turtle *Dermochelys coriacea* There is **final** critical habitat for this species. Your location does not overlap the critical habitat. Species profile: https://ecos.fws.gov/ecp/species/1493	Endangered
Northwestern Pond Turtle *Actinemys marmorata* No critical habitat has been designated for this species. Species profile: https://ecos.fws.gov/ecp/species/1111	Proposed Threatened

AMPHIBIANS

NAME	STATUS
California Red-legged Frog *Rana draytonii* There is **final** critical habitat for this species. Your location does not overlap the critical habitat. Species profile: https://ecos.fws.gov/ecp/species/2891	Threatened

FISHES

NAME	STATUS
Tidewater Goby *Eucyclogobius newberryi* There is **final** critical habitat for this species. Your location does not overlap the critical habitat. Species profile: https://ecos.fws.gov/ecp/species/57	Endangered

INSECTS

NAME	STATUS
Behren's Silverspot Butterfly *Speyeria zerene behrensii* No critical habitat has been designated for this species. Species profile: https://ecos.fws.gov/ecp/species/900	Endangered
Lotis Blue Butterfly *Lycaeides argyrognomon lotis* There is **proposed** critical habitat for this species. Species profile: https://ecos.fws.gov/ecp/species/5174	Endangered
Monarch Butterfly *Danaus plexippus* No critical habitat has been designated for this species. Species profile: https://ecos.fws.gov/ecp/species/9743	Candidate

CRUSTACEANS

NAME	STATUS
California Freshwater Shrimp *Syncaris pacifica*	Endangered

No critical habitat has been designated for this species.
Species profile: https://ecos.fws.gov/ecp/species/7903

FLOWERING PLANTS

NAME	STATUS
Burke's Goldfields *Lasthenia burkei*	Endangered

No critical habitat has been designated for this species.
Species profile: https://ecos.fws.gov/ecp/species/4338

Contra Costa Goldfields *Lasthenia conjugens*	Endangered

There is **final** critical habitat for this species. Your location does not overlap the critical habitat.
Species profile: https://ecos.fws.gov/ecp/species/7058

Showy Indian Clover *Trifolium amoenum*	Endangered

No critical habitat has been designated for this species.
Species profile: https://ecos.fws.gov/ecp/species/6459

CRITICAL HABITATS

THERE ARE NO CRITICAL HABITATS WITHIN YOUR PROJECT AREA UNDER THIS OFFICE'S JURISDICTION.

YOU ARE STILL REQUIRED TO DETERMINE IF YOUR PROJECT(S) MAY HAVE EFFECTS ON ALL ABOVE LISTED SPECIES.

IPAC USER CONTACT INFORMATION

Agency: California Department of Transportation District 3
Name: Christopher Hart
Address: 1656 Union Street
City: Eureka
State: CA
Zip: 95501
Email christopher.l.hart@dot.ca.gov
Phone: 7073827561

Hart, Christopher L@DOT

From: NMFS SpeciesList - NOAA Service Account <nmfs.wcrca.specieslist@noaa.gov>
Sent: Tuesday, December 12, 2023 9:48 AM
To: Hart, Christopher L@DOT
Subject: Federal ESA - - NOAA Fisheries Species List Re: Gualala Downtown Enhancements, Caltrans project 0C720, 01-MEN001 PM 0.6-1.0

EXTERNAL EMAIL. Links/attachments may not be safe.

Please retain a copy of each email request that you send to NOAA at nmfs.wcrca.specieslist@noaa.gov as proof of your official Endangered Species Act SPECIES LIST. The email you send to NOAA should include the following information: your first and last name; email address; phone number; federal agency name (or delegated state agency such as Caltrans); mailing address; project title; brief description of the project; and a copy of a list of threatened or endangered species identified within specified geographic areas derived from the NOAA Fisheries, West Coast Region, California Species List Tool. You may only receive this instruction once per week. If you have questions, contact your local NOAA Fisheries liaison.

Hart, Christopher L@DOT

From: Hart, Christopher L@DOT
Sent: Tuesday, December 12, 2023 9:48 AM
To: NMFS SpeciesList - NOAA Service Account
Subject: Gualala Downtown Enhancements, Caltrans project 0C720, 01-MEN001 PM 0.6-1.0

Dear NMFS,
I am requesting confirmation that I have identified selected species and critical habitats potentially affected by the referenced project; 0C720 – Gualala Downton Enhancements. The project is located in the of Gualala Quadrangle, Quad #38123-G5.

Project details:
The California Department of Transportation (Caltrans) proposes to improve multimodal transportation in Mendocino County at Gualala from 150 feet south of Center Street to 275 feet north of Ocean Drive (PM 0.6 to PM 1.0). To accomplish this, this project will widen SR 1 to accommodate two 11-foot wide travel lanes, a center 12-foot wide two-way left-turn lane, two 5-foot wide Class II bike lanes and 8-foot wide sidewalks on both sides of the highway.

Additional work will include the following: installation of crosswalks and median islands at selected locations to improve pedestrian safety, utility relocations where the utilities conflict with proposed drainage work or sidewalk, installation of a radar feedback sign at PM 0.94 facing southbound traffic, and pedestrian activated flashing sign panels at crosswalks. Drainage inlets will be relocated to the outside edges of the sidewalks. Longitudinal drains will be replaced. Drainage from adjacent parking lots on the right side of the highway will be conveyed under the sidewalks, to the highway surface on the right side of the northbound bicycle lanes.

Please Note: No work within fish bearing streams is proposed.

Data were accessed today, December 12, 2023, via the Google Earth Pro Kmz file

Agency:
Caltrans District 01
North Region Environmental
1656 Union Street
Eureka, Ca 95501

Contact:
Christopher L. Hart
Environmental Scientist/Biologist
707-382-7561
Christopher.L.Hart@DOT.ca.gov

Thank you,
Chris Hart

Quad Name **Gualala**
Quad Number **38123-G5**

ESA Anadromous Fish

SONCC Coho ESU (T) -
CCC Coho ESU (E) - **X**
CC Chinook Salmon ESU (T) - **X**
CVSR Chinook Salmon ESU (T) -
SRWR Chinook Salmon ESU (E) -
NC Steelhead DPS (T) - **X**
CCC Steelhead DPS (T) -
SCCC Steelhead DPS (T) -
SC Steelhead DPS (E) -
CCV Steelhead DPS (T) -
Eulachon (T) -
sDPS Green Sturgeon (T) - **X**

ESA Anadromous Fish Critical Habitat

SONCC Coho Critical Habitat -
CCC Coho Critical Habitat - **X**
CC Chinook Salmon Critical Habitat - **X**
CVSR Chinook Salmon Critical Habitat -
SRWR Chinook Salmon Critical Habitat -
NC Steelhead Critical Habitat - **X**
CCC Steelhead Critical Habitat -
SCCC Steelhead Critical Habitat -
SC Steelhead Critical Habitat -
CCV Steelhead Critical Habitat -
Eulachon Critical Habitat -
sDPS Green Sturgeon Critical Habitat - **X**

ESA Marine Invertebrates

Range Black Abalone (E) - **X**
Range White Abalone (E) -

ESA Marine Invertebrates Critical Habitat

Black Abalone Critical Habitat -

ESA Sea Turtles

East Pacific Green Sea Turtle (T) - **X**
Olive Ridley Sea Turtle (T/E) - **X**
Leatherback Sea Turtle (E) - **X**
North Pacific Loggerhead Sea Turtle (E) -

ESA Whales

Blue Whale (E) - **X**
Fin Whale (E) - **X**
Humpback Whale (E) - **X**
Southern Resident Killer Whale (E) - **X**
North Pacific Right Whale (E) - **X**
Sei Whale (E) - **X**
Sperm Whale (E) - **X**

ESA Pinnipeds

Guadalupe Fur Seal (T) - **X**
Steller Sea Lion Critical Habitat -

Essential Fish Habitat

Coho EFH - **X**
Chinook Salmon EFH - **X**
Groundfish EFH - **X**
Coastal Pelagics EFH - **X**
Highly Migratory Species EFH - **X**

MMPA Species (See list at left)

ESA and MMPA Cetaceans/Pinnipeds

See list at left and consult the NMFS Long Beach office 562-980-4000

MMPA Cetaceans - **X**
MMPA Pinnipeds - **X**

Chris Hart
Environmental Scientist
Caltrans | North Region Environmental
1656 Union Street | Eureka CA 95501
Work Cell: 707-382-7561

James Feenan

From: Shelly Sutliff <sbsutliff@gmail.com>
Sent: Tuesday, June 3, 2025 11:53 AM
To: pbscommissions
Cc: SaveGualala@gmail.com
Subject: Gualala streetscape

Mendocino County
JUN 04 2025
Planning & Building Services

Caution: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

I live and shop in the Gualala area of Anchor Bay and want the County and Caltrans to restore the agreed upon landscaping to the Streetscape project and to avoid any further delays to this much needed project. Landscaping is required in our Coastal Plan, and it's critical to our community, tourism, habitat & esthetics.
Sincerely, Shelly Sutliff

James Feenan

Mendocino County
JUN 04 2025
Planning & Building Services

From: dewmsz@icloud.com
Sent: Tuesday, June 3, 2025 12:01 PM
To: pbscommissions
Cc: SaveGualala@gmail.com
Subject: "CDP_2024-0040 Gualala street scape project.

Caution: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

"CDP_2024-0040 I live, work, and shop in the Gualala area and want the County and Caltrans to restore landscaping to the Streetscape project now to avoid any further delays in this much-needed project. Landscaping is required in our Coastal Plan, and it's critical for both aesthetic and economic reasons. "
Deborah Williams Denten
Gualala resident

———

James Feenan

From: dewmsz@icloud.com
Sent: Tuesday, June 3, 2025 12:01 PM
To: pbscommissions
Cc: SaveGualala@gmail.com
Subject: "CDP_2024-0040 Gualala street scape project.

Mendocino County
JUN 04 2025
Planning & Building Services

Caution: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

"CDP_2024-0040 I live, work, and shop in the Gualala area and want the County and Caltrans to restore landscaping to the Streetscape project now to avoid any further delays in this much-needed project. Landscaping is required in our Coastal Plan, and it's critical for both aesthetic and economic reasons. "
Deborah Williams Denten
Gualala resident

James Feenan

Mendocino County
JUN 04 2025
Planning & Building Services

From: Jennifer Dumpert <oneirofer@gmail.com>
Sent: Tuesday, June 3, 2025 12:09 PM
To: pbscommissions
Cc: SaveGualala@gmail.com
Subject: Gualala Streetscaping

Caution: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hello,

I live in Gualala just off Highway 1. I also sit on a few local boards and am very involved in the community. Today on Facebook, someone posted images of proposed street scaping and I am concerned about what the image seems to depict.

From the image, it looks like the plan involves eliminating all the landscaping along the side of the road in the part of Highway 1 that stretches through town. The current landscaping is low-maintenance, much more aesthetically pleasing than concrete and asphalt, and characteristic of the area. The people who live in and visit Gualala don't want a more urban environment. We're there because of the natural beauty of the place.

This looks a lot like an uglification project to me. Please reconsider the plan to eliminate the natural landscaping along the sides of the road.

jennifer dumpert

James Feenan

From:	Sean Schlesinger <sean.schlesinger@yahoo.com>
Sent:	Tuesday, June 3, 2025 12:09 PM
To:	pbscommissions
Cc:	SaveGualala@gmail.com
Subject:	Cap 2024-0040 landscape in Gualala

Mendocino County

JUN 04 2025

Planning & Building Services

Caution: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

"CDP_2024-0040 I live, work, and shop in the Gualala area and want the County and Caltrans to restore landscaping to the Streetscape project now to avoid any further delays in this much-needed project. Landscaping is required in our Coastal Plan, and it's critical for both aesthetic and economic reasons. "

Landscape beautification In Gualala will help in many ways with the town's appearance.
Please include it

Sean Schlesinger
707 775 1403

46551 Iverson Dr
Gualala ca 95445

Sent from my iPhone please excuse typos

James Feenan

From: Bill Merget <billgcvhoa@gmail.com>
Sent: Tuesday, June 3, 2025 12:10 PM
To: krogj@mendocinolcounty.gov
Cc: pbscommissions; Paul Weston; Darrel Woo; Save Gualala; keretired16@icloud.com
Subject: Gualala Streetscape - Request for Landscaping Consideration - CDP_2024-0040
Attachments: Gualala Downtown - Position of Support.pdf

Caution: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Dear Ms. Krog,

Our Gualala Cypress Village Homeowners Association has long been an active stakeholder in the Gualala Downtown Streetscape Plan. For many years our Board of Directors and members have evidenced their support via multiple meetings, work groups, letters, and surveys. Our appreciation for the process and work of many involved in moving the Gualala Downplan Design Plan forward is underscored in the attached letter to Mr. Frank Demling who was Caltrans Project Manager in 2019.

With this background in mind, you might understand our concern in reading the *Independent Coast Observer* front page article (May 16, 2025) entitled "Gualala streetscape changes discussed with GMAC." County Planner Liam Crowley is quoted as stating, at the Gualala Municipal Advisory Council meeting, that "Caltrans usually enters into a maintenance agreement with a county, however, no agreement was reached so it (landscaping) was removed from the project design."

We urge you to collaborate with your Mendocino County counterparts and Caltrans to create the means whereby funding is available for this essential element of the Gualala Downtown Streetscape Plan. For over 20 years various design plans have included this mandated component for practical and aesthetic reasons. To have it suddenly removed, when construction is planned for next year, is truly disheartening and seemingly deceitful.

On behalf of our association, I wish to express my gratitude for any assistance you can offer in this matter.

Best regards,

Bill

Mendocino County
JUN 04 2025
Planning & Building Services

Bill Merget, President, Board of Directors
Gualala Cypress Village Homeowners Association
billgcvhoa@gmail.com *707-292-9706*

Attachment: *Gualala Downtown Streetscape Enhancement - Position of Support*

Gualala Cypress Village Homeowners Association
P.O. Box 363, Gualala, CA 95445
April 19, 2019

TO: Mr. Frank Demling, Project Manager, Caltrans District 1

RE: Gualala Downtown Streetscape Enhancement – Position of Support

The Board of Directors of the Gualala Cypress Village Homeowners Association (*GCVHOA*), at its regular meeting of April 18, 2019, unanimously affirmed its support of the Gualala Downtown Streetscape Enhancement project and the alternative alignment that follows the existing center line of Hwy 1. This alternative would include "meandering" sidewalks and decorative medians.

We understand the purpose of this project is to improve traffic flow, create safe facilities for pedestrian and bicycle use, and additionally enhance vehicular safety via "traffic calming" mechanisms such as a radar feedback sign. These are efforts that our homeowners association wholly supports and sincerely appreciates.

We had several GCVHOA members in attendance at the Gualala Municipal Advisory Council (GMAC) meeting of April 4. We were very encouraged by the information presented at this meeting, and, as reported in the *Independent Coast Observer,* we too found *"The overall tone of the meeting was extremely positive."*

In addition to Caltrans, we want to acknowledge the ongoing and essential work of several agencies who have brought the project to this point. Namely, GMAC for its underappreciated role in shepherding the process though often difficult terrain, the Mendocino County Department of Planning and Building Services with its seminal *Gualala Town Plan* developed in 2002, Phil Dow and the Mendocino Council of Governments whose 2005 application for funding got fiscal efforts off the ground, and the RRM Design Group whose *Downtown Design Plan* so attractively and realistically portrayed an alternative future for our town. It gave us hope for a safer and enhanced livable community.

Our *GCVHOA* is a nonprofit, mutual benefit California corporation which manages the common interest of its twelve property owners. Our townhomes are located above Hwy 1 in Cypress Village, at the northern end of downtown Gualala. Most of our members are eager for the option to use sidewalks rather than drive to shop downtown Gualala.

Thank you, Mr. Demling, for your thorough presentation at the April 4. 2019, GMAC meeting and ongoing efforts on behalf of the Gualala Downtown Streetscape Enhancement.

Bill Merget
President, Board of Directors
Gualala Cypress Village Homeowners Association

cc: Nephele Barret, Executive Director, Mendocino Council of Governments
Robert Juengling, Chair, Gualala Municipal Advisory Council
Members, Gualala Cypress Village Homeowners Association

James Feenan

From: Carolyn Suh <carolyn.e.suh@gmail.com>
Sent: Tuesday, June 3, 2025 12:48 PM
To: pbscommissions
Subject: Town of Gualala streetscaping

Mendocino County
JUN 04 2025
Planning & Building Services

Caution: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

CDP_2024-0040

I am a property owner and bring people to the town of Gualala area every year with an Airbnb rental in Anchor Bay.

Please restore landscaping to the Streetscape project now to avoid any further delays in this much-needed project. Landscaping is critical for both aesthetic reasons, required in the Coastal Plan. Without a town "square" Highway One serves as the primary corridor and "Main Street" of the town.

With the increased tourism to this part of the Northern California coastline, thoughtful streetscaping with greenery is crucial to the future health and growth of the town as a viable commercial district.

Carolyn Suh
415.235.7480 | m

James Feenan

From: Suzanne Bria <farawaygold@gmail.com>
Sent: Tuesday, June 3, 2025 1:40 PM
To: pbscommissions
Cc: SaveGualala@gmail.com
Subject: Landscaping in the street skape project

Mendocino County
JUN 04 2025
Planning & Building Services

Caution: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

We live and shop in the Gualala area and want the County and Caltrans to restore landscaping to the Streetscape project now! Landscaping is required in our Coastal Plan, and it's critical for both aesthetic and economic reasons.

Thank you,
Suzanne Bria & Ted Temple

_/ _/ _/ _/ _/ _/ _/ _/ _/ _/ _/ _/
Suzanne Bria
Farawaygold@gmail.com

James Feenan

From: Julia Krog
Sent: Tuesday, June 3, 2025 2:04 PM
To: Liam Crowley; pbscommissions
Subject: FW: CDP_2024-0040

Mendocino County
JUN 04 2025
Planning & Building Services

Julia Krog
Director
County of Mendocino
Department of Planning & Building Services
860 N Bush Street, Ukiah, CA 95482
Main Line: 707-234-6650
Fax: 707-463-5709
krogj@mendocinocounty.gov
www.mendocinocounty.gov/pbs

From: Bill Merget <billgcvhoa@gmail.com>
Sent: Tuesday, June 3, 2025 1:57 PM
To: Julia Krog <krogj@mendocinocounty.gov>
Subject: CDP_2024-0040

Caution: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

From: Bill Merget <billgcvhoa@gmail.com>
Date: June 3, 2025 at 12:09:36 PM PDT
To: krogj@mendocinolcounty.gov
Cc: pbscommissions@mendocinocounty.gov, Paul Weston <pweston@mcn.org>, Darrel Woo <d.h.woo@sbcglobal.net>, Save Gualala <savegualala@gmail.com>, keretired16@icloud.com
Subject: Gualala Streetscape - Request for Landscaping Consideration - CDP_2024-0040

Dear Ms. Krog,

Our Gualala Cypress Village Homeowners Association has long been an active stakeholder in the Gualala Downtown Streetscape Plan. For many years our Board of Directors and members have evidenced their support via multiple meetings, work groups, letters, and surveys. Our appreciation for the process and work of many involved in moving

the Gualala Downplan Design Plan forward is underscored in the attached letter to Mr. Frank Demling who was Caltrans Project Manager in 2019.

With this background in mind, you might understand our concern in reading the *Independent Coast Observer* front page article (May 16, 2025) entitled "Gualala streetscape changes discussed with GMAC." County Planner Liam Crowley is quoted as stating, at the Gualala Municipal Advisory Council meeting, that "Caltrans usually enters into a maintenance agreement with a county, however, no agreement was reached so it (landscaping) was removed from the project design."

We urge you to collaborate with your Mendocino County counterparts and Caltrans to create the means whereby funding is available for this essential element of the Gualala Downtown Streetscape Plan. For over 20 years various design plans have included this mandated component for practical and aesthetic reasons. To have it suddenly removed, when construction is planned for next year, is truly disheartening and seemingly deceitful.

On behalf of our association, I wish to express my gratitude for any assistance you can offer in this matter.

Best regards,

Bill

Bill Merget, President, Board of Directors
Gualala Cypress Village Homeowners Association
billgcvhoa@gmail.com *707-292-9706*

Attachment: *Gualala Downtown Streetscape Enhancement - Position of Support*
<Gualala Downtown - Position of Support.pdf>

James Feenan

From: kathryn fitzgerald <kmf94941@gmail.com>
Sent: Tuesday, June 3, 2025 2:49 PM
To: pbscommissions
Cc: SaveGualala@gmail.com
Subject: street and landscaping improvements

Mendocino County
JUN 04 2025
Planning & Building Services

Caution: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

I live in Sea Ranch and shop in the Gualala area. I strongly ask the County and Caltrans to restore landscaping to the Streetscape project now to avoid any further delays in this much-needed project. Landscaping is required in our Coastal Plan, and it's critical for both aesthetic and economic reasons. It is needed to establish a welcoming and attractive vibe that encourages visitors to stop and residents to feel good about the town.
Thank you,
Kathryn Fitzgerald

James Feenan

From: Marie Judson <mariejudson@gmail.com>
Sent: Tuesday, June 3, 2025 2:58 PM
To: pbscommissions
Cc: SaveGualala@gmail.com
Subject: Landscaping in Gualala

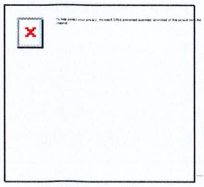
Mendocino County
JUN 04 2025
Planning & Building Services

Caution: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

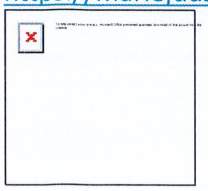
I live in the Gualala year round and want the County and Caltrans to restore landscaping to the Streetscape project now to avoid any further delays in this much-needed project. Landscaping is required in our Coastal Plan, and it's critical for both aesthetic and economic reasons. Too much of Gualala already looks like a strip mall and does not complement the beautiful natural surroundings as it should. So much more beauty is possible in our town with it's amazing location and only conduit for all who travel the coastal highway.

Marie

--



Marie Judson, MA
Teacher, Writer
Author of *Braided Dimensions* fantasy series
Twice Finalist, Next Generation Indie Book Award
Lost Xentu fantasy sci fi series
Indies United Publishing House, LLC
https://mariejudson.com/



James Feenan

Mendocino County
JUN 04 2025
Planning & Building Services

From: Donald Grossman <donald.grossman@gmail.com>
Sent: Tuesday, June 3, 2025 3:52 PM
To: pbscommissions
Subject: CDP_2024-0040

Caution: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hi,

My understanding is that landscaping has been removed from the above referenced project. I further understand is that it is required in the Coastal Plan, and that omitting it would cause ongoing delay.

Additionally, it is a quality of life matter which is needed for an acceptable project, and that the marginal cost of including this is relatively small, but absolutely necessary for a satisfactory outcome.

I own a home at the Sea Ranch, and hope that a small amount of our property taxes are returned to the area in the form of this project, including landscaping.

Sincerely,

Donald Grossman

James Feenan

From: Jessica Randhawa <jessica@theforkedspoon.com>
Sent: Tuesday, June 3, 2025 3:53 PM
To: pbscommissions
Cc: SaveGualala@gmail.com
Subject: CDP_2024-0040 – Please Restore Native Landscaping to the Gualala Streetscape

Caution: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

To the County Planning Commission,

I am a local business owner in the area, and I frequently shop in Gualala for both my personal use and for my business.

I am writing to urge you to restore native landscaping to the Gualala Streetscape project. Not only is landscaping required in our Coastal Plan, but it is essential for creating a welcoming and attractive downtown. Native landscaping brings important environmental benefits, supports local wildlife and pollinators, and preserves the natural character that draws people to Gualala. It's one of the main reasons I—and so many others—choose to stop, shop, and spend time in town rather than just passing through or shopping online. When I shop on the Internet, the county misses out on my tax dollars!

Removing the landscaping would turn downtown into a sea of concrete and asphalt, making Gualala less inviting for visitors, shoppers, and locals alike. Thoughtful, low-maintenance native plantings help set our town apart, support local businesses, and encourage people to visit, walk around, and return. Please restore the landscaping to the plan our community approved and help protect Gualala's identity and future.

Thank you,
Jessica Randhawa
210 Wild Moor Reach
The Sea Ranch, CA 95762

Mendocino County
JUN 04 2025
Planning & Building Services

Creative Director | The Forked Spoon LLC

https://www.pinterest.com/theforkedspoon
https://www.instagram.com/theforkedspoon
https://www.facebook.com/theforkedspoon
https://www.linkedin.com/in/jessicarandhawa

James Feenan

From: P.A.MacLean <pmaclean@pacbell.net>
Sent: Tuesday, June 3, 2025 4:13 PM
To: pbscommissions
Subject: Gualala Streetscape landscape

Mendocino County
JUN 04 2025
Planning & Building Services

Caution: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

CDP_2024-0040

I am a property owner in the Gualala area. I encourage the County and Caltrans to restore landscaping to the Streetscape project. There is no reason for delay this much-needed project. The landscaping will make a vibrant addition to Gualala and improve the area for businesses.

I believe, landscaping is required in the Coastal Plan. Please adhere to the plan and maintain the plan for landscaping.

Pam MacLean

James Feenan

From: Leanne Bernhardt <lmbernie@mac.com>
Sent: Tuesday, June 3, 2025 6:57 PM
To: pbscommissions
Cc: saveguala@gmail.com
Subject: CDP_2024-0040 Gualala area

Caution: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

CDP_2024-0040. I live, work, and shop in the Gualala area and want the County and Caltrans to restore landscaping to the Streetscape project now to avoid any further delays in this much-needed project. Landscaping is required in our Coastal Plan, and it's critical for both aesthetic and economic reasons.

Leanne Bernhardt
The Sea Ranch

Mendocino County
JUN 04 2025
Planning & Building Services

James Feenan

From: Mark Mark <markobusiness@yahoo.com>
Sent: Tuesday, June 3, 2025 7:26 PM
To: pbscommissions
Cc: SaveGualala@gmail.com
Subject: Please keep landscaping on the downtown Gualala plan - RE: CDP_2024-0040

Caution: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hi there,

RE: CDP_2024-0040

My name is Mark Olson and I live at The Sea Ranch, and have lived at TSR 50% of the time for over 12 years. Downtown Gualala is in serious need of beautification. Please keep the new streetscaping plan in downtown Gualala with landscaping.

Thank you,

Mark Olson
markobusiness@yahoo.com

Mendocino County
JUN 04 2025
Planning & Building Services

James Feenan

From: Jeanne Finley <jcfinley55@gmail.com>
Sent: Tuesday, June 3, 2025 8:12 PM
To: pbscommissions
Cc: SaveGualala@gmail.com
Subject: CDP_2024-0040

Caution: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Dear County,

Regarding CDP_2024-0040. I live, work, and shop in the Gualala area and want the County and Caltrans to restore landscaping to the Streetscape project now to avoid any further delays in this much-needed project. Landscaping is required in our Coastal Plan, and it's critical for both aesthetic and economic reasons.

Gualala wants this project built the way the community approved it – no more changes or delays. The low-maintenance, low-profile natural landscaping (like in the Caltrans drawing below) is vital to the future of Gualala, which depends heavily on attracting visitors to support our restaurants, hotels, and retail stores.

Without landscaping, most motorists will simply drive through Gualala to other destinations. It could remain that way for the next half-century or more. Of course, the landscaping will also make the town more attractive for all of us. We simply want the County to follow requirements in our Town Plan, which is also our Coastal Plan.

The county already maintains county roads around Gualala, but is refusing add the 0.4-mile stretch of Hwy. 1 downtown. This natural landscaping grows naturally in Gualala and requires almost no maintenance.

The 2002 Gualala Town Plan aimed to make Hwy 1 "a scenic element of the Gualala townscape" with native landscaping, sidewalks, separated bike lanes and traffic lanes that better reflect our natural surroundings. It will also include several crosswalks and safety lights. The Gualala Community approved a plan to do that in May 2023. ns.

Thank you,

Jeanne Montgomery
27027 Schooner Drive
The Sea Ranch

Mendocino County
JUN 04 2025
Planning & Building Services

jeanne c finley
Professor Emerita, of Film and Fine Art
California College of the Arts

www.finleymuse.com
https://www.aradicalthread.com/
https://www.redboatcrossing.com/
https://www.journeysbeyondthecosmodrome.com/

James Feenan

From: James B Orenberg <orenberg@sfsu.edu>
Sent: Tuesday, June 3, 2025 8:33 PM
To: pbscommissions
Cc: SaveGualala@gmail.com
Subject: Including landscaping in the Gualala street upgrade "CDP_2024-0040

Caution: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Commissioners,

As Caltrans plans to select the Streetscape plan for Gualala, It is essential to restore landscaping to the Streetscape project now to avoid any further delays in this much-needed project. Landscaping is required in our Coastal Plan, and it's critical for both aesthetic and economic reasons. Please include landscaping in the project.

Jim Orenberg
304 Spar Close
The Sea Ranch, CA 95497

Mendocino County
JUN 04 2025
Planning & Building Services

James Feenan

From: Cynthia Bogolub <cynthia.bogolub@gmail.com>
Sent: Tuesday, June 3, 2025 8:54 PM
To: pbscommissions
Cc: SaveGualala@gmail.com
Subject: Gualala Streetscape Plan with landscaping

Caution: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Dear Mendocino Commissioners,

CDP_2024-0040 I live, work, and shop in the Gualala area and want the County and Caltrans to restore landscaping to the Streetscape project now to avoid any further delays in this much-needed project. Landscaping is required in our Coastal Plan, and it's critical for both aesthetic and economic reasons.

Thank you for your consideration in this matter.

Cynthia Bogolub
122 Masthead Reach
Sea Ranch, CA 95497

Mendocino County
JUN 04 2025
Planning & Building Services

James Feenan

From: Kristine Thomure <kristine@thesearanch.com>
Sent: Wednesday, June 4, 2025 10:16 AM
To: pbscommissions
Cc: SaveGualala@gmail.com
Subject: CDP_2024-0040

Expires: Monday, December 1, 2025 12:00 AM

Mendocino County
JUN 04 2025
Planning & Building Services

Caution: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

I live in Gualala plus I work and shop in the downtown area. Until just recently my husband and I owned a commercial building there. I am asking the County and Caltrans to restore landscaping to the Streetscape project now to avoid any further delays in this much needed and long-awaited project. I am aware that landscaping was required in our Coastal Plan, and it's critical for both aesthetic and economic reasons.

I have been involved since the very first public meeting, and I remember that the landscaping was an important aspect from the very beginning. The 2002 Gualala Town Plan aimed to make Hwy 1 "a scenic element of the Gualala townscape with native landscaping, sidewalks, separated bike lanes and traffic lanes that better reflect our natural surroundings. It will also include several crosswalks and safety lights." The Gualala Community approved a plan to do that in May 2023. Without landscaping, it would be a sea of asphalt and concrete. Consequently, it would bring property values down as the entire town would look like a big, hot parking lot.

Best,

Kristine Thomure
PO Box 309 Gualala CA 95445
(44401 Tan Bark Road Gualala)

———

Kristine Thomure
Kennedy & Associates
REALTOR, CRS

(707) 884-9000 ex 17 Work
kristine@thesearanch.com

DRE 01111893

James Feenan

From: Joan Wood <mangogrits@gmail.com>
Sent: Wednesday, June 4, 2025 11:03 AM
To: pbscommissions
Cc: SaveGualala@gmail.com
Subject: CDP_2024-0040 Gualala Streetscape Landscaping

Mendocino County
JUN 04 2025
Planning & Building Services

Caution: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Dear Mendocino County Planning, Building, Services Commissions Person:

I live, work, volunteer, shop, and vote in the Gualala area and strongly believe that the County and Caltrans needs to restore landscaping to the Gualala Streetscape project now to avoid any further delays in this much-needed project.

Landscaping is required in our Coastal Plan, and it is critical for both aesthetic and economic reasons.

Respectfully,
Joan Wood
Anchor Bay, California

James Feenan

Mendocino County
JUN 04 2025
Planning & Building Services

From: John Bernstein <john@vrealms.com>
Sent: Wednesday, June 4, 2025 12:29 PM
To: pbscommissions
Cc: SaveGualala@gmail.com
Subject: Regarding CDP_2024-0040

Caution: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Regarding CDP_2024-0040:

My family and I patronize Gualala routinely. We want the County and Caltrans to restore landscaping to the Streetscape project **now** to avoid any further delays in this much-needed project. Landscaping is required in our Coastal Plan, and it's critical for both aesthetic and economic reasons.

John Bernstein
360 Sea Stack, The Sea Ranch

James Feenan

From: caryl carr <carylc@gmail.com>
Sent: Wednesday, June 4, 2025 12:33 PM
To: pbscommissions; SaveGualala@gmail.com
Subject: CDP_2024-0040

Mendocino County
JUN 04 2025
Planning & Building Services

Caution: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

I live, work, and shop in the Gualala area and want the County and Caltrans to restore landscaping to the Streetscape project now to avoid any further delays in this much-needed project. Landscaping is required in our Coastal Plan, and it's critical for both aesthetic and economic reasons.

--caryl carr
The Sea Ranch, CA

James Feenan

From: jrudinow <jrudinow@verizon.net>
Sent: Wednesday, June 4, 2025 12:37 PM
To: pbscommissions
Cc: SaveGualala@gmail.com
Subject: Streetscape Gualala

Caution: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

"CDP_2024-0040 I live, work, and shop in the Gualala area and want the County and Caltrans to restore landscaping to the Streetscape project now to avoid any further delays in this much-needed project. Landscaping is required in our Coastal Plan, and it's critical for both aesthetic and economic reasons. "

Respectfully,
Joel Rudinow
The Sea Ranch

James Feenan

From: Connie King <cking@ckingdesign.com>
Sent: Wednesday, June 4, 2025 1:16 PM
To: pbscommissions
Cc: saveGualala@gmail.com
Subject: Gualala Streetscape Plan: CDP_2024-0040

Mendocino County
JUN 04 2025
Planning & Building Services

Caution: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Dear People at Mendocino CalTrans,

Re: CDP_2024-0040

I live, work, and shop in the Gualala area and want the County and Caltrans to restore landscaping to the Streetscape project now to avoid any further delays in this much-needed project.

I participated in many townhall-type meetings about a plan for hwy 1 through Gualala, so I don't understand how/why changes keep being made to the plan the community and CalTrans agreed to years ago … plans that were thoroughly reviewed and debated, compromises made, and a final plan (with plantings) agreed upon…. Please proceed expeditiously … with plantings.

Warm regards,

Connie
The Sea Ranch & Gualala, CA

Mendocino County
JUN 05 2025
Planning & Building Services

James Feenan

From: Kathye Hitt <kathitt@yahoo.com>
Sent: Thursday, June 5, 2025 8:20 AM
To: pbscommissions
Subject: Fwd: CDP 2024-0040

Caution: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Sent from my iPad. Please excuse autocorrections.

Begin forwarded message:

From: kathye Hitt <kathitt@yahoo.com>
Date: June 5, 2025 at 7:23:20 AM PDT
To: pbscommissions@mendocino.gov
Cc: savegualala@gmail.com
Subject: CDP 2024-0040

I live and shop in Gualala, I believe it is important that the county and Caltrans restore the landscaping to the Gualala streetscape plan to avoid any further delay in this project. Landscaping is required in our county plan. It is important for both safety and aesthetic reasons.
Thanks,
Kathye Hitt
33000 s. Hwy 1
Gualala, ca 95445

Sent by my iPhone. Please pardon misspellings and Siri "corrections".

Mendocino County
JUN 05 2025
Planning & Building Services

James Feenan

From: Brian and Della <bdzita@gmail.com>
Sent: Thursday, June 5, 2025 8:32 AM
To: pbscommissions
Cc: savegualala@gmail.com
Subject: CDP_2024-0040 Request for Immediate Restoration of Landscaping in Gualala Streetscape Project

Caution: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Dear Commissioners,

As a full time resident and regular shopper in the Gualala area, I urge the County and Caltrans to immediately prioritize and restore the landscaping component of the Gualala Streetscape project.

Landscaping is a required element under our Local Coastal Plan and is critical to both the aesthetic integrity and economic vitality of our coastal community. Delaying this essential element any further undermines the long-promised vision of a walkable, welcoming, and visually cohesive town center.

Please take the necessary steps to move forward with landscaping now to avoid further delays and fulfill the commitments made to the Gualala community.

Sincerely,

Brian Zita
PO Box 1646, Gualala, CA 95445

James Feenan

From: Gail & Bud Spencer <88gbs88@gmail.com>
Sent: Thursday, June 5, 2025 12:48 PM
To: pbscommissions
Cc: SaveGualala@gmail.com
Subject: Gualala Streetscape Plan approval CDP_2024-0040

Mendocino County
JUN 05 2025
Planning & Building Services

Caution: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

I live, pay taxes, and shop in the Gualala area and want the County and Caltrans to restore landscaping to the Streetscape project now to avoid any further delays in this much-needed project. Landscaping is required in our Coastal Plan, and it's critical for both aesthetic and economic reasons. Stop fiddle-farting around and get this project done, please. It's been talked to death. We want action.

Respectfully, (almost)

Gail Spencer
Longtime resident of Anchor Bay, California

James Feenan

From: Deborah Scholey <dscholey1@gmail.com>
Sent: Thursday, June 5, 2025 3:19 PM
To: pbscommissions
Cc: savegualala@gmail.com
Subject: Save Gualala streetscape project as is

Mendocino County
JUN 05 2025
Planning & Building Services

Caution: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

I live near and shop in Gualala (daily). I want Caltrans and the county to restore landscaping to this much needed project. It is critical for aesthetic and economic reasons. Help us maintain our little town as beautifully as possible.

Deb Scholey
Sea Ranch
Sent from my iPad

James Feenan

Mendocino County
JUN 05 2025
Planning & Building Services

From: Ann Shea Kent <annsheakent@gmail.com>
Sent: Thursday, June 5, 2025 3:36 PM
To: pbscommissions
Subject: WELCOME CDP_2024-0040

Caution: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hello, thank you for your hard work.

Gualala is the potentially gorgeous but often overlooked front door at the southern border from Sonoma.

We deserve a beautiful front door that welcomes visitors and enlivens local pride in our community!

We need the County and Caltrans to restore landscaping to the Streetscape project now to avoid any further delays in this much-needed project.

Landscaping is required in the Coastal Plan, and it's critical for both aesthetic and economic reasons.

AND we need a mural by a local artist on the side of Highway 1 that says, WELCOME TO BEAUTIFUL MENDOCINO!

Thank you, and come visit us!

Ann Shea

PO 323
The Sea Ranch, CA
95497

James Feenan

Mendocino County
JUN 05 2025
Planning & Building Services

From: Sharon Lieberman <sjlieby@mcn.org>
Sent: Friday, June 6, 2025 10:57 AM
To: pbscommissions
Cc: SaveGualala@gmail.com
Subject: Gualala Streetscape Plan CDP_2024-0040

Caution: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Please restore landscaping to the Streetscape project now to avoid any further delays in this much-needed project. Landscaping is required in our Coastal Plan, and it's critical for both aesthetic and economic reasons. This is the way the community approved the plan.

The low-maintenance, low-profile natural landscaping uses plants which grow naturally in Gualala and requires almost no maintenance. Besides making our town more beautiful, it will help in attracting visitors to support our restaurants, hotels, and retail stores. Without landscaping, most motorists will simply drive through Gualala to other destinations. Concrete and asphalt are ugly and unwelcoming.

I visit Gualala regularly. It's an important part of our lives here. I urge you to restore landscaping to the Streetscape project.

Thank you,

Sharon Lieberman
Annapolis, CA 95412

Received during 6/26/25 Hg

Received during 6/26/25 Hrg

Received during 6/26/25 Hrg

Received during 6/24/25 Hrg

RECEIVED
By James Feenan at 3:23 pm, Jun 06, 2025

From: pbscommissions
To: James Feenan; Jocelyn Gonzalez-Thies
Subject: FW: CDP_2024-0040
Date: Friday, June 6, 2025 3:17:01 PM

-----Original Message-----
From: contact@stoneranchmendo.com <contact@stoneranchmendo.com>
Sent: Tuesday, June 3, 2025 12:19 PM
To: pbscommissions <pbscommissions@mendocinocounty.gov>; savegualala@gmail.com
Subject: CDP_2024-0040

Caution: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

I live in and own a business in Gualala, and I shop in the downtown Gualala area on a regular basis. I want the county and Caltrans to ensure landscaping is included in the streetscaping project. We must have landscaping for aesthetic, economic, and environmental reasons. We need as many tourists to stop in town as we can, and without landscaping, the town is uninviting. Landscaping is also part of our Coastal Commission's plans. It's critical for aesthetics and other reasons. Please ensure it's included and that the plan is not delayed.

Genevieve Mullins
Owner, Mendocino Stone Ranch
707.412.0085
stoneranchmendo.com

RECEIVED
By James Feenan at 12:40 pm, Jun 24, 2025

From: Save Gualala
To: pbscommissions
Subject: Fwd: Gualala streetscape plan
Date: Monday, June 23, 2025 3:26:46 PM

Caution: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

CDP_2024-0040

[Staff: This arrived in our mailbox but we think it was primarily intended for you. FYI, we have counted 72 comments asking for restoration of the landscaping features in the Gualala Streetscape Project as of Monday afternoon. -- Save Gualala]

---------- Forwarded message ---------
From: **Deborah Aguirre** <deboraha12@gmail.com>
Date: Mon, Jun 23, 2025 at 12:20 PM
Subject: Gualala streetscape plan
To: <SaveGualala@gmail.com>

CDP_2024-0040

I live, work, and shop in the Gualala area and want the County and Caltrans to restore landscaping to the Streetscape project now to avoid any further delays in this much-needed project. Landscaping is required in our Coastal Plan, and it's critical for both aesthetic and economic reasons. A coastal town like Gualala needs the landscaping to keep it's personality. Please end the squabble and restore the landscaping.

Thank you! Deborah & Gerald Aguirre

RECEIVED
By James Feenan at 8:22 am, Jun 17, 2025

From: Lucienne Allen
To: pbscommissions
Cc: SaveGualala@gmail.com
Subject: Save Native Landscaping in Gualala!
Date: Tuesday, June 17, 2025 7:59:24 AM

Caution: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Subject: Comment on CDP_2024-0040 - Restore Landscaping to Streetscape Project

Dear Planning Department,

I live, work, and shop in Gualala. I'm also a third-generation Gualala resident and raised five children here, with four of the five still living in Gualala. Two of them are teachers at Arena Elementary School.

I'm writing to urge the County and Caltrans to restore landscaping to the Streetscape project now, to avoid any further delays in this much-needed project.

Landscaping is not only required under our Local Coastal Plan, it's also essential to the aesthetic and economic health of our town. After years of waiting, our community deserves a Streetscape that reflects both our natural beauty and our commitment to thoughtful planning.

Thank you for your consideration.

Best regards,

Lucienne Allen

OLD STAGE STUDIOS
International Ernest Bloch Society
https://www.instagram.com/luciennebloch/
https://www.instagram.com/ernest_bloch/
44780 Tan Bark Rd
Gualala, CA 95445
ridgetop@saber.net

RECEIVED
By James Feenan at 1:16 pm, Jun 23, 2025

From: Gary Amado
To: pbscommissions; SaveGualala@gmail.com
Date: Sunday, June 22, 2025 10:28:21 AM

Caution: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

CDP_2024-0040 I live, work, and shop in the Gualala area and want the County and Caltrans to restore landscaping to the Streetscape project now to avoid any further delays in this much-needed project. Landscaping is required in our Coastal Plan, and it's critical for both aesthetic and economic reasons.

Judy Guilkey Amado
38924 Cypress Way
Gualala

RECEIVED
By James Feenan at 8:49 am, Jun 25, 2025

From: Carrie Avery
To: pbscommissions
Subject: CDP_2024-0040
Date: Tuesday, June 24, 2025 1:44:36 PM

Caution: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

To the Planning Commission,

I am a homeowner just south of Gualala, where I shop, go to the farmers market, and attend arts and other civic events. I want the County and Caltrans to restore landscaping to the Streetscape project now to avoid any further delays in this much-needed project. Landscaping is required in our Coastal Plan, and it's critical to the vibrancy of a community that is dependent on tourism. I look forward to a revitalized Gualala with landscaping.

Thank you,
Caroline Avery
195 Klamath Way
The Sea Ranch, CA

RECEIVED
By James Feenan at 8:22 am, Jun 17, 2025

From: perkini2
To: pbscommissions
Cc: SaveGualala@gmail.com
Subject: CDP_2024-0040
Date: Tuesday, June 17, 2025 8:20:12 AM

Caution: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

CDP_2024-0040 I live, work, and shop in the Gualala area and want the County and Caltrans to restore landscaping to the Streetscape project now to avoid any further delays in this much-needed project. Landscaping is required in our Coastal Plan, and it's critical for both aesthetic and economic reasons.

I have lived in the area for 20+ years and Streetscape has been a locally debated issue all of these years. Please help us get this done in my lifetime. The residents of Gualala deserve it. Thank you.

Maria Bardini-Perkins
The Sea Ranch, CA

Sent from my Verizon, Samsung Galaxy smartphone

RECEIVED
By James Feenan at 1:27 pm, Jun 23, 2025

From: Geoffrey A. Beaty
To: pbscommissions
Cc: SaveGualala@gmail.com
Subject: CDP-2024-0040
Date: Monday, June 23, 2025 12:21:33 PM

Caution: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

We live, work and shop in the Gualala area and have been following the years long debate and bureaucratic machinations over the much needed landscaping in our local Streetscape project. Please move this project forward now! It is required in our Coastal Plans and is critical for both economic (our main source of revenue is tourism) and aesthetic (we do not deserve a sea of asphalt and concrete).

Please get this Streetscape project done! No more squabbles or delays!

Geoffrey and Wendy Beaty
P.O. Box 1687
Gualala, CA 95445

Begin forwarded message:

From: Digby Dog <digbydog@pacbell.net>
Subject: [TSRlist] Please Help Restore Landscaping Plans
Date: June 23, 2025 at 11:09:03 AM PDT
To: Ranchers Tsrlist <tsrlist@lists.mcn.org>

Most Sea Ranchers shop, dine, see doctors, and/or get mail in Gualala - we're part of the greater community -- so this has TSR interest. Most know the vast majority of the community has been working since 1989 on a Downtown Streetscape plan needed for safety and aesthetic reasons supported by 89% of the residents (according to surveys). The Local Coastal Plans requires low-lying, low-maintenance native plants in the project. Now, a petty bureaucratic squable between the County and Caltrans has removed all native landscaping from the plan. (The county already maintains all other roads around Gualala, but is refusing to sign an arcane maintenance liability agreement required by Caltrans.)

Save Gualala will challenge this at a hearing on Thursday, but is asking area residents to show support for the native landscaping plan. Please take 3 min to send an email like the one below. If this isn't reversed NOW, the Coastal Commission may put the entire project on hold pending a review that the County would likely lose, but that delay could put millions of dollars (and the project itself) at risk. Or, as Save Gualala says, downtown could turn into "a sea of concrete and asphalt."

Please do this NOW so that so the county can read your comments a couple of days before the hearing. Thanks!

Tom Murphy
Chinquapin

Update below:

URGENT: Please Help Now to Get Landscaping Back Into the Streetscape Plan

If you haven't already sent an email to get native landscaping back into the Gualala Streetscape project, **please do it immediately!** It'll take 3 minutes and we need your help RIGHT NOW. The County will decide this matter this week and needs to read your comments first.

Unless County Planners restore the landscaping, Downtown Gualala could become a sea of concrete and asphalt with no plants. Or the entire project may be put on hold while the California Coastal Commission reviews the case, putting millions in funding at risk.

We need this landscaping for aesthetic and economic reasons. Without it, visitors would find little reason to visit our stores, restaurants, and hotels.

A bureaucratic government squabble is the obstacle. The County already maintains roads all around Gualala, but is refusing to take responsibility for the 0.4-mile Streetscape Project downtown. Caltrans won't install landscaping unless the county does.

The No. 1 Goal in our Town Plan – our Local Coastal Plan -- is "to better integrate future development with the natural surroundings." The plan specifically requires for low-profile, low-maintenance, low-irrigation plants in specific areas. The community approved the plan in May 2023 only after Caltrans showed illustrations like this.

PLEASE send an email NOW to the County Planning Dept. And Please cc: Save Gualala so we can keep track of your responses. Simply say something like this (Be sure to include the CDP_2024-0040 in your subject line and/or email):

"CDP_2024-0040 I live, work, and shop in the Gualala area and want the County and Caltrans to restore landscaping to the Streetscape project now to avoid any further delays in this much-needed project. Landscaping is required in our Coastal Plan, and it's critical for both aesthetic and economic reasons. "

____
PLEASE sign with your own name and town (Gualala, TSR, Anchor Bay, Pt. Arena, etc.). It's OK to send one for each member of your household.

PLEASE send your email RIGHT NOW to:

pbscommissions@mendocinocounty.gov
cc: SaveGualala@gmail.com

And if you'd like to attend Thursday's meeting in Ukiah, please tell us a SaveGualala@gmail.com

****

TSRList@lists.mcn.org is the address to use for posting to the TSRList. tsrlist-owner@lists.mcn.org is used to subscribe, unsubscribe, request vacation holds, or query the administrator.

RECEIVED
By James Feenan at 2:09 pm, Jun 23, 2025

From: Tempra Board
To: pbscommissions
Cc: savegualala@gmail.com
Subject: Re: CDP_2024-0040: Please restore native plant landscaping in the Gualala Streetscape
Date: Monday, June 23, 2025 2:03:25 PM

Caution: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Re: CDP_2024-0040

To Whom It May Concern,

I live full-time on the north end of The Sea Ranch, about two minutes from Gualala, and I travel into town every day for grocery or other shopping, going to the post office, the pharmacy, art galleries, dining, and more.

I want the County and Caltrans to restore landscaping to the Streetscape project now to avoid any further delays in this much-needed project. Landscaping is required in our Coastal Plan, and it's critical for both aesthetic and economic reasons.

It is important to me that the Gualala Streetscape project retain its rural feel and tie-ins to the natural environment, and landscaping is a large part of this.

Thank you.

Tempra

Tempra Board
Grant Writing & Graphic Design Consulting
PO Box 1719
Gualala, CA 95445
Mobile: 530.828.3406
www.tempraboard.com/art-design

RECEIVED
By James Feenan at 12:42 pm, Jun 24, 2025

From: Suchandra Bullock
To: pbscommissions
Cc: Save Gualala
Subject: CDP_2024-0040
Date: Monday, June 23, 2025 11:08:07 PM

Caution: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

CDP_2024-0040 I live, work, and shop in the Gualala area and want the County and Caltrans to restore landscaping to the Streetscape project now to avoid any further delays in this much-needed project. Landscaping is required in our Coastal Plan, and it's critical for both aesthetic and economic reasons.

Suchandra Bullock (resident of Gualala)

Soochie
792 Sutter St, San Francisco, CA 94109
www.shop-soochie.com
https://www.instagram.com/shop.soochie/

Creative Consultant & Stylist
www.suchandra-bullock.com

RECEIVED
By James Feenan at 7:07 am, Jun 26, 2025

From: D Campbell
To: pbscommissions
Cc: savegualala@gmail.com
Subject: CDP_2024-0040
Date: Wednesday, June 25, 2025 4:51:39 PM

Caution: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

I live, work, and shop in the Gualala area and want the County and Caltrans to restore landscaping to the Streetscape project now to avoid any further delays in this much-needed project. Landscaping is required in our Coastal Plan, and it's critical for both aesthetic and economic reasons.

Don Campbell
The Sea Ranch

RECEIVED
By James Feenan at 7:04 am, Jun 18, 2025

From: Seeta Chaganti
To: pbscommissions
Cc: SaveGualala@gmail.com
Subject: CDP_2024-0040
Date: Tuesday, June 17, 2025 7:15:02 PM

Caution: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

To Whom It May Concern:

I live on The Sea Ranch and depend on Gualala for many shopping and other business needs. I very much want the County and Caltrans to restore landscaping to the Streetscape project now to avoid any further delays in this much-needed project. Landscaping is required in our Coastal Plan, and it's critical for both aesthetic and ecological reasons. Thank you for your time.

Sincerely,

Seeta Chaganti
Professor
Department of English
UC Davis
One Shields Ave.
Davis, CA 95616

http://english.ucdavis.edu/people/seetac

http://www.press.uchicago.edu/ucp/books/book/chicago/S/bo28179161.html

RECEIVED
By James Feenan at 1:25 pm, Jun 23, 2025

From: Alan Cohen
To: pbscommissions
Cc: SaveGualala@gmail.com
Subject: Re CDP_2024-2024 PBS Commission- Gualala Streetscape Project !!
Date: Monday, June 23, 2025 12:01:50 PM

Caution: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Regarding CDP_2024-0040

My name is Dr Alan H Cohen and I live, work, and shop in the Gualala area and I am writing because I am kindly asking both the County and Caltrans to restore landscaping to the Streetscape project now to avoid any further delays in this much-needed project.

Landscaping is seriously needed in our Coastal Plan, and it's critical for both aesthetic and economic reasons. We need to help Gualala thrive and keep up with the rest of their costal neighbors !

I live in The Sea Ranch and my family and I do most of our shopping and commerce in Gualala. We also use the grocery stores, post offices and shops daily.

It is critical to please restore the Streetscape project without further delay !

Respectfully,

Alan

Alan H Cohen, MD and family
283 Solstice
The Sea Ranch, CA
95497-0518
alanhcohen1@gmail.com
Cell (650) 776-2145

Get Outlook for iOS

RECEIVED
By James Feenan at 1:19 pm, Jun 23, 2025

From: Ron Das
To: pbscommissions
Cc: Julia Krog; ted@ted.net; savegualala@gmail.com
Subject: CDP 2024-0040 - Gualala Streetscape
Date: Sunday, June 22, 2025 4:11:30 PM

Caution: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Ms. Julia Krog, Planning Director, Mendocino Co.
c/o: PBSCommissions@MendocinoCounty.gov
CDP 2024-0040 – Gualala Streetscape

Dear Ms. Krog,

I'm sure you would agree the children of Mendocino Co. deserve the very best we can offer. Gualala is a beautiful place for them to grow amid nature's wonders. We engaged with the Forager School on property I own along Highway 1 in Gualala with the stated goal of building "a deep connection between young children and the natural world. We embrace the idea that nature provides a rich and dynamic environment for learning, exploration, and growth."

The Forager pre-school believes Gualala's natural environment is a blessing. The school provides a nature-inspired curriculum, aiming to deepen children's understanding of the natural world and their place in it. The goal is to foster a profound understanding of nature, instilling wonder, curiosity, and care for our interconnected environment.

You can only imagine how deeply concerned we were to hear that Mendocino Co. and Caltrans are proposing to eliminate the native plantings that have long been a required and highly anticipated element of the Gualala Streetscape, a project that literally runs within feet of our school. The county wants to fill our curb strips and traffic islands with concrete instead of low-lying, native plants. That would be the antithesis of our philosophy and a direct violation of our Town Plan. We have long-awaited completion of a natural Streetscape and we find this idea unfavorable.

The very first goal of our Town Plan (our Local Coastal Plan), is "…to preserve and enhance the rural, coastal character of the town of Gualala, to better integrate future development with the natural surroundings…" That is paramount because the current highway is a blight of concrete and pavement. We now have an opportunity in decades to correct it and make it enjoyable and rewarding for years to come.

Our Town Plan even names specific native and locally thriving plants that could be used in the project. Plant experts in our community, working with the Caltrans Landscaping team, even chose specific plants that already grow with little or no maintenance or irrigation at all in the Gualala area. This is exactly what we, the Gualala community, want. Nothing less.

The county has had opportunities since 2002 to find out a way to maintain this landscaping, which is already paid for through a grant. The Plan even suggests several sources of funds. The project won't be completed for another 2-1/2 years. We plead with you to approve this very important project to be completed on time and

urge that the required landscaping be included at that time.

Please, find a way to make this work for our children, for our school, and for our community.

Respectfully,

Ron Das
Gualala

RECEIVED
By James Feenan at 3:26 pm, Jun 06, 2025

From: pbscommissions
To: James Feenan; Jocelyn Gonzalez-Thies
Subject: FW: CDP_2024-0040
Date: Friday, June 6, 2025 3:17:10 PM

-----Original Message-----
From: Gena Davis <gdavis@mcn.org>
Sent: Monday, June 2, 2025 10:19 AM
To: pbscommissions <pbscommissions@mendocinocounty.gov>
Cc: Davis Gena <gdavis@mcn.org>; Gualala Save <SaveGualala@gmail.com>
Subject: CDP_2024-0040

Caution: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

I live, work, and shop in the Gualala area and want the County and Caltrans to restore landscaping to the Streetscape project now to avoid any further delays in this much-needed project. Landscaping is required in our Coastal Plan, and it's critical for both aesthetic and economic reasons. We have become a tourist economy, and improving our street appeal will make an impact on visitor impressions and local business incomes. I was very disappointed and frustrated to see this plan change for our often-neglected, tax-paying community. We do not want a sea of concrete and asphalt with no greenery for ourselves, or our visitors. Please restore landscaping to the Streetscape project.

Gena Davis
Point Arena

RECEIVED
By James Feenan at 2:24 pm, May 28, 2025

From: Arlene Reiss
To: pbscommissions
Cc: SaveGualala@gmail.com
Subject: making Gualala beautiful
Date: Sunday, May 25, 2025 6:51:43 PM

Caution: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

To Whomever this Concerns,

“CDP_2024-0040 I shop in the Gualala area, and spend time there, and want the County and Caltrans to restore landscaping to the Streetscape project now to avoid any further delays in this much-needed project. Landscaping is required in our Coastal Plan, and it’s critical for both aesthetic and economic reasons. “

I have been going down to Gualala for years and have always thought Highway 1 going through the town was so ugly and didn’t represent what could be done on it to improve it and make it pleasing to enter the town. The town's setting is spectacular but the road in to it is so pedestrian and mundane and a let down for a lovely place. Why would the County or Caltrans want to do away with this beautification project? It is a chance to do right by Gualala.

Sincerely,
Warren De Smidt
Albion

RECEIVED
By James Feenan at 8:21 am, Jun 17, 2025

From: David DeBoer
To: pbscommissions
Cc: SaveGualala@gmail.com
Subject: CDP_2024-0040
Date: Tuesday, June 17, 2025 2:57:15 AM

Caution: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

I live, work, and shop in the Gualala area and want the County and Caltrans to restore landscaping to the Streetscape project now to avoid any further delays in this much-needed project. Landscaping is required in our Coastal Plan, and it's critical for both aesthetic and economic reasons.

David DeBoer
The Sea Ranch, CA
Sent from my iPhone

RECEIVED
By James Feenan at 8:34 am, Jun 09, 2025

From: mdiggins07
To: pbscommissions
Subject: Restore Gualala Street Plan
Date: Monday, June 9, 2025 7:16:53 AM

Caution: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hello,

I am a resident of Gualala and admit I am sometimes resistant to change, especially in a place that has been my quiet little home for over 25 year! That said, I understand the need for improvements on Highway 1 through town, and I agree with residents who see that leaving out the approved Landscaping just makes the town ugly, no easier to navigate, and less attractive overall. This will be bad for businesses, and apparently it's not the approved plan which I know took a while to get through because everyone had differing opinions. Either don't change it at all or do what was approved please, we do need the landscaping.

Thank you,
Meg Diggins
Gualala

Sent from my Verizon, Samsung Galaxy smartphone

RECEIVED
By James Feenan at 7:03 am, Jun 09, 2025

From: Lawri Donnelley
To: pbscommissions
Cc: savegualala@gmail.com
Subject: Landscaping is a must
Date: Sunday, June 8, 2025 11:37:28 AM

Caution: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

We live at 3101 Bourns Way in Gualala. We moved here three years ago after purchasing our forever home and we love the rural charm of the downtown area. We would rather see it remain as is, however, we see that's not going to happen. Since the project will continue it must include landscaping otherwise it is just another concrete jungle, in other words ugly, ugly, ugly. If there is to be no landscaping We say leave it the way it is.
Neil and Jenny (Lawri) Donnelley

From: Margery Entwisle
To: pbscommissions
Cc: SaveGualala@gmail.com
Subject: CDP_2024-0040
Date: Monday, June 23, 2025 2:25:32 PM

RECEIVED
By James Feenan at 12:39 pm, Jun 24, 2025

Caution: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

I live and shop in the Gualala area and, although I was not in favor of the Streetscape project, I think the County and Caltrans must restore landscaping to the project, if it is going to become a viable reality. Landscaping is required in our Coastal Plan, and it's critical for both aesthetic and economic reasons.

Thank you,

Margery Entwisle
The Sea Ranch

RECEIVED
By James Feenan at 2:56 pm, Jun 19, 2025

From: Carol Golden
To: pbscommissions
Cc: SaveGualala@gmail.com
Subject: CDP_2024-0040
Date: Wednesday, June 18, 2025 10:27:02 AM

Caution: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Sent from my iPad

> I am full-time and a local in the Gualala area and shop, eat, socialize and get my mail here. I am in town daily.
>
> I want the County and Cal Trans to restore landscaping to the Streetscape project now to avoid any further delays in this much needed project. Landscaping is required in our Coast Plan and its critic for both aesthetic and economic reasons.
>
> Thank you,
>
> Carol Golden
> 229 Screech Owl
> The Sea Ranch 95497
>
> Sent from my iPhone
>

RECEIVED
By James Feenan at 8:09 am, Jun 17, 2025

From: Dorothy Gregor
To: pbscommissions
Subject: CDP 2024-0040
Date: Monday, June 16, 2025 7:36:30 PM

Caution: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

I am writing to urge you to restore the landscaping and approve the Gualala Streetscape project. Although my home is in Sea Ranch, I shop for food and clothing, get gas, and eat out in Gualala and spend a lot of time there. For years landscaping has been an integral part of the project, and we regard it as critical to the plan for both economic and aesthetic reasons. I can't imagine downtown Gualala without the landscaping. It needs to blend in with our coastal environment. The project has been years in getting this far, please approve it with the landscaping. Present and future generations will thank you.

Dorothy D. Gregor
Sea Ranch

RECEIVED
By James Feenan at 8:51 am, Jun 25, 2025

From: Valerie Haak
To: pbscommissions
Cc: SaveGualala@gmail.com
Subject: Landscaping in the Gualala Streetscapint Plan "CDP_2024-0040
Date: Wednesday, June 25, 2025 7:41:20 AM

Caution: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

I live, work, and shop in the Gualala area and want the County and Caltrans to restore landscaping to the Streetscape project now to avoid any further delays in this much-needed project. Landscaping is required in our Coastal Plan, and it's critical for both aesthetic and economic reasons. Without the landscaping, downtown Gualala will look like a concrete jungle.

Thank you,
Valerie Haak
35429 Fly Cloud Rd
The Sea Ranch, CA 95497
203-988-2666

RECEIVED
By James Feenan at 1:30 pm, Jun 23, 2025

From: Robin Hathaway
To: pbscommissions
Cc: SaveGualala@gmail.com
Subject: Please Restore Gualala Landscaping Plans - CDP_2024-0040
Date: Monday, June 23, 2025 1:22:48 PM

Caution: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

CDP_2024-0040

I live, work, and shop in the Gualala area and want the County and Caltrans to restore landscaping to the Streetscape project now to avoid any further delays in this much-needed project.

Landscaping is required in our Coastal Plan, and it's critical for both aesthetic and economic reasons.

Thank you,
Robin Hathaway
PO Box 564
The Sea Ranch, CA 95497

RECEIVED
By James Feenan at 1:24 pm, Jun 23, 2025

From: Kathye Hitt
To: pbscommissions
Subject: Cap 2024-0040
Date: Monday, June 23, 2025 11:49:16 AM

Caution: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

“CDP_2024-0040 I live, work, and shop in the Gualala area and want the County and Caltrans to restore landscaping to the Streetscape project now to avoid any further delays in this much-needed project. Landscaping is required in our Coastal Plan, and it’s critical for both aesthetic and economic reasons. “
Thanks,
Kathye Hitt
33000 s. Hwy 1
Gualala, ca 95445

Sent from my iPad. Please excuse autocorrections.

RECEIVED
By James Feenan at 1:14 pm, Jun 23, 2025

From: Stephen Hood
To: pbscommissions
Cc: SaveGualala@gmail.com
Subject: CDP_2024-0040 feedback -- landscaping for Gualala
Date: Saturday, June 21, 2025 2:55:09 PM

Caution: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hi --

I live in Gualala and am writing to express support for restoring landscaping to the Gualala Streetscape project. This is a once-in-a-generation opportunity to significantly beautify our town -- the gateway to Mendocino county -- and will lead to aesthetic and economic benefits for everyone here. Please reconsider!

Respectfully,
Stephen Hood
Gualala resident

RECEIVED
By James Feenan at 1:26 pm, Jun 23, 2025

From: Heidi Hyora
To: pbscommissions
Cc: SaveGualala@gmail.com
Subject: Regarding Downtown Gualala CDP_2024-0040
Date: Monday, June 23, 2025 12:19:43 PM

Caution: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hello,
We're writing regarding CDP_2024-0040. We live within a couple of miles of Gualala, and shop there almost daily. We want the County and Caltrans to restore landscaping to the Streetscape project now to avoid any further delays in this much-needed project. Landscaping is required in our Coastal Plan, and it's critical for both aesthetic and economic reasons. This charming and tiny coastal "downtown" needs some attention, and to receive the beautiful streetscape that it deserves, and the streetscape needs to integrate with the natural surroundings

Regards,
Heidi Hyora
Scott Bowers
The Sea Ranch

Mendocino County

JUN 12 2025

Planning & Building Services

Jackson Law Offices
310 S. Main Street, #2
Fort Bragg, CA 95437

James A. Jackson E-mail: jackson@mcn.org Telephone: (707) 962-0222

June 12, 2025

Mendocino County Coastal Permit Administrator
860 N. Bush St.
Ukiah, CA 95482

VIA U.S.MAIL & EMAIL

Re: Case No: CDP_2024-0040
Owner/Applicant: California Department of Transportation (CalTrans)

Dear Permit Administrator:

This office represents a property owner in Gualala seriously affected by the captioned project. Robert Bowen is the owner of real property located at 39331 South Highway 1 in Gualala, where he has operated a restaurant for over 20 years. The restaurant has been in existence since 1984. I have enclosed a photograph of the front of Mr. Bowen's restaurant. As you can see, his patrons park in front of the restaurant (and have done for decades). The proposed streetscape project will completely eliminate all of this parking and the project makes no effort to provide replacement parking for the affected commercial property owners.

Although discussion of this project has been ongoing for years in Gualala, Mr. Bowen felt shut out of the planning process. While the proposed plan provides benefits to bicyclists and pedestrians, the commercial property owners in town appear to have been ignored. Mr. Bowen ultimately capitulated and provided CalTrans with a temporary construction easement, while reserving the right to make further claims regarding the negative impacts of this project upon his business. He is one of many affected commercial property owners who will lose all of their parking as a result of the streetscape plan. That plan must include discussion and planning for the lost commercial parking on Highway 1.

I have reviewed the documents accompanying this project application, and see no discussion of the lost commercial parking. This project should not be permitted to move forward without a clear plan to protect the local businesses negatively affected by the project.

Thank you for your consideration. I hope that your ultimate findings will include a requirement that CalTrans provide an alternative site for parking for patrons of the affected businesses.

Very truly yours,

James A. Jackson

JAJ/jp
Enclosure

cc: Robert Bowen

Pizzeria

RECEIVED
By James Feenan at 7:04 am, Jun 26, 2025

From: Stephen F. Johnson
To: pbscommissions
Cc: Stephen F. Johnson
Subject: CDP 2024-0040 Comments on the Caltrans Gualala Streetscape Project
Date: Wednesday, June 25, 2025 11:28:26 AM
Attachments: COMMENTS REGARDING CDP 2024-0040 (002).pdf

Caution: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Good morning-

Please see the attached comments on CDP 2024-0040 Caltrans Gualala Streetscape Project.

Please confirm receipt and please include these comments in the hearing record.

Thank you,

Steve

Stephen F. Johnson
Mannon, King, Johnson & Wipf, LLP
PO Box 419
Ukiah, CA 95482
(707)468-9151

CONFIDENTIALITY NOTICE: Do not read this transmission if you are not the intended recipient. This transmission, and any documents, files, or previous transmissions attached to it may contain information that is legally privileged. If you are not the intended recipient, or a person responsible for delivering it to the intended recipient, you are hereby notified that any disclosure, copying, distribution, or use of any of the information contained in or attached to this transmission is STRICTLY PROHIBITED. If you have received this transmission in error, please immediately notify us by reply transmission, by forwarding this to steve@mkjlex.com, or by telephone at 707-468-9151, or by fax at 707-468-0284, and destroy the original transmission and its attachments without reading or saving it in any manner. Thank you.

TO: **MENDOCINO COUNTY COASTAL PERMIT ADMINISTRATOR**

FROM: **STEPHEN F. JOHNSON, ATTORNEY FOR BOWER LIMITED PARTNERSHIP**

RE: **COMMENTS REGARDING CDP 2024-0040, COASTAL DEVELOPMENT PERMIT FOR CALTRANS TO IMPLEMENT THE GUALALA DOWNTOWN STREETSCAPE ENHANCEMENT PROJECT**

HEARING DATE: JUNE 26, 2025

SUBMITTED VIA EMAIL: pbscommissions@mendocinocounty.gov

A. MENDOCINO COUNTY OBLIGATION:

REF-CPA-13: ENVIRONMENTAL DETERMINATION: Section 15051 of California Environmental Quality Act (CEQA) Guidelines provide criteria for identifying the Lead Agency where two or more public agencies will be involved with a project. If the project is carried out by a public agency, that agency shall be the Lead Agency even if the project would be located within the jurisdiction of another public agency. Considering this, Caltrans is the Lead Agency with the primary responsibility for carrying out the proposed project. **Mendocino County shall act as the Responsible Agency, a public agency other than the Lead Agency with the responsibility for approving the proposed project.**

"Reviewer's Comment: Even though the CEQA determination has been approved, Mendocino County is still responsible to ascertain if the project as a whole (not just environmentally), complies with County Code and Policies."

There are several significant deficiencies in the Mendocino County Staff Report and the undated "Project Description" Prepared by Caltrans, identified as Attachment A of the Staff Report. These comments will address the deficiencies and recommend action to remediate them.

B. PARKING ISSUES

1. The number and impact of removing 22 parking spaces on the west side of State Highway 1 near the Surf Market is never addressed by either Mendocino County Staff or by Caltrans. The issue is simply glossed over as an aside with the following comments:
    a) The Proposed Development would involve *"[e]liminating informal on-street parking on SR 1. Caltrans would install No Parking Signs and Parking Lot with arrow signs to deter on-street parking in accordance with Gualala Town Plan Policy G3.6-12."* (REF-Project Description – 13th bullet)

b) *"Shoulder areas are currently used for informal on-street parking."* (Ref- Site Characteristics-Page CPA-3)

c) "Shoulder use is the heaviest between the 76 gasoline station on the east side and the Surf Market on the west side." (Ref- Site Characteristics-Page CPA-3).

d) *"Residents and visitors that park on the east side of SR-1 could cross to the west side safely."* (REF- Land Use and Planning Areas – CPA-5).

DEFICIENCIES: NO ANALYSIS IS MADE OF THE IMPACT TO THE LOCAL BUSINESSES WHICH HAVE BEEN IN EXISTENCE FOR DECADES. NO EVALUATION IS MADE ABOUT THE PRACTICALITY OF SHOPPERS AT THE SURF MARKET, AN ESSENTIAL FOOD SOURCE, TRAVERSING SH1 WITH SHOPPING BAGS TO UNIDENTIFIED PARKING AREAS ON THE EAST SIDE. NO EVALUATION IS MADE ABOUT THE SIGNIFICANT NUMBER OF SENIOR CITIZENS FROM GUALALA AND SEA RANCH WHO MUST CROSS SH1 WITH GROCERIES TO SOME DISTANT PARKING SPOT.

2. The supposition is made that eliminating on-street parking is required by the Coastal Plan. The Staff Report states: "*The project area is within the Iversen Road to Sonoma County Line Planning Area regulated by Coastal Element Section 4.12. Policy 4.12-4 requires the County to initiate an amendment of Section15.12.040(B) of the County Code to prohibit parking on Highway 1 between Old State Highway and Ocean Drive. This amendment has not yet been pursued by the County, but the proposed project would deter informal on-street parking along SR 1 by installing no parking signs."* (REF- Land Use and Planning Areas – CPA-5).

DEFICIENCIES: THE COUNTY APPARENTLY HAS NEVER AMENDED THE COUNTY CODE BECAUSE TO DO SO WOULD REQUIRE A "TAKING" FROM BUSINESSES IT IS TRYING TO PROMOTE. THIS REQUIREMENT OF THE COASTAL ELEMENT IS UNPRECIDENTED IN OTHER SMALL TOWNS ALONG STATE HIGHWAY 1 WITH VIABLE LONG-ESTABLISHED BUSINESSES, e.g. MANCHESTER, ELK, FORT BRAGG, CLEONE, WESTPORT. ASSUMING THE RIGHT TO ELIMINATE VITAL PARKING LOCATED ON PRIVATE PROPERTY WITHOUT REASONABLE COMPENSATION IS UNCONSTITIONAL.

3. By eliminating on-street parking, local contractors, delivery persons, and larger trucks passing through Gualala are unable to park and shop at the Surf Market or unable to book a room at the Breakers Inn, and this is not addressed at all in the project evaluation.

   DEFICIENCY: THE FAILURE TO ADEQUATELY ADDRESS THE PARKING ISSUES FOR LARGER VEHICLES AND THE IMPACT THAT IT MAY HAVE ON COMMERCIAL BUSINESSES IN THE COMMUNITY IS ANOTHER REASON TO DENY THIS PROJECT.

C. GUALALA VILLAGE MIXED USED ZONING ISSUES

1. Per Mendocino County Code (MCC) Section 20.405.005, and Coastal Element Section 4.14, the GVMU classification is intended *"to provide for commercial development and residential development which are compatible with existing commercial uses*;" (REF-PageCPA-5 of Staff Report).
   a) The project was never developed with a consensus of the town, but rather was dictated by agencies with no understanding of local culture but it was merely an attempt to reach a consensus with citizens that had a variety of interests. From the Project Background on Page CPA-2: *"Implementation funding for the plan became available in 2014 and the environmental review phase began in 2016. In 2018, the first two project alternatives were presented, and an informational open house survey was conducted. In July 2019, the draft environmental document was circulated, and a public meeting was held to discuss Alternatives 1 and 2. Participants were concerned with the elimination of informal on-street parking and other project features. Following the public meeting, a "Gualala Working Group" was formed to address community concerns. The Working Group held meetings in September 2019, which resulted in the development of Alternative 3. In October 2019, a public meeting and presentation before the MCOG Board of Directors was held to discuss Alternative 3, but there was still disagreement among some in the community regarding compliance with the Gualala Town Plan. Therefore, a fourth alternative was prepared, which was presented at a virtual public meeting in January 2021. Alternative 4 included plans to allow some amount of on-street parking. Alternative 4 received generally positive feedback from the community, but Coastal Commission staff did not support the inclusion of on-street parking unless there was a safety issue that necessitated the inclusion of on-street parking. Alternative 5 was then prepared and presented at a public meeting in May 2023."*

   b) REF ATTACHMENT A: CALTRANS PROPOSED PROJECT, Page 2, 2nd Paragraph states: *"This project was developed to meet the needs of the community of Gualala. Many aspects of the proposed project directly address goals identified in the Gualala Town Plan (2002), which is part of the Coastal Element of the Mendocino County General Plan. This project will not change the zoning designation for this area, nor will it physically divide the established community. No impacts to land use and planning will occur."*

DEFICIENCY: AS EXPLAINED ABOVE, THERE HAS BEEN NO CONSIDERATION OF HOW THE ELIMINATION OF ON-STREET PARKING WILL AFFECT THE TOWN ECONOMICALLY AND CULTURALLY, AND THERE IS NO MITIGATION FOR THESE IMPACTS. THE PROJECT WILL DIVIDE THE WEST SIDE OF GUALALA PHYSICALLY FROM THE EAST SIDE, AND SIGNIFICANTLY AFFECT THE BUSINESSES ON THE WEST SIDE WITHOUT COMPENSATION. ADDITIONALLY, THERE IS A NOW "US AGAINST THEM" MENTALITY ARTIFICIALLY BROUGHT ON BY FIAT FROM AN OUTSIDE AGENCY, RATHER THAN ALLOWING THE TOWN PEOPLE TO REACH A CONSENSUS WHERE THERE ARE NOT OUTRIGHT LOSERS OR WINNERS. THIS PROJECT HAS DIVIDED THE TOWN AND SERVICE AREAS INTO TWO ANTAGONISTIC PARTIES.

2. Coastal Element Policy 3.5-1 states that *"State Highway 1 in rural areas of the Mendocino County coastal zone shall remain a scenic two-lane road."* The proposed development will widen the roadway to add a two-way left turn lane (TWLTL), but this should not be considered an additional lane within the meaning of Policy 3.5-1 because only one lane of through traffic would remain in each direction. This is consistent with other urbanizing areas of the Coastal Zone, such as the intersection of State Route 1 and Little Lake Road in Mendocino, where the highway widens to allow turn lanes onto Little Lake Road. (REF- PageCPA-10 of Staff Report).

   DEFICIENT ANALYSIS: SH1 AT MENDOCINO COMPLETELY BYPASSES THE TOWN AND OLD SH1 FORMERLY RAN THROUGH THE BUSINESS DISTRICT. THE LOCATION OF THE REFERENCED INTERSECTION IS OUTSIDE OF THE TOWN AND AT A MAJOR ARTERIAL TO A SIGNIFICANT RESIDENTIAL AREA. THERE ARE NO TWO-WAY LEFT TURN LANES IN MENDOCINO, EVEN THOUGH TOURIST TRAFFIC IS SIGNIFICANTLY MORE CONGESTED AT MANY INTERSECTIONS.

3. Landscape Deficiency: Per Policy G3.4-22, development shall provide as much landscaped area as feasible, including along street frontages. Policy G3.4-26 says that *"landscaping along Highway 1 and local roadways shall provide an aesthetic complement to the pedestrian walkways and partial screening of parking areas and/or buildings."*

   Per Policy G3.4-30, Highway 1 medians and embankments should be landscaped with ground level shrubs and herbaceous plants. Per Policy G3.6-16, landscaping shall be provided along all pedestrian walkways to create attractive and usable pedestrian corridors. Though included in past alternatives for this project, landscaping has been removed from the proposed development. (REF- Page CPA-12 of Staff Report).

Page 3 of the Caltrans Proposed Project Description erroneously states: "*The project is also intended to improve Gualala's visual character* ***by incorporating landscape*** *and hardscape features into the project*."

COMMENT: ALTHOUGH THE COUNTY STAFF ACKNOWLEDGED THAT THE LANDSCAPING IS NOT INCLUDED IN THE PLAN NOW, HOWEVER THE ELIMINATION OF AN ESSENTIAL PART OF THE PROJECT WITHOUT PUBLIC COMMENT AND AGENCY APPROVAL OF THE CHANGE IS GROUNDS FOR DENIAL. THE LANDSCAPING SHOULD BE ADDED BACK INTO THE PROJECT OR THE PROJECT DESCRIPTION SHOULD BE CHANGED AND FORMALLY APPROVED THROUGH THE PROPER PROCEDURES. THIS ISSUE SHOULD NOT JUST BE OVERLOOKED WITH THE HOPE THAT NO ONE WILL PROTEST REGARDING THE ISSUE.

DEFICIENCY: COUNTY POLICY IS IGNORED BECAUSE IT IS "NOT FEASIBLE". THIS IS ANOTHER EXAMPLE OF SIMPLY PROPOSING A PROJECT FROM A DISTANT PLACE WITH NO UNDERSTANDING OF LOCAL NEEDS AND DESIRES. A SIGNIFICANT NUMBER OF COMMENTS ADDRESS THIS ISSUE AND CORRECTLY DEMAND THAT THE COUNTY POLICIES BE FOLLOWED IF THIS PROJECT IS TO PROCEED.

D. RIGHT-OF-WAY ACQUISITION ISSUES

1. Page 5 of the Caltrans Proposed Project Description states: *"This project proposes to acquire all of the Right of Way that is currently paved for use as SR1, as well as the additional privately-owned Right of Way necessary to widen and construct sidewalks."*

   COMMENT: SOME AREAS OF THE SHOULDERS HAVE BEEN IMPROVED BY THE BUSINESSES FRONTING SH1 FOR PARKING. ALTHOUGH PRIVATE CITIZENS CANNOT OBTAIN PRESCRIPTIVE EASEMENT RIGHTS AGAINST GOVERNMENT AGENCIES, PORTIONS OF THE PARKING AREAS WHICH WILL BE TAKEN AS CALTRANS RIGHT-OF-WAY ARE WITHIN THE FEE TITLE AREA OF THE BUSINESSES. STATING THAT THE AREA IS TO BE TAKEN ONLY TO CONSTRUCT SIDEWALKS IS INACCURATE.

2. Right of Way appraisals and agreements have not been completed.

   COMMENT: PRELIMINARY RIGHT-OF-WAY APPRAISALS USED COMMERCIAL PROPERTIES WHICH WERE NOT COMPARABLE TO THE BUSINESSES FRONTING SH1. IN ADDITION, THERE HAS BEEN NO RECOGNITION OF THE IMPACT TO THE BUSINESSES FOR THE ELIMINATION OF ON-STREET PARKING. 22 ON-STREET PARKING

SPACES FOR THE SURF MARKET ALONE WILL BE ELIMINATED AFTER DECADES OF USE. THIS IMPACT HAS NOT BEEN ADDRESSED.

E. CONCLUSION: THIS PROJECT MUST BE DENIED BECAUSE THE FINDINGS PROPOSED CANNOT BE MET:

Finding No. 1 States the following: *"As discussed throughout the associate staff report, the proposed development is consistent with the applicable regulations and policies contained in the Mendocino County Coastal Zoning Code, Coastal Element of the General Plan, and Gualala Town Plan, which together comprise the Local Coastal Program."*

This statement is not true for the following reasons:

- The Mendocino County Coastal Zoning Code has never been changed to deny on-street parking.
- Coastal Element Policies G3.4-22 and G3.4-30 require landscaping, and the project is not in compliance with these policies.
- Mendocino County Code (MCC) Section 20.405.005, and Coastal Element Section 4.14, state that the GVMU classification are intended *"to provide for commercial development and residential development which are compatible with existing commercial uses,"* but the project is not in compliance with them. The project will negatively affect businesses which have been in existence for decades and take their parking on their private property without compensation. The project will also divide the town both physically and culturally.

Finding No. 3 cannot be made because the project will not *"further the intent of the GVMU District."* The project will also not provide development which is *"compatible with existing commercial uses."* Rather, the project will negatively impact businesses that have served the community, residents, tourists and visitors for decades.

For the foregoing reasons, the project must be denied.

RECEIVED
By James Feenan at 1:15 pm, Jun 23, 2025

From: Robert Juengling
To: pbscommissions
Cc: Julia Krog; TED WILLIAMS; SaveGualala@gmail.com
Subject: CDP 2024-0040 - Gualala Streetscape
Date: Sunday, June 22, 2025 9:24:05 AM

To : County of Mendocino
Department of Planning and Building Services
Attn. Julia Krog - Director , Coastal Permit Administrator

From : Robert Juengling
Oceanic Land Office (Broker/Owner) - Part Owner Forte Gualala LLC
39150 S. Hwy. 1 (Suite #5) Gualala, CA 95445

RE: CDP 2024-0040 , Gualala Downtown Streetscape Enhancement Project

June 20, 2025

Dear Julia,

The Gualala Town Plan, which serves as our LCP, aims "…to better integrate future development with the natural surroundings…" The Streetscape project is the heart of that plan, with numerous requirements for native, low-lying plants on the traffic islands and curb strips. After years of rejecting project alternatives that failed to meet the Plan's requirements, our residents, Cal-Trans, and the County all agreed on Alternative 5 during a large Town Hall in May, 2023. There was great celebration then and we have all eagerly looked forward to completing this project per the Town Plan's requirements.

I'm writing as a Gualala realtor (Broker/Owner); as a part-owner of Forte Gualala (a development in the midst of the Streetscape zone); and as a private citizen. Previously, it was my honor to watch this project progress as a volunteer for the Gualala MAC. I previously helped to lead two other major infrastructure projects – the Gualala Utility Under-grounding Project, and the Gualala Community Services District - building of a public sewer system.

The Streetscape has two critical main elements: safety improvements and landscaping that reflects our natural surroundings. The Town Plan recognizes the essential nature of both. And after many, years of debate, the community found just the right balance at that 2023 Town Hall.

As a real estate broker and former Chair of the local Chamber of Commerce, I understand what these elements mean to the economy of Gualala, where I've made my home since 1985.. The landscaping especially, is vital to help our retail stores, restaurants, and hotels attract customers. Landscaping is also essential to the quality of life for our residents, who rated it the most-important element behind core safety features in a Cal-Trans survey.

I am writing as a citizen to object to the current proposal by the county and Cal-Trans to eliminate the landscaping that is specifically required repeatedly in our Town Plan. The Staff's stated reason is that the county has refused to sign a maintenance agreement due to fiscal constraints, but that does not justify such a drastic change in the project. The county has had 23 years to figure out how to maintain the landscaping. Chapter 3 of our Town Plan even spells out several options for funding these requirements.

We know the Town Plan allows exceptions to requirements when physical obstacles constrain the right-of-way, and that is why the landscaping requirements have been reduced from 12 feet on each side of the highway to just 2 feet. However, there are no physical obstacles at this time. Cal-Trans has already drawn plans with the landscaping, which helped win approval of the plan. And there is already funding in place to pay for the plants. The Town Plan does not allow exceptions for fiscal constraints related to maintenance of the landscaping. That would be non-compliant with the Local Coastal Plan.

I urge you to approve this project with the condition that the landscaping be included in the project without any further delay in the scheduled completion date of December 2027. This will allow the county to resolve any fiscal issue in the 2.5 years before completion, although we believe this can be resolved very quickly by digging more deeply for the required funds, working with Cal-Trans to ease regulations related to maintenance, and/or finding other creative ways to provide maintenance.

Thank you for your interest and your service to the Gualala Community and our County. As always, I would be happy to assist in any way I can to help this infrastructure project be completed on time.

Sincerely,

Robert Juengling

RECEIVED
By James Feenan at 7:06 am, Jun 26, 2025

From: Ailene Kanbe
To: pbscommissions
Cc: SaveGualala@gmail.com
Subject: CDP_2024-0040: Gualala Streetscape Project native landscaping
Date: Wednesday, June 25, 2025 11:51:59 AM

Caution: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

TO: Mendocino County Planning Department
RE: CDP_2024-0040: Gualala Streetscape Project native landscaping

I live, work, and shop in the Gualala area and want the County and Caltrans to restore landscaping to the Streetscape project now to avoid any further delays in this much-needed project. Landscaping is required in our Coastal Plan, and it's critical for both aesthetic and economic reasons.

Sincerely,

Ailene Kanbe
The Sea Ranch

RECEIVED
By James Feenan at 8:12 am, Jun 17, 2025

From: Susan Karplus
To: pbscommissions
Cc: SaveGualala@gmail.com
Subject: Gualala Streetscape Plan
Date: Monday, June 16, 2025 8:04:00 PM

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Re: CDP_2024-0040

We live and shop in the Gualala area, and we want the County and Caltrans to restore landscaping to the Streetscape project now to avoid any further delays in this much-needed project. Landscaping is required in our Coastal Plan, and it's critical for both aesthetic and economic reasons.

Susan and Mark Karplus
Sea Ranch, CA

RECEIVED
By James Feenan at 4:07 pm, Jun 11, 2025

From: hall@hallkelley.biz
To: pbscommissions
Cc: SaveGualala@gmail.com
Subject: CDP_2024-0040
Date: Wednesday, June 11, 2025 9:38:12 AM

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Mendocino County,

I was a member of GMAC when the Streetscape was initially considered. I attended many GMAC and community meetings where the Streetscape was the focus. Early discussion was met with the usual personal preferences expressed, many were considered, some later became components of the Plan.

The 2002 Gualala Town Plan envisioned transforming Highway 1 into “a scenic element of the Gualala townscape” by incorporating native landscaping, sidewalks, and clearly separated bike and traffic lanes that harmonize with the natural environment. The plan also includes the addition of multiple crosswalks and safety lighting to enhance pedestrian safety. In May 2023, the Gualala community approved a proposal to move forward with this vision.

Not once was a “no-landscaping” element presented nor discussed. None of the detailed renderings eliminated landscaping, instead promising a less-jarring result showing simple native plantings.

Frederic Hall Kelley
PO Box 617
Gualala, CA
95445
707-322-5008

RECEIVED
By James Feenan at 1:18 pm, Jun 23, 2025

pbscommissions@mendocinocounty.gov

To whom it may concern,

I am writing to urge Mendicino County and CalTrans to restore landscaping to the Gualala Streetscape project.

Gowing up in San Jose during the 50's and 60's, I saw firsthand what happens when efficiency, utility, and economics are the only items driving planning decisions. In my mid-twenties I moved to Marin to teach accounting, business, and economics at College of Marin, where I quickly learned that quality of life and environmental issues can be the main drivers in community decision making to the benefit of all. I have tried to follow this principle in real estate investing activates.

We purchased our commercial property in the center of Gualala because we saw an irreplicable asset in a location definite by natural beauty, pleasant weather, and safety, as well as community structure and involvement—all set in the largest town on Highway 1 between the Golden Gate Bridge and Fort Bragg. After our purchase we learned of the streetscape project: an unexpected and welcome bonus.

About twenty years ago my own town of San Anselmo, which had been a destination for antique hunters for many years, hit hard times. Many stores closed, and the streets looked like a ghost town after 6PM. The town and the business community worked closely to revitalize the town, largely through beautifying the streetscape. This effort has been enormous success.

During my over 50 years of investing in real estate, I have learned to recognize opportunities that are special. Gualala is special and it deserves a highway improvement project that values aesthetics and quality of life along with utility.

Robert Kennedy

Member, The Gualala Plaza LLC

RECEIVED
By James Feenan at 7:05 am, Jun 09, 2025

From: Karen Kreisel
To: pbscommissions
Subject: Gualala landscaping
Date: Monday, June 9, 2025 5:31:56 AM

Caution: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hello, Please restore the landscaping in gualala. I live near gualala and shop there everyday. Landscaping is crucial in the feel of a place.

Karen Kreisel
The Sea Ranch

707-331-8826
www.karunaclothing.com
www.etsy.com/shop/karunaclothing
www.Instagram.com/karunaclothing/

RECEIVED
By James Feenan at 1:28 pm, Jun 23, 2025

From: Roy Leon
To: pbscommissions
Cc: savegualala@gmail.com
Subject: CDP_2024-0040 Gualala Streetscape Project
Date: Monday, June 23, 2025 12:26:41 PM

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We are concerned residents of the Sea Ranch just south of Gualala and consider the town my home town as we do all our shopping and most of our dining at this location. I want to support the plan that includes landscaping and removes highway parking and makes a central turning lane. This is important for safety and beauty being that Gualala is potentially a great location for attracting visitors and this will add to the natural beauty rather than create an asphalt streetscape with little aesthetic appeal.
Thanks,
Roy and Barbara Leon
249 Bluff Reach
The Sea Ranch, CA

RECEIVED
By James Feenan at 8:08 am, Jun 17, 2025

From: David Liebendorfer
To: pbscommissions
Cc: SaveGualala@gmail.com
Subject: Save Gualala"s Landscaping Plan CDP _2024-0040
Date: Monday, June 16, 2025 6:09:56 PM

Caution: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

I live, work, and shop in the Gualala area and want the County and Caltrans to restore landscaping to the Streetscape project now to avoid any further delays in this much-needed project. Landscaping is required in our Coastal Plan, and it's critical for both aesthetic and economic reasons. The benefits of the landscaping plan will be felt for generations to come.

David Liebendorfer
The Sea Ranch

RECEIVED
By James Feenan at 4:52 pm, Jun 16, 2025

From: Michael Connor
To: pbscommissions
Subject: Landscaping
Date: Saturday, June 14, 2025 9:41:27 AM

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To Whom It May Concern,

I live, shop and work in the Gualala area and want the County and CalTrans to restore landscaping to the Streetscape project now to avoid any further delays in this much needed project.
Landscaping is required in our Coastal Plan and it's critical for both aesthetic and economic reasons.
Thank you for in advance for restoring landscaping in this very important project.

Kind Regards,

Michael J Connor

Sent from my iPad

Mike Connor

RECEIVED
By James Feenan at 7:00 am, Jun 18, 2025

From: Susan Aardal
To: pbscommissions
Cc: SaveGualala@gmail.com
Subject: CDP_2024-0040
Date: Tuesday, June 17, 2025 8:58:07 AM

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I am retired and have relocated near Gualala to enjoy the beauty of this area and this includes streets in Gualala, the town closest to where I live.
Please allow the County and Caltrans to restore landscaping to the Streetscape project now to avoid any further delays in this much-needed project. Landscaping is required in our Coastal Plan, and it's critical for both aesthetic and economic reasons.
Thank you,
Merv Montacute

RECEIVED
By James Feenan at 12:43 pm, Jun 24, 2025

From: Ted Miller
To: pbscommissions
Cc: SaveGualala@gmail.com; Ted Miller
Subject: Re CDP_2024-0040
Date: Monday, June 23, 2025 11:11:18 PM

Caution: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hi. I live and shop in the Gualala area and want the County and Caltrans to restore landscaping to the Streetscape project now to avoid any further delays in this much-needed project.

Gualala should be an appealing town with beautiful local landscape. This will benefit locals and attract visitors.

Landscaping is required in our Coastal Plan, and it's critical for both aesthetic and economic reasons.

Thank you, Ted Miller.

RECEIVED
By James Feenan at 8:15 am, Jun 17, 2025

From: Ted Miller
To: pbscommissions
Cc: savegualala@gmail.com
Subject: Save Gualala - CDP_2024-0040
Date: Monday, June 16, 2025 9:22:04 PM

Caution: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

To whom it may concern,

Re: *CDP_2024-0040*

I live and shop in the Gualala area and want the County and Caltrans to restore landscaping to the Streetscape project now to avoid any further delays in this much-needed project.

Landscaping is required in our Coastal Plan, and it's critical for both aesthetic and economic reasons.

Thank you.

T Miller

The Sea Ranch

RECEIVED
By James Feenan at 8:19 am, Jun 17, 2025

From: Summer Montacute
To: pbscommissions
Cc: SaveGualala@gmail.com
Subject: Comments on CDP_2024-0040
Date: Tuesday, June 17, 2025 1:52:59 AM

Caution: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

CDP_2024-0040

I live and shop in the Gualala area and want the County and Caltrans to restore landscaping to the Streetscape project now to avoid any further delays in this much-needed project. Landscaping is required in our Coastal Plan, and it's critical for both aesthetic, environmental and economic reasons.

Thank you for your consideration.

Kind regards,

Summer Montacute

Co-owner

62 Clippers Reach, The Sea Ranch

___

RECEIVED
By James Feenan at 2:57 pm, Jun 19, 2025

From: Save Gualala
To: pbscommissions
Subject: Fwd: Restore Funding for Gualala Streetscape
Date: Wednesday, June 18, 2025 12:42:37 PM

Caution: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

I believe this was meant for you....but don't see your address on it.

---------- Forwarded message ---------
From: **Patsy Murphy** <patsy0murphy@gmail.com>
Date: Tue, Jun 17, 2025 at 7:28 AM
Subject: Restore Funding for Gualala Streetscape
To: <SaveGualala@gmail.com>
Cc: Gary Gunsel <ggunsel@me.com>

"CDP_2024-0040 I live, work, and shop in the Gualala area and want the County and Caltrans to restore landscaping to the Streetscape project now to avoid any further delays in this much-needed project. Landscaping is required in our Coastal Plan, and it's critical for both aesthetic and economic reasons. "

Thank you,
Patsy Murphy & Gary Gunsel
Residents of Sea Ranch

RECEIVED
By James Feenan at 8:50 am, Jun 25, 2025

From: Patricia Mutch
To: pbscommissions
Cc: SaveGualala@gmail.com; G Mutch
Subject: CDO_024-0040. The Gualala town streetscape
Date: Tuesday, June 24, 2025 2:07:20 PM

Caution: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

I shop daily in Gualala, and have been interested in the plans presented to the local community a couple of years ago, for a new Gualala streetscape. I liked much that I heard, particularly including the integration of the visual effect with natural surroundings. But I'm wondering when that project will actually start?

So I'm writing to ask that the county and Caltrans restore landscaping to the Streetscape project plan, to avoid any further delays in this much-needed projected. Landscaping is required, I understand, in our Coastal Plan, and it's really needed for both aesthetic and economic reasons.

Thank you,

Patricia B. Mutch

Mailing Address:
P.O. Box 488
Gualala, CA 95445
707-785-2313

Residence:
Aberdeen House
331 Grey Whale
The Sea Ranch, CA

RECEIVED
By James Feenan at 7:00 am, Jun 09, 2025

From: brent novick
To: pbscommissions
Subject: CDP 2024-0040 - Gualala Streetscape Project
Date: Sunday, June 8, 2025 7:52:22 AM

To Whom It May Concern,

Recently read that the landscaping portion of the Gualala Streetscape Project - CDP 2024-0040 may not be included in final project. I live and work and Gualala - the delays this project has undergone is completely unacceptable. The community approved it and without landscaping we will just further degrade the visual aesthetic of the town, a town which already lacks it - given the lack of vision over the decades on the layout, building design and flow. Gualala should be a gateway to Mendocino County from the south on HWY 1. We simply want the county to follow requirements of the Gualala Town Plan which is also our coastal plan.

This has been going on since 2022 in some form - let's get the project going already and listen to the people that will have to live with the design for decades to come.

Brent Novick
bnovick@me.com
37100 Old Stage Rd
Gualala, CA 95445
home - 707-884-8814
mobile - 415-860-1055

RECEIVED
By James Feenan at 8:14 am, Jun 17, 2025

From: James Orenberg
To: pbscommissions
Subject: Landscaping for Gualala streetscape project
Date: Monday, June 16, 2025 8:49:05 PM

Caution: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

PBS Commission members,

I live and shop in the Gualala area and want the County and Caltrans to restore landscaping to the Streetscape project now to avoid any further delays in this much-needed project. Landscaping is required in our Coastal Plan, and it's critical for both aesthetic and economic reasons. I just returned from a day trip to Mendocino Village and saw with my own eyes the importance of landscaping and aesthetic, well planned street accoutrements to provide a welcoming feel to the environment.

Jim Orenberg
304 Spar Close
The Sea Ranch

RECEIVED
By James Feenan at 4:52 pm, Jun 16, 2025

From: Pamela Connor
To: pbscommissions
Cc: SaveGualala@gmail.com
Subject: CDP_2024-0040
Date: Saturday, June 14, 2025 9:36:53 AM

Caution: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

To Whom It May Concern,

I live, shop and work in the Gualala area and want the County and CalTrans to restore landscaping to the Streetscape project now to avoid any further delays in this much needed project.
Landscaping is required in our Coastal Plan and it's critical for both aesthetic and economic reasons.
Thank you for in advance for restoring landscaping in this very important project.

Kind Regards,

Pam Connor
Gualala, CA. 95445

RECEIVED
By James Feenan at 2:54 pm, Jun 19, 2025

From: Annie Pivarski
To: pbscommissions
Cc: SaveGualala@gmail.com
Subject: CDP_2024-0040
Date: Wednesday, June 18, 2025 10:19:39 AM

Caution: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

I am full-time and a local in the Gualala area and shop, eat, socialize and get my mail here. I am in town daily.

I want the County and Cal Trans to restore landscaping to the Streetscape project now to avoid any further delays in this much needed project. Landscaping is required in our Coast Plan and its critic for both aesthetic and economic reasons.

Thank you,

Annie Pivarski
229 Screech Owl
The Sea Ranch 95497

Sent from my iPhone

RECEIVED
By James Feenan at 1:21 pm, Jun 23, 2025

From: ray@casesaver.com
To: pbscommissions
Date: Monday, June 23, 2025 8:28:59 AM

Caution: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hello

As a Gualala resident, I would like the landscaping restored as described in town and maintained

My address is 44301 Tan Bark Rd Gualala 95445 phone 707 8876655 cell 707 5299118

Thank You

Ray Polson

Outlook

FW: Gualala Streetscape

From pbscommissions <pbscommissions@mendocinocounty.gov>
Date Mon 6/30/2025 1:21 PM
To Jocelyn Gonzalez-Thies <gonzalezt@mendocinocounty.gov>; Liam Crowley <crowleyl@mendocinocounty.gov>

From: Alan Comcast <alanreinke@comcast.net>
Sent: Sunday, June 29, 2025 2:05 PM
To: pbscommissions <pbscommissions@mendocinocounty.gov>
Cc: Savvegualala@gmail.com
Subject: Gualala Streetscape

Caution: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Please restore the landscaping and planting to the Gualala Streetscape plan. It can be low maintenance. It just needs to break up the asphalt and concrete scene.

Alan Reinke
The Sea Ranch, CA
alanmreinke@gmail.com

RECEIVED
By James Feenan at 8:18 am, Jun 17, 2025

From: Alan Reinke
To: pbscommissions
Subject: CDP_2024-0040
Date: Monday, June 16, 2025 11:40:04 PM

Caution: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

I live, work, and shop in the Gualala area and want the County and Caltrans to restore landscaping to the Streetscape project now to avoid any further delays in this much-needed project. Landscaping is required in our Coastal Plan, and it's critical for both aesthetic and economic reasons.

Alan Reinke
The Sea Ranch, CA
alanmreinke@gmail.com

RECEIVED
By James Feenan at 2:10 pm, Jun 23, 2025

From: Susan Schultz
To: pbscommissions
Cc: SaveGualala@gmail.com
Subject: "CDP_2024-0040
Date: Monday, June 23, 2025 2:09:58 PM

Caution: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

CDP_2024-0040 I shop in the Gualala area and want the County and Caltrans to restore landscaping to the Streetscape project now to avoid any further delays in this much-needed project.

Landscaping is required in our Coastal Plan, and it's critical for both aesthetic and economic reasons.

Let's get this work done and have the roadway look beautiful with native plants.

Susan Schultz
The Sea Ranch

Sent from my iPhone

RECEIVED
By James Feenan at 7:02 am, Jun 09, 2025

From: Sean SeLegue
To: pbscommissions
Cc: savegualala@gmail.com
Subject: CDP_2024-0040
Date: Sunday, June 8, 2025 11:06:30 AM

Caution: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

I urge you to reconsider eliminating landscaping from the Gualala streetscape project. It is essential for Gualala's economic and social well being not to install a lot of concrete without landscaping. The downtown area needs to be attractive for tourists and residents alike. Please do not make a short-sighted decision that will have a long-lasting, negative impact on Gualala.

Sean SeLegue
The Sea Ranch

Sent from my iPad

RECEIVED
By James Feenan at 12:41 pm, Jun 24, 2025

From: Wayne Smith
To: pbscommissions
Cc: SaveGualala@gmail.com
Subject: re: CDP_2024-0040
Date: Monday, June 23, 2025 5:23:46 PM

Caution: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

To Whom It May Concern:

I live and work at The Sea Ranch and shop and socialize in the Gualala area.

I urge the County and Caltrans to restore landscaping to the Streetscape project now to avoid any further delays in this much-needed project. Landscaping is required in our Coastal Plan, and it's critical for both aesthetic and economic reasons.

Sincerely,
--Wayne E. Smith
101 Anchorage Close
The Sea Ranch, CA 95497

RECEIVED
By James Feenan at 8:03 am, Jun 17, 2025

From: Jedi Gmail
To: pbscommissions
Cc: savegualala@gmail.com
Subject: Save the Native Landscaping in Gualala"s Streetscape Plan
Date: Monday, June 16, 2025 5:08:59 PM

Caution: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

CDP_2024-0040
I live and shop in the Gualala area and want the County and Caltrans to restore landscaping to the Streetscape project now to avoid any further delays in this much-needed project. Landscaping is required in our Coastal Plan, and it's critical for both aesthetic and economic reasons.

Thank you!
Diana Souverbielle
The Sea Ranch

Sent from my iPad

RECEIVED
By James Feenan at 7:02 am, Jun 18, 2025

From: Susan Aardal
To: pbscommissions
Cc: SaveGualala@gmail.com
Subject: CDP_2024-0040
Date: Tuesday, June 17, 2025 9:03:55 AM

Caution: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

I do a LOT of walking to enjoy the beauty of this area and I NEED to see beautiful streets in Gualala, the town closest to where I live.
Please allow the County and Caltrans to restore landscaping to the Streetscape project now to avoid any further delays in this much-needed project. Landscaping is required in our Coastal Plan, and it's critical for both aesthetic and economic reasons.
Thank you,
Summer Montacute

RECEIVED
By James Feenan at 6:59 am, Jun 18, 2025

From: Susan Aardal
To: pbscommissions
Cc: SaveGualala@gmail.com
Subject: CDP_2024-0040
Date: Tuesday, June 17, 2025 8:53:53 AM

Caution: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

I am an artist and I NEED to see beautiful streets in Gualala, the town closest to where I live.
Please allow the County and Caltrans to restore landscaping to the Streetscape project now to avoid any further delays in this much-needed project. Landscaping is required in our Coastal Plan, and it's critical for both aesthetic and economic reasons.
Thank you,
Susan Montacute

RECEIVED
By James Feenan at 8:13 am, Jun 17, 2025

From: Diana & Jesakka
To: pbscommissions
Cc: savegualala@gmail.com
Subject: Re: CDP_2024-0040 Gualala Streetscape
Date: Monday, June 16, 2025 8:26:01 PM

Caution: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Please, please restore the native plant landscaping to the Gualala Streetscape plan. Not only is this landscaping required in this location, it is the best way to beautify a community that depends on tourism! Hundreds of us were out in Gualala this past Saturday, and the run-down road surface, lack of turn lanes and traffic-calming features, and terrible “sidewalks” were dangerous and unacceptable for a famous highway in a beautiful place that has been waiting for the agreed upon upgrades for YEARS! Please, no more delays, and please do not resort to half measures: sign a maintenance agreement. Making the Gualala Streetscape beautiful will soon pay you back in increased tax income.

Jesakka Tarr
Joyce Tarr
41075 Tallgrass
The Sea Ranch
PO Box 1905, Gualala CA 95445

RECEIVED
By James Feenan at 1:22 pm, Jun 23, 2025

From: Michael Tilles
To: pbscommissions
Subject: CDP_2024-0040
Date: Monday, June 23, 2025 11:45:50 AM

Caution: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Dear Sir/Madam,

CDP_2024-0040 I live, work, and shop in the Gualala area and want the County and Caltrans to restore landscaping to the Streetscape project now to avoid any further delays in this much-needed project. Landscaping is required in our Coastal Plan, and it's critical for both aesthetic and economic reasons.

Respectfully,
Michael Tilles

RECEIVED
By Jocelyn Gonzalez -Thies at 9:21 am, May 14, 2025

From: Tom Murphy
To: Liam Crowley
Cc: Julia Krog; abigail.strickland@coastal.ca.gov; bente.jensen@coastal.ca.gov; Kraemer, Melissa@Coastal
Subject: Gualala Streetscape - Landscaping CDP 2024-0040
Date: Monday, May 12, 2025 11:50:54 AM
Attachments: SG on Gualala Streetscape CDP.pdf

Caution: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hi Liam,

As discussed on May 7 by phone and at the Gualala MAC meeting, we believe there are serious concerns – particularly about the lack of mandated landscaping – in the CDP Application and process for the Gualala Streetscape proposal, 2024-0040.

I represent the 1,711 supporters of Save Gualala, which was formed specifically to ensure the Streetscape project is completed in full compliance with the Gualala Town Plan, which serves as the LCP. The current application omits a major requirement – landscaping.

The attached document details our concerns and asks for immediate action by County Planning, the Coastal Plan Administrator, and/or the Calif. Coastal Commission to restore the landscaping required by the plan. It includes a complete explanation of the requirements for landscaping and the narrow grounds by which they may be altered –which do NOT apply in this case. The landscaping MUST be restored ASAP to avoid delaying the project. Our document also includes the petition from Save Gualala and the names of 1,711 supporters.

Please note we do NOT wish to further delay this project, which is scheduled for completion in December 2027. We simply want Caltrans and the County to restore the provisions for landscaping that they removed. This is vital for the economic health of Gualala, the southern gateway to Mendocino County.

I will call you shortly to assure you received this email.

Thank you for your time and interest in this matter.

Tom Murphy
Save Gualala
415 924 3364

RECEIVED
By Jocelyn Gonzalez -Thies at 9:22 am, May 14, 2025

Save Gualala Input on the CDP application for the Gualala Streetscape

To: Liam Crowley, Mendocino County Planning & Building
CC: Coastal Permit Administrator, California Coastal Commission
Submitted by: Tom Murphy for Save Gualala
Date: May 12, 2025

re: **CDP Application 2024-0040** -- Gualala Downtown Streetscape Project

Purpose: This document speaks for Save Gualala. Its 1,700-plus supporters ask Mendocino County, Caltrans, and the California Coastal Commission to IMMEDIATELY restore the required landscaping plans to the Gualala Downtown Streetscape Project. *To be clear, Save Gualala does NOT wish to delay this much-needed project, which has been awaited for three decades.*

We also want to note certain irregularities in the application and serious shortcomings in processes used by MCOG, Caltrans, and most recently the Gualala MAC that we find relevant to the landscaping issue. With all due respect to Mendocino County's Planners, we also question whether the county faces a conflict of interest, and if the question of landscaping should be referred on an emergency basis to the California Coastal Commission for a timely decision.

Save Gualala: Save Gualala formed in 2020 to ensure this project follows the strict landscaping and safety requirements of the Gualala Town Plan in ways that "reflect our small town's beautiful natural surroundings." Supporters include hundreds of South Coast residents, plus former residents and visitors. Tom Murphy owns property in the project area. He has played key roles in the highway design revisions, first as a member of the Gualala MAC, then as a leader for Save Gualala.

Gualala's natural setting viewed from Gualala Point Regional Beach Park

Executive Summary:

- The Gualala Streetscape project has always maintained a very strong focus on landscaping that reflects the area's beauty, even before the Gualala Town Plan (GTP) was written. This has been affirmed many times in hearings, comments, surveys, and petitions.

- The GTP requirements for landscaping are clear and strict, just as they were on the need to remove on-highway parking. The county bears primary responsibility to enforce them.

- Downtown landscaping has an enormous impact on the financial well-being of Gualala, whose struggling economy is about 70% dependent on attracting visitors. Without landscaping, the main street of Gualala will be an unattractive sea of concrete and asphalt. Visitors seeking nature will seek greener environments to enjoy themselves.

- In recent years, Caltrans repeatedly misinterpreted a key "exceptions" clause in the GTP – either intentionally or by error. It repeatedly promoted non-conforming alternatives in designs, and scuttled conforming alternatives that included landscaping. The community continually pushed back to ensure the final plan conformed with the GTP. This back-and-forth delayed the much-needed project by several years, adding millions to the overall cost.

- Gualala residents and Save Gualala embraced Alt. 5 in May 2023, finding it met key requirements including landscaping, safe roadways, bike lanes, and sidewalks. And now the lack of landscaping again leaves the plan out of compliance with the GTP.

- In November 2024, Caltrans submitted a CDP application with plans to exclude landscaping due to the absence of plans to maintain it. However, the application was not published by the county on its website until April 2025. No notice of this critical change was given to interested parties (including Save Gualala, which only learned of the change by word of mouth on May 7, 2025, the day the Gualala MAC met to vote on it.)

- Gualala MAC previously endorsed Alt. 5, with landscaping, on a 5-2 vote at a May 2023 joint Town Hall with Caltrans. The two votes against the project were Kevin Evans and David Shpak. Evans later became chairman and appointed Shpak to the Streetscape Committee. Shpak gave a GMAC a presentation at the May 7 meeting that contained serious errors.

- Almost all Gualala MAC members said they would favor landscaping, but feared the project could be delayed if they said as much. Shpak rejected a non-binding amendment to his motion that would have asked the parties to reconsider the landscaping. The council then voted 7-0 to recommend approval with several members saying they didn't want to risk delaying the project further and that its support of landscaping was already well known.

The Gualala Town Plan (aka Coastal Plan) clearly requires landscaping along the Streetscape project. The first photo below shows the highway looking south without landscaping. The second photo shows Streetscape Alt. 5 as approved by the community in May 2023. The deletion of landscaping would leave just concrete and pavement, adding little appeal over the current roadway.

The photos below show the southern end of town, devoid of landscaping. The second shows the vision shared by Caltrans in May 2023 when the community and council approved Alt. 5 by a large margin. Scrapping plans for landscaping would leave a only sea of asphalt and concrete to greet visitors.

The Gualala Town Plan and Requirements for the Streetscape Project

In 1995, a group of local residents recognized the need to improve the highway through Gualala both for aesthetic and safety reasons. The effort eventually grew to include hundreds of residents, planners, and experts and became the core of the Gualala Town Plan, which was approved by County Supervisors and merged into the California Coastal Plan in 2002.

The plan places a heavy emphasis on requiring natural landscaping in any future development. Here is the primary overall goal of the GTP:

> ***"To preserve and enhance the rural, coastal character of the town of Gualala, to better integrate future development with the natural surroundings, to protect and restore coastal views, and to improve public access to the coast." (G2.1-1)***

When it comes to the Streetscape Project itself in Chapter 3, the requirements are even more specific. Here are excerpts from that section, including verbatim quotes, that reflect some of the strict language in those requirements. Note the use of "shall" and "should":

> ***G3.6-1: Hwy 1 improvements "shall be required to help make Hwy 1 a scenic element" of Gualala townscape.***
>
> ***G3.6-2: "... a planted median shall be provided."***
>
> ***G3.6-3: "Parking areas ... shall be located outside of the corridor preservation setback." [Translation: No parking on the highway.]***
>
> ***G3.4-26: Landscaping along "Highway 1 and local roadways shall provide an aesthetic complement" to the pedestrian walkways and partial screening of parking areas and/or buildings.***
>
> ***G3.4-27: Rather than developing a linear tree planting program, cluster landscapes ... can be integrated with existing landscaping and native vegetation; they can help maintain a more "natural" appearance in the town...***
>
> ***G3.4-30: Highway 1 medians and embankments should be landscaped with ground level shrubs and herbaceous plants. Plant materials with seasonal foliage and flower changes are encouraged. Plant materials shall be selected, in part, based on low maintenance and irrigation requirements. Landscaping within the Highway 1 right-of-way requires an encroachment permit from Caltrans.***

Economic Impacts of Landscaping on Gualala

In the early 20th Century, Gualala was built as a lumber town, harvesting enormous stands of redwood trees and shipping them mostly to the Bay Area. A lot of that would helped to rebuild San Francisco after the 1906 earthquake. However, the narrowing supply of areas suitable for harvest greatly reduced this trade over time, limiting the financial benefits to the community.

By the mid-70s, cannabis filled the growing void for economic strength in Gualala. The then-illegal nature of the crop led to creation of a cash-based economy that supported local businesses and institutions. However, the legalization of cannabis and the emergence of large corporate growers reduced returns for growers. An ounce of marijuana that sold for as much as $300-400 prior to legalization can now be purchased in many California cities and counties for as little as $50.

Increasingly, tourism and related retail sales have emerged as Gualala's main means of support. It is estimated that approximately 70% of the revenue in Gualala now stems from overnight lodging, restaurants, and retail sales. A large percentage of the residents work in these sectors.

Evolution of the Streetscape Concept

Not surprisingly, Gualala has changed considerably since 2002, but the authors of the GTP foresaw that and allowed narrow exceptions to the plan requirements to accommodate change. Here is the clause allowing certain "exceptions."

> ***"Exceptions to the strict application of these standards may be granted by the County, with the prior approval of the Caltrans District Director, where existing development, site topography or physical constraints mandate a greater or lesser right-of-way width." G3.6-4***

This clause has been repeatedly misinterpreted as alternatives evolved on Streetscape. Indeed, Alt. 3 would have created a five-lane roadway, including two lanes of on-highway parking, while eliminating landscaping. The attempted justification for such a wild variance from the tone of the Gualala Town Plan was that "exceptions" could be allowed. However, that plan was later dropped by Caltrans which ran into push back from the community as well as engineering problems.

The key to understanding the "exceptions clause" is in the latter half of the sentence. Specifically, exceptions can ONLY be made where "existing development, site topography or physical constraints" mandate a change in the width of the right-of-way. <u>That is not the case here.</u> Alt. 5 included landscaping but it was removed by Caltrans due to a lack of a maintenance agreement, and that is NOT an allowable reason for an exception. Instead, the county knew maintenance would be required when it passed the plan in 2002, and now must provide it.

Consider this, in 2002, the plan mandated 12 feet of landscaping on each side of the highway. However, in the ensuing years, much of that area was covered with new development. Future alternative designs reduced the landscaping requirement for that reason.

The community has repeatedly affirmed its commitment to having landscaping along the highway. For example, Caltrans Project Director Frank Demling led a 2018 Town Hall in which the community strongly endorsed the Town Plan requirements for landscaping, removing parking, sidewalks, and bike lanes.

By 2019, when Caltrans released the first two alternative designs, there was only about 3 feet available for landscaping on most parts of the highway due to existing development, topography and other physical constraints. Alt 1 and Alt 2 still met all other requirements of the GTP, but were withdrawn by Caltrans Project Director Frank Demling who said they'd been released prematurely. There was no further explanation and years of bitter debate ensued.

Demling, citing the exceptions clause, then developed the ill-fated Alt. 3, which he also later withdrew due to harsh community push back and determination by Caltrans engineers that it was unfeasible. He then developed Alt. 4A and Alt. 4B that allowed some interim parking uptown, and a generous amount of landscaping.

In January, 2021, during the Covid era, Demling led an online town hall and a detailed survey to again take the community's pulse based on a Caltrans presentation of concepts. He then publicly reported the results. The image below shows that 70% of those surveyed were "very supportive" of landscaping, ranking it second only to sidewalks (81%) as a desired project feature.

Introduction to the Caltrans results of the January 2021 online Gualala Town Hall

Gualala Downtown Streetscape Enhancement
Online Public Survey Results

Executive Summary

An online public survey was conducted in support of the Gualala Downtown Streetscape Enhancement virtual informational meeting held on January 14, 2021 by Caltrans and MCOG. Prior to the public meeting, a presentation preview video was made available on YouTube along with early access to the online survey. The Gualala Downtown Streetscape Enhancement online survey received 189 total responses. In this document, we have omitted data for three personally identifying survey questions (name, email address, and phone number). However, we do aggregate zip code data to help reflect the general vicinity of survey participant residences.

Survey Participant Summary

- 92% of participants either saw the virtual public meeting preview video on YouTube, attended the virtual public meeting on January 14, 2021, or viewed the archived meeting recording on YouTube.
- 89.4% of survey respondents identified their residence as within regional vicinity of the project area: the towns of Gualala, The Sea Ranch, and Point Arena.

Supportive Survey Answer Summary

- Responses were **very supportive of 5-foot wide sidewalks in both directions between Center Street and Ocean Drive** with 81% generally supportive, 8% neutral, and 11% generally opposed.
- Responses were **very supportive of adding landscaping to the project** with 70% generally supportive, 15% neutral, and 15% generally opposed.

The survey also indicated the community supported Alt 4, with option A, which allowed some on-highway parking on the northeastern corner of the roadway. However, instead of adopting the results, Demling scuttled both Alt 4A and 4B, eventually suggesting Alt 4C, a non-conforming alternative that met very heavy resistance in the community. Alt 4C would have eliminated all landscaping downtown to make room for on-highway parking. Demling then scuttled this alternative as well, and a series of interim project managers took over until Director Caren Coonrod became the project's leader.

Alternative 5

Coonrod quickly met with community representatives and members of Gualala MAC. She walked the project site with her engineering team. She later brought in a Caltrans landscape architect, who worked with members of the GMAC committee. And Save Gualala brought in local native plant experts to further advise Caltrans on the most-suitable plantings. All this led to Alt. 5, which was popular with almost all parties. It included generous amounts of landscaping in the areas along the highway that had not already been developed, on curb strips, and on medians.

Coonrod and her team led a joint Town Hall of Caltrans and Gualala MAC in May 23, where community members voiced strong support for Alt. 5. (Her presentation included the images from Alt. 5 shown on previous pages.) Coonrod noted at the event that the landscaping would require a maintenance agreement with Caltrans from Mendocino County. She said this was because of the potential liability of someone getting injured while tending to the plantings. At the time, this was viewed as a bureaucratic footnote, in part because the planting would be mostly native plants that grow without need for additional water or care in the environment around Gualala.

In addition to winning support from the large audience present, Alt 5 was strongly endorsed by Save Gualala and its 1,711 supporters. A hard copy of the group's petition was hand-delivered to the Caltrans team. GMAC voted 5-2 to support the plan, with only members Kevin Evans and David Shpak voting against it without stating reasons. Months later, Evans became GMAC chairman and he appointed Shpak to the Streetscape Committee.

Coonrod left the project a short time later, turning the project over to Director Katie Everett. The GMAC Streetscape committee continued to meet with Everett and the Caltrans landscape architect to refine the proposal, consistently watching to assure it met GTP requirements for landscaping and other factors.

In October 2023, Save Gualala spoke with Everett who said she received assurances from Mendocino County officials that they planned to cover the liability and maintenance for landscaping. We wrote a letter to Everett confirming that on Oct. 23, 2023. We also repeated the absolute need for landscaping, noting "the county not only committed to including landscaping, but required it." (See attached letter).

Save Gualala later reached out to Sheriff Matt Kendall, knowing he had an existing gardening class for inmates the County Jail. We asked if he might be interested in helping his inmates, Gualala, and the County by establishing a Landscape Maintenance Program that would cover the county's efforts to maintain the low-maintenance plants in downtown Gualala. He excitedly said he thought it was a "great" idea, and even suggested the person leading his gardening class could lead this program. Save Gualala then turned that idea over to GMAC Streetscape Committee member Henry Mayer in the hopes he and the sheriff would work out details. Mayer agreed to follow-up.

We believe that was the last significant contact Save Gualala had with Everett or GMAC on the subject until we learned on May 7, 2025, that Caltrans "currently" planned to withdraw the landscape portion of the program because the county had been unable to reach agreement with Caltrans. We made immediate plans to attend and comment at the Gualala MAC meeting that night, because the plan update was set for a vote by the council.

Save Gualala was stunned that we had received no notice of this change from any of the parties, and we realized the community was apparently unaware of this dramatic change. There's been no newspaper story or email updates or phone calls, despite our long-running effort urging Caltrans and county officials to let us know if there were significant issues.

We attended the May 7 GMAC meeting and urged them to approve the program and stay on deadline, but with a request that the county and Caltrans and the Coastal Commission restore the landscaping portion before work begins. (See Save Gualala statement attached.)

Application Deficiencies and Erroneous GMAC Info

Preparing for the meeting, we reviewed the Caltrans application for a Coastal Development Permit (CDP) and were very surprised to see scant mention of landscaping, even though it had been a constant topic in the final years leading up to Alt. 5. We also could find no mention of Save Gualala, which was instrumental in the campaign to assure landscaping and other elements of the GTP were followed by Caltrans and the County. Landscaping was minimized in the document.

The application contained many comments and a petition on the issue of on-highway parking, even though the Coastal Commission had long since ruled out on-highway parking. But the document omitted any mention of the 1,711 names on the petition we hand-delivered to Caltrans at the public hearing in May 2023. No mention at all! This appears to be an intentional omission.

This, frankly, struck us as an unacceptable breach of process if not a determined effort to hide the elimination of landscaping from the community that has waited three decades for this project to be built *with* landscaping.

The GMAC meeting itself contained several statements by Caltrans, MCOG, and council members that were false, misleading, and/or demonstrated failure to explore options to fund the landscape maintenance.

(The entire council hearing is available at https://www.youtube.com/watch?v=Gx7MUFwEg9A The discussion of Streetscape starts about the 20 min mark and continues to 2:10.)

In his lengthy presentation to the council, Shpak made several misstatements, though he said, "This project hasn't gone to hearing yet. The decision has not been made" about landscaping.

Among his errors was that landscaping was added to the Town Plan "in the hope" that it would contribute to the aesthetic values of the project. That is false. It was a mandated feature of the project, indeed as one of the primary objectives of the Streetscape and the Town Plan itself.

He also misinterpreted the exception clause we referenced earlier, saying that due to past development there is no room for left landscaping. "This grand design is predicated on a corridor that is 80 feet wide," he said. "The bottom line is that is not what Caltrans has to work with today."

That is false because while the design started with an 80-foot corridor but has been narrowed to 60 feet in most places under the exception clause. Alt. 5 has generous landscaping. That plan was approved by the community, GMAC, and Save Gualala. Curb strip plantings and landscaping on medians was already in the plan, and that portion of the plan was fully funded by the State Transportation Commission. MCOG and Caltrans failed to designate some of that funding for maintenance although both knew or should have known a maintenance plan was needed.

Shpak noted the Town Plan said the project could be funded through special revenue sources like a Transit Occupancy Tax, but said such sources were never put in place. That is also false. The truth is that Mendocino County already has a Transit Occupancy Tax, but county officials never explored using a portion of the proceeds from the South Coast area to fund the maintenance of the landscape. Even so, the county's requirement in 2002 to add landscaping on its face indicates the county knew or should have known it would also be responsible for maintaining the landscaping.

On a practical level, the county and state will already be doing maintenance on the roadway with or without an agreement with the county. Caltrans Director Everett even acknowledged at the meeting her department could include some wildflower seeds in the grassy area Caltrans owns in the northwest portion of the project, and that Caltrans crews could trim that portion. This begs the question of why Caltrans cannot offer support for other areas if it can mow parts? In all, these explanations are thin and fail to pass the test for logic and/or credibility.

The county regularly sweeps roads and trims trees in Gualala, but failed to see this need. It should quickly add this to its program to satisfy Caltrans' need for an agreement.

Nephele Barrett, MCOG's executive director, admitted at one point she did not even know how much it would cost to maintain the landscaping or whether general fund money could be used for it. "I don't believe the county discussed the possibility of using general fund for that maintenance," she said, proving that not all avenues were explored before the decision to eliminate landscaping.

Most if not all councilors conceded they wanted the landscaping, but were afraid to raise the issue because it might somehow delay the project. "I think we all want them to do it," said Streetscape Committee member Henry Mayer. This demonstrates the council was acting out of fear.

Mayer attempted to add a non-binding not to the council's motion asking MCOG and Caltrans to try again to restore the landscaping, but was shot down by Shpak who refused to accept his amendment. Other councilors also said they feared delays, but wanted landscaping.

"I think everyone know we would really like to have the landscaping done," said Councilor Don Hess. Chairman Evans said, "I would hate to see anything derail [the streetscape]. It's not everything we wanted."

Again, this application was submitted to County Planning in November of 2024, but wasn't discussed publicly in Gualala until GMAC's May 7 meeting, when the councilors clearly felt pressured to approve it to avoid delays. Even Save Gualala would not have been able to comment had we not learned of this major change through word of mouth at the last minute.

We maintain the deficient application and the approval by Gualala MAC represent serious flaws that merit close inspection by the staff of County Planning and the Coastal Commission. And that the faulty arguments against landscaping be overruled in time to include it in the project. With all due respect, we also question whether the county has a conflict of interest in this case.

Summary

We respectfully end where we began. First, we implore Caltrans, the County, and the California Coastal Commission to restore the critical landscaping elements to the Gualala Streetscape proposal. The landscaping is already budgeted, and the cost of the maintenance is something the county must accept given it mandated landscaping in 2002 and has done nothing since to develop a maintenance plan. That must be corrected immediately as a condition of approval.

We recognize the county faces deep fiscal challenges and is undergoing an audit for this reason. That said, landscaping is a mandated and critical portion of this project just as surely as travel lanes, sidewalks, bikeways, crosswalks, and a ban on on-highway parking.

Second, we want to reiterate that this project must be completed by December 2027. There have already been too many very costly delays. However, a quick decision to resolve the issue of maintaining the very low-maintenance landscaping should not delay the project.

Third, we object to the deficiencies of the project's CDP application, to the inaction of project staff to fully explore all funding options for maintenance, and to the misstatements made by Gualala MAC Councilor David Shpak, a retired planner, who in our opinion knew or should have known better. His statements misled the council as cited above.

Thank you for your attention. We have attached several exhibits for your review.

[Summary of Landscaping requirements in the Gualala Town Plan – emphasis added]

*The **Gualala Town Plan** was developed by hundreds of residents and county staff to provide a framework for all development. It was adopted in 2002 by County Supervisors in the **County General Plan (GP)** and also was adopted as the **Local Coastal Plan (LCP)** by the California Coastal Commission. It was created to serve the community through 2030.*

GOAL No. 1: To preserve and enhance the rural, coastal character of the town of Gualala, to better integrate future development with the natural surroundings, to protect and restore coastal views, and to improve public access to the coast. **(G2.1-1)**

G3.6-1: Hwy 1 improvements "**shall be required to help make Hwy 1 a scenic element" of Gualala townscape**.

G3.6-2: "… **a planted median shall be provided**."

G3.6-3: "**Parking areas** … shall be located outside of the corridor preservation setback." [Translation: No parking on the highway.]

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

G3.4-27: Rather than developing a linear tree planting program, **cluster landscapes …** can be integrated with existing landscaping and native vegetation; they can **help maintain a more "natural" appearance** in the town…

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

"Exceptions to the strict application of these standards may be granted by the County, with the prior approval of the Caltrans District Director, where existing development, site topography or physical constraints mandate a greater or lesser right-of-way width." G3.6-4

[Save Gualala Comments to MCOG, August 2024]

Good afternoon. I'm Tom Murphy representing the 1,700 supporters of Save Gualala which is dedicated to building the Streetscape Project in full compliance with the Gualala Town Plan. The Gualala Plan is incorporated in the County Code through the County Plan and is also the Local Coastal Plan. It has been in place for 22 years, and focuses heavily on landscaping requirements for the Gualala Streetscape. I'd like to review those requirements and the paramount need for a county maintenance program.

The over-arching, No. 1 Goal of the Town Plan is to **"better integrate future development with the natural surroundings."** This is critical not only for aesthetics, but for the economic rescue of a struggling community increasingly dependent on tourism. Remember, Gualala IS the southern gateway to Mendocino Coast. The landscape requirements are very specific:

-Section G3.6-1 says the streetscape **"Shall be required to help make Hwy 1 a scenic element"** of Gualala.
- 3.6-2 says **"a planted median shall be provided."**
- 3.4-26 says landscaping **"shall provide an aesthetic complement"** to pedestrian walkways.
- 4-4-30 says highway 1 **"medians and embankments should be landscaped with ground level shrubs and herbaceous plants"** based on **"low-maintenance and irrigation requirements."**

-There are several other similar requirements.
-The **only** exceptions allowed are for **"prior development or physical constraints"** where Caltrans and the County agree. Those conditions **do NOT apply here**.

Over the years, the community has repeatedly made landscaping a top priority along with safety. A Caltrans survey found 70% of the residents want the landscaping promised under the plan – making it THE MOST-wanted item. Gualala MAC overwhelmingly endorsed the design that included landscaping. And Save Gualala respectfully demands the landscaping be included on the medians and along sidewalks as required by law.

Caltrans insists maintenance be done by a government body – not a community volunteer effort. So it is incumbent to the county to fulfill this long-standing commitment to the taxpayers of Gualala.

Understanding the county's current fiscal restraints, Save Gualala has sought creative solutions. On Friday, for example, we spoke with Sheriff Matt Kendall, who thought it would be a "great idea" to expand the jail's garden education program to include landscape maintenance in Gualala. That would help this project, the Sheriff's "Guests," and the county at almost no cost. We believe this – or another creative program – could resolve this issue. In any case, Save Gualala's 1,700 supporters strongly oppose the changes Caltrans has presented today without a maintenance program.

[Save Gualala letter to Katie Everett re Landscaping in October 2023]

Oct. 24, 2023

Dear Katie,

Thanks for your call on 10/23, and for confirming that you've received assurance from Mendocino County officials that they plan to cover the liability and maintenance for landscaping in the Gualala Downtown Project, including the center islands, curb strips, and other plantings specified in Caltrans Alternative 5. My understanding is they are exploring specific ways to sustain that effort and expect to finalize an agreement with Caltrans as soon as possible.

Some Background: For three decades, landscaping has been a central element of the Gualala project, which is the southern gateway to Mendocino County. It is required as part of the Local Coastal Plan, the County General Plan, and the Gualala Town Plan (GTP). Those plans were affirmed by the County Planning Commission, Board of Supervisors, and – many times – by the citizens of Gualala and the Gualala Municipal Advisory Council (GMAC). GMAC's Streetscape Committee had many discussions with the California Coastal Commission, MCOG, and Caltrans about this as well. Several Caltrans alternative designs, Town Halls, and surveys also recognized landscaping as a legal requirement of the project.

The community is eagerly looking forward to this landscaping:

- a 2021 Caltrans Survey found: "Responses were very supportive of adding landscaping to the project with 70% generally supportive, 15% neutral, and 15% generally opposed."
- a 2019 GMAC survey found 89% of respondents wanted a landscaped project per the Town Plan.
- Over 1,700 people signed the Save Gualala petition to include landscaping per the Town Plan.
- Local Native Plant experts worked with the Caltrans Landscape Architect to select suitable plantings that require little water or maintenance from a list provided in the Town Plan.
- Attractive highway landscaping is critical to the hospitality-based economy of Gualala.

The Gualala/County Plan includes numerous requirements regarding this project's landscaping, including (but not limited to): highway improvements "shall be required to help make Hwy 1 a scenic element" of the Gualala townscape. [G3.6-1]; "a planted median shall be provided." [G3.6-2]; and landscaping "shall provide an aesthetic complement to the pedestrian walkways and partial screening of parking areas and/or buildings." [G3.4-26]

In other words, the county not only committed to including landscaping, but required it. The community strongly supports this position; indeed, Save Gualala was formed to assure the Town Plan is followed.

Please reach out any time I can be of assistance in turning this vision into reality.

Sincerely,

Tom Murphy
Save Gualala
415 924 3364

[Comment submitted by Tom Murphy / Save Gualala, 2/27/24 for MCOG meeting on 3/4/24]

Representing the 1,700+ supporters of Save Gualala, I am happy to voice our full endorsement for the Gualala Downtown Enhancement Project as formally approved by Caltrans in late 2023. As I've stated repeatedly in the past to MCOG, this plan provides much-needed safety, aesthetic, and environmental improvements. While there will always be a few residents in any plan with reservations, this project has been the focus of more than a quarter-century in planning and is eagerly awaited by the vast majority of Gualala-area residents. The improvements in the current plan meet all the legal requirements of the Gualala Town Plan, Local Coastal Plan, and Mendocino County Plan. We are grateful to all MCOG members, the Gualala MAC, Ms. Barrett, Ms. Everett, and former project director Caren Coonrad for their good work in moving this forward during the past year. We ask that you continue to support this project vigorously through completion, now scheduled for 2026. Thank you!

(I would be happy to answer any questions at 415 924 3364, if I'm unable to attend Monday's meeting.)

Petition to Caltrans, MCOG, and GMAC

(Started by Save Gualala at Change.org/Save Gualala on July 31, 2020)

Our 2002 Town Plan aims to make Hwy 1 “a scenic element of the Gualala townscape” with native landscaping, sidewalks, separated bike lanes and 3 auto lanes that better reflect our small town’s beautiful natural surroundings. A 2019 survey found 89% of us back this vision to make our Main St safer and more attractive for kids, seniors and visitors.

Now some are pushing what some call "a sterile Strip Mall" concept with 4 asphalt lanes (2 driving, 2 parking) dividing stores on one side from the other. They’d add a few dozen costly, taxpayer-paid highway parking spots where most people already use 600 off-highway spaces. They’ve stripped out the landscaping and may even ask kids to share Hwy 1 with semis hauling gravel and concrete. As planned, the project would require concrete retaining walls.

Many small business owners, environmentalists and other locals know this would destroy our fragile hotel, restaurant and retail economy.

Caltrans ran into engineering problems while drawing up the plans for this. The agency is now seeking public input on what the community wants. The Gualala Municipal Advisory Council advised them to return to a three-lane concept and follow the Town Plan requirements while separately assuring on-highway parking for the beloved Surf Market for a fixed interim, giving its landlord time to complete a new parking lot.

HELP US SAVE GUALALA RIGHT NOW! Sign here to tell Caltrans to stick to the 3-lane Town Plan vision for Gualala.

Name	City	State	Postal Code	Country	Signed On
Janice Wood-Littleton	Gualala	CA	95445-0233	US	9/16/2020
Janis Sites	Gualala	CA	95445	US	8/3/2020
Laura Walton	Gualala	CA	95445	US	8/3/2020
Ginger Thompson-Veys	Gualala	CA	95445	US	8/4/2020
Elisabeth Mallary	Gualala	CA	95445	US	8/4/2020
David Litzelman	Gualala	CA	95445	US	8/5/2020
Harmony Susalla	Gualala	CA	95445	US	8/5/2020
Joan Wood	Gualala	CA	95445	US	8/6/2020
Virginia Root	Gualala	CA	95445	US	8/6/2020
Irene Leidner	Gualala	CA	95445	US	8/6/2020
Tina Marie Doughty	Gualala	CA	95445	US	8/6/2020
Tom Murphy	Gualala	CA	95445	US	8/1/2020
Pam MacLean	Gualala	CA	95445	US	8/1/2020

Mary Sue Ittner	Gualala	CA	95445	US	8/3/2020
Miriam Owen	Gualala	CA	95445	US	8/6/2020
Adele Funderburk	Gualala	CA	95445	US	8/6/2020
Anita Green	Gualala	CA	95445	US	8/6/2020
Karl Young	Gualala	CA	95445	US	8/7/2020
deborah threlkel	gualala	CA	95445	US	8/7/2020
Mark Bollock	Gualala	CA	95445	US	8/7/2020
Lini Lieberman-Erich	Gualala	CA	95445	US	8/7/2020
Robert Bowen	Gualala	CA	95445	US	8/7/2020
Denise Hughes	Gualala	CA	95445	US	8/7/2020
Susan Halvorsen	Gualala	CA	95445	US	8/7/2020
Bryan Hughes	Gualala	CA	95445	US	8/7/2020
norbert aubrey	gualala	CA	95445	US	8/7/2020
Julie Miller	Gualala	CA	95445	US	8/8/2020
Rabecca Mayer	Gualala	CA	95445	US	8/8/2020
donna zulimdzulim@aol.com	gualala	CA	95445	US	8/8/2020
Justin Doughty	Gualala	CA	95445	US	8/8/2020
moriah tommerup	Gualala	CA	95445	US	8/8/2020
Donald Hess	Gualala	CA	95445	US	8/8/2020
Hollie Baker	Gualala	CA	95445	US	8/9/2020
Elise Lomenzo	The Sea Ranch	CA	95445	US	8/16/2020
Dominic Obermark	Gualala	CA	95445	US	8/20/2020
Sandi Falk	Gualala	CA	95445	US	9/3/2020
William Nieser	Gualala	CA	95445	US	9/4/2020
JL Nieser	Gualala	CA	95445	US	9/4/2020
Carri Thorpe	Gualala	CA	95445	US	9/4/2020
Beau Gulledge	gualala	CA	95445	US	9/4/2020
Kim Glaze	Gualala	CA	95445	US	9/5/2020
Scott Baselt	Gualala	CA	95445	US	9/5/2020
Kate Sky	Gualala	CA	95445	US	9/5/2020
Cindi Schmitz	Gualala	CA	95445	US	9/5/2020
Isabel Corson	Gualala	CA	95445	US	9/6/2020
Louise Corson	Gualala	CA	95445	US	9/6/2020
David Ashuckian	Gualala	CA	95445	US	9/6/2020
Karen Stultz-miller	Gualala	CA	95445	US	9/15/2020
Stephen Hood	Gualala	CA	95445	US	9/15/2020
Jessica Hughes	Gualala	CA	95445	US	9/15/2020
Michele Esposito	Gualala	CA	95445	US	9/16/2020
Kelli Gaona	Gualala	CA	95445	US	9/16/2020
Tamara Roseberry	Gualala	CA	95445	US	9/16/2020
Emily mcconnell	Gualala	CA	95445	US	9/16/2020
Robert Cohenricioli	Gualala	CA	95445	US	9/17/2020
Kevin Callanan	Gualala	CA	95445	US	9/17/2020
Melissa F.	Gualala	CA	95445	US	9/18/2020
M Alvarez	Gualala	CA	95445	US	9/18/2020

Deva Fleming	Gualala	CA	95445	US	9/19/2020
Robyn Cann	Gualala	CA	95445	US	10/18/2020
Linda Eastman	Gualala	CA	95445	US	10/18/2020
Jessica Seaton	Gualala	CA	95445	US	10/20/2020
Keith Wilson	Gualala	CA	95445	US	10/20/2020
Melissa Lisbon	Gualala	CA	95445	US	10/22/2020
Vadim Shapiro	Gualala	CA	95445	US	10/25/2020
Edysabet Ortiz	Gualala	CA	95445	US	10/26/2020
Anne Hanlon	Gualala	CA	95445	US	10/26/2020
David Wise	Gualala	CA	95435	US	10/26/2020
Anatoly Aranovsky	Gualala	CA	95445	US	10/26/2020
Dan Peterson	Gualala	CA	95445	US	10/26/2020
Robin Holmes	Gualala	CA	95445	US	10/26/2020
Judith Nelson	Gualala	CA	95445	US	10/26/2020
Jenifer Holmes	Gualala	CA	95445	US	10/26/2020
Barbara Blechschmidt	Gualala	CA	95445	US	10/26/2020
Allen Ruiz	Gualala	CA	95445	US	10/26/2020
Cathy Corzine	Gualala	CA	95445	US	10/26/2020
denise hunt	Qualala	CA	95445	US	10/26/2020
Marilyn Boudin-Kronk	Gualala	CA	95445	US	10/26/2020
Christine Terranova	Gualala	CA	95445	US	10/26/2020
Candace Leila	Gualala	CA	95445	US	10/26/2020
Pam Powell	Gualala	CA	95445	US	10/26/2020

Claudia Thomure	Gualala	CA	95445	US	10/26/2020
Danielle Warner	Gualala	CA	95445	US	10/26/2020
Rebecca Willhoit	Gualala	CA	95445	US	10/26/2020
Mi Epton	Gualala	CA	95445	US	10/26/2020
Dan Roberts	Gualala	CA	95445	US	10/26/2020
Michi Perkins	Gualala	CA	95445	US	10/26/2020
Connie King	Gualala	CA	95445	US	10/26/2020
Mark Keller	Gualala	CA	95445	US	10/26/2020
Charmaine Veres	Gualala	CA	95445	US	10/26/2020
Kristina Galletti	Gualala	CA	95445	US	10/26/2020
Sheralyn Kirby	Gualala	CA	95445	US	10/26/2020
Pedro Slunaker	Gualala	CA	95445	US	10/26/2020
Cynthia Cione	Gualala	CA	95445	US	10/26/2020
Tim Corey	Gualala	CA	95445	US	10/26/2020
Bryn Harris	Gualala	CA	95445	US	10/26/2020
Beverly Naso	Gualala	CA	95445	US	10/26/2020
Will Guyan	Gualala	CA	95445	US	10/26/2020
Kevin Bentley	Gualala	CA	95445	US	10/26/2020
Shelley Priest	Gualala	CA	95445	US	10/26/2020
Eric Nelsen	Gualala	CA	95445	US	10/26/2020
Cheryl Soares	Gualala	CA	95445	US	10/26/2020
Amanda Andersen	Gualala	CA	95445	US	10/27/2020
Gary Abel	Gualala	CA	95445	US	10/27/2020

Josh Miller	Gualala	CA	95445	US	10/27/2020
Antoinette Lang	Gualala	CA	95445	US	10/27/2020
Patricia Wilson	Gualala	CA	95445	US	10/27/2020
Jessika Holguin	Gualala	CA	95445	US	10/27/2020
Leslie Sisto	Gualala	CA	95445	US	10/27/2020
Jill Nussinow	Gualala	CA	95445	US	10/27/2020
James Adrian Adams	Gualala	CA	95445	US	10/28/2020
Sherry Barnes	Gualala	CA	95445	US	10/28/2020
Anthony Brosseau	Gualala	CA	95445	US	10/28/2020
Allison Hurley	Gualala	CA	95445	US	10/29/2020
Michele French	Gualala	CA	95445	US	10/29/2020
Charles Woods	Gualala	CA	95445	US	10/29/2020
Marina Roelink	Gualala	CA	95445	US	10/29/2020
jacqueline Ponce	Gualala	CA	95445	US	10/29/2020
melinda miller	Gualala	CA	95445	US	10/29/2020
Simone Scheunert	Gualala	CA	95445	US	10/29/2020
Jessica Price	Gualala	CA	95445	US	10/29/2020
Nita Hiltz	Gualala	CA	95445	US	10/29/2020
Harm Wilkinson	Gualala	CA	95445	US	10/29/2020
Ellen Horstman	Gualala	CA	95445	US	10/29/2020
Kent Littleton	Gualala	CA	95445	US	10/29/2020
Pamela Lightfoot-Connor	Gualala	CA	95445	US	10/29/2020
Mary DeLave	Gualala	CA	95445	US	10/29/2020

Terra Mondragon	Point Arena	CA	95445	US	10/29/2020
Janine O'Neil	Gualala	CA	95445	US	10/30/2020
Kathye Hitt	Gualala	CA	95445	US	10/31/2020
Susan Bennell	Gualala	CA	95445	US	10/31/2020
Frances Angwin	Gualala	CA	95445	US	10/31/2020
Karen Heftmann	Gualala	CA	95445	US	11/1/2020
Kim Cottingham	Gualala	CA	95445	US	11/2/2020
David Tettleton	Gualala	CA	95445	US	12/6/2020
Joan Clearwater	Gualala	CA	95445	US	12/7/2020
Irma Brandt	Gualala	CA	95445	US	12/11/2020
Kenneth Reynoldson	Gualala	CA	95445	US	1/12/2021
coleman smith	Gualala	CA	95445	US	1/13/2021
Robert Juengling	Gualala	CA	95445	US	1/14/2021
Adrian Bennett	Gualala	CA	95445	US	1/31/2021
Sylvia Janette Eilers	Gualala	CA	95445	US	3/7/2021
Kristine Thomure	Gualala	CA	95445	US	4/13/2021
Frederic Kelley	Gualala	CA	95445	US	4/13/2021
Sharon Burningham	Gualala	CA	95445	US	4/13/2021
Jennifer Portillo	Gualala	CA	95445	US	4/14/2021
Pat Plesa	Gualala	CA	95445	US	4/14/2021
laura franklin	Gualala	CA	95445	US	4/14/2021
Sherri Mayer	Gualala	CA	95445	US	4/14/2021
John Sisto	Gualala	CA	95445	US	4/14/2021
Janet Armstrong	Gualala	CA	95445	US	4/17/2021
David Matson	Gualala	CA	95445	US	5/4/2021
Kim Madson	Gualala	CA	95445	US	5/30/2021
Peg Bostley	Gualala	CA	95445	US	6/27/2021
Matthew Blecker	Gualala	CA	95445	US	10/1/2021
Marisa Lenhardt	gualala	CA	95445	US	1/10/2022
Marg Lindgren	Stewarts Point		95480	US	8/6/2020
Archer Richardson	Stewarts Point	CA	95480-0040	US	10/26/2020
Deb Kessler	Point Arena	CA	95468	US	8/5/2020
Kathryn Gleason	Point Arena	CA	95468	US	8/5/2020
Gary Levenson-Palmer	Point Arena	CA	95468	US	8/6/2020
Pamela Kieffer	Point Arena	CA	95468	US	8/7/2020
Lisa Joakimides	Point Arena	CA	95468	US	8/7/2020
Deborah Daily	Point Arena	CA	95468	US	8/7/2020
Alix Levine	Point Arena	CA	95468	US	8/8/2020

Wendy Bonham	Central Point	OR	95468	US	8/8/2020
Cassie Henderson	Point Arena	CA	95468	US	8/10/2020
Meghan Diggins	Point Arena	CA	95468	US	9/2/2020
jennifer smallwood	Point Arena	CA	95468	US	10/17/2020
Audrey Lareaux	Point Arena	CA	95468	US	10/26/2020
Catherine Miller	Point Arenz	CA	95468	US	10/26/2020
Sheryl Swales	Point Arena		95468	US	10/26/2020
Laura Smith	Point Arena	CA	95468	US	10/26/2020
Rhonda Lee	Point Arena	CA	95468	US	10/26/2020
Joni Goshorn	Point Arena	CA	95468	US	10/26/2020
Dayle Farina	Point Arena	CA	95468	US	10/26/2020
Gail Jackson	Point Arena	CA	95468	US	10/26/2020
Elissa Levin	Point Arena	CA	95468	US	10/26/2020
Denise Katusich	Point Arena	CA	95468	US	10/26/2020
Janet Tishma	Point Arena		95468	US	10/26/2020
Deb Heatherstone	Point Arena	CA	95468	US	10/26/2020
Mary Lopez	Point arena	CA	95468	US	10/26/2020
Emma Smith	Point Arena	CA	95468	US	10/26/2020
Kathleen Jackson	Point Arena	CA	95468	US	10/27/2020
Andrew Duhl	Point Arena	CA	95468	US	10/28/2020
Brian Flinn	Point Arena	CA	95468	US	10/28/2020
Jane Jarlsberg	Point arena	CA	95468	US	10/29/2020
Paul Andersen	Point Arena	CA	95468	US	10/29/2020
Valerie Barber	Point Arena	CA	95468	US	0

					10/30/202
Tara Wells	point arena	CA	95468	US	0
					10/30/202
Mike Connor	Point Arena	CA	95468	US	0
John Walton	Point Arena	CA	95468	US	12/6/2020
Mark Ricci	Point Arena	CA	95468	US	4/13/2021
Carlos Higuera	Point Arena	CA	95468	US	4/14/2021
					10/29/202
Sterling Barrett	Point Arena	CA	95467	US	0
Bob Rutemoeller	Gualala	CA	95466	US	8/4/2020
Harper Smith	The Sea Ranch	CA	95497	US	8/5/2020
Star DeHaven	The Sea Ranch	CA	95497	US	8/6/2020
Laura Bridge	The Sea Ranch	CA	95497	US	8/6/2020
Roland Pesch	The Sea Ranch	CA	95497	US	8/6/2020
Larain Matheson	The Sea Ranch	CA	95497	US	8/7/2020
Theodore Coahran	The Sea Ranch	CA	95497	US	8/8/2020
Jan Carter	The Sea Ranch	CA	95497	US	8/8/2020
barbara scott	The Sea Ranch	CA	95497	US	8/8/2020
Erica Mendoza	The Sea Ranch	CA	95497	US	8/9/2020
Marc Berg	The Sea Ranch	CA	95497	US	8/9/2020
Paul Mundy	The Sea Ranch	CA	95497	US	9/2/2020
Barbara Schultz	Sea Ranch	CA	95497	US	9/3/2020
James White	Sea Ranch	CA	95497	US	9/5/2020
Ruth Downes	California	TX	95497	US	9/5/2020
John Bernstein	The Sea Ranch	CA	95497	US	9/8/2020
					10/20/202
Mark Olson	The Sea Ranch	CA	95497	US	0
					10/26/202
Charlotte Segerstrale	The Sea Ranch	CA	95497	US	0
					10/26/202
Jean Carpenter	The sea ranch	CA	95497	US	0
					10/26/202
Lita Gitt	Sea Ranch	CA	95497	US	0
					10/26/202
Stephanie Loney	The Sea Ranch	CA	95497	US	0
					10/28/202
Stacy Aitchison	The Sea Ranch	CA	95497	US	0
Fiona O'Neill	The Sea Ranch	CA	95497	US	11/1/2020
Kristen Procter	The Sea Ranch	CA	95497	US	11/3/2020
Knox Anderson	The Sea Ranch	CA	95497	US	11/3/2020
Esther Slaman	The Sea Ranch	CA	95497	US	4/10/2021
					10/27/202
Shawn Jones	the sea ranch	CA	95495	US	0
Jeremiah Mayer	Annapolis	CA	95412	US	8/8/2020
Antonio Ragona	Annapolis	CA	95412	US	8/8/2020

Jim Lieberman	Annapolis	CA	95412	US	10/27/2020
Lynn Vollman	Annapolis	CA	95412	US	10/29/2020
Julie DeRossi	Annapolis	CA	95412	US	10/29/2020
Ashley Estrada	MANCHESTER	CA	95459	US	9/5/2020
JACKSON HANTZSCHE	Manchester	CA	95459	US	10/26/2020
Rick Craig	Manchester	CA	95459	US	10/29/2020
Mark Haveman	Gualala	CA	95455	US	6/8/2021
Gillian Mirassou	Philo	CA	95466	US	8/7/2020
Sandy McKee	Philo	CA	95466	US	10/26/2020
John Du Pont	Philo	CA	95466	US	12/6/2020
Jeanne Wolfe	Willits	CA	95490	US	10/26/2020
Amalia Abrojena	Ukiah		95482	US	8/8/2020
Chianne Bertacchi	Ukiah	CA	95482	US	9/4/2020
Jedi Hunnicutt	Ukiah	CA	95482	US	10/28/2020
Tim Galletti	Ukiah	CA	95482	US	10/29/2020
Miranda Lujan	Ukiah	CA	95482	US	11/3/2020
matt miller	Ukiah	CA	95482	US	1/14/2021
Skyla Grinsell	Ukiah	CA	95482	US	4/13/2021
Ann Borges	Ukiah	CA	95482	US	4/13/2021
Simon Adams	Worcester		WR4	UK	1/11/2021
Ariel Balicolon	BCanmore		T1W	Canada	10/31/2020
Steve Black	Southampton		SO16	UK	1/7/2021
Andrew Vallender	Ventnor	ENG	PO38 1BH	UK	1/8/2021
Joshua Curphey	Peterborough		PE7	US	1/1/2023
Adea Claude	Saint quentin		O2100	France	1/7/2021
Black lives Matter	Phoenix		No thank you	US	8/1/2020
Kaelyn E	No		No	US	1/8/2021
Mags Roy Mein	Newcastle	ENG	NE1 0FA	UK	1/7/2021
Nan Newall	BrightsGrove		N0N 1C0	Canada	1/16/2021
Anna Mae	Brampton		L6W	US	10/29/2020
paula pinto	esch sur alzette		L-4243	Luxembourg	1/8/2021

timi wood	Ottawa		K1S	Canada	11/1/2020
charlie ouellet	Saint-eustache		J7P	Canada	11/1/2020
jocelyne lapointe	Terrebonne	CA	j6w0b5 Hu13	US	1/8/2021
Sue Cone	Hessle	ENG	9DS	US	1/7/2021
Christopher Evans	Shobdon		HR6	UK	1/7/2021
Jean Chagnon	Montréal		H2K	US	1/28/2021
Ur Mom	Sept-îles		G4R	US	8/5/2020
katherine Sampson	Devon		Ex363bl	UK	1/11/2021
Joyce Alexander	Edinburgh	SCT	eh151le	UK	1/7/2021
Jane ColinThome	Penrith		CA119GZ	UK	10/31/2020
Gavin Lambert	St. John's		A1E	Canada	11/1/2020
Cheryl Hender	Greenview	CA	96037-0206	US	8/4/2020
Warren De Smidt	Albion	CA	9541-	US	10/19/2020
Evelina Rosa Soares	Curitiba		80730-360	Brazil	1/9/2021
Christine Thörnwall	Norrköping		602 22	Sweden	1/10/2021
Anneke v. Brussel Andries	Raamsdonksveer		4941JT	Netherlands	1/7/2021
Hanneke Mol	Poortvliet	NE	4693EG	US	1/8/2021
Clara Saint-fleur	Miami		33162-3845	US	8/7/2020
Robert Cain	Willits	CA	95490	US	10/26/2020
Ruth Cooper	Sonoma	CA	95476	US	8/4/2020
Else Christianson	Sebastopol	CA	95472	US	8/4/2020
Pat Munsch	Sebastopol	CA	95472	US	8/4/2020
Jan kahdeman	sebastopol	CA	95472	US	8/5/2020
Jennifer Hicks	Sebastopol	CA	95472	US	8/5/2020
Greg Haworth	Sebastopol	CA	95472	US	8/5/2020
David Henry	Sebastopol	CA	95472	US	8/5/2020
Oren Noah	Sebastopol	CA	95472	US	8/5/2020
jeremy stanley	Sebastopol	CA	95472	US	8/6/2020
Mark swedlund	Sebastopol	CA	95472	US	8/8/2020
Ceylan Crow	Sebastopol	CA	95472	US	9/2/2020
Drew Ramsay	Sebastopol	CA	95472	US	10/26/2020
Michelle Knutson	Sebastopol	CA	95472	US	12/6/2020
Suzanne Bria	Sebastopol	CA	95472	US	4/25/2021
Judy Oglesby	Nice	CA	95464	US	10/30/2020
Steven M Howe	Monte Rio	CA	95462	US	10/27/2020

Gregery Lester	Monte Rio	CA	95461	US	8/5/2020
levi early	Mendocino	CA	95460	US	10/27/202 0
David Halliwell	Mendocino	CA	95460	US	10/27/202 0
Mielle Herrick	Mendocino	CA	95460	US	1/28/2021
Ken Johnson	Hopland	CA	95449	US	10/26/202 0
Kelsey Cummings	Healdsburg	CA	95448	US	8/4/2020
joyce Chang	Healdsburg	CA	95448	US	8/4/2020
Cynthia Simon	Healdsburg	CA	95448	US	8/4/2020
John Mastrianni	Healdsburg	CA	95448	US	8/5/2020
LouAnne Fredrickson	Graton	CA	95444	US	10/29/202 0
Anna Marie Stenberg	Fort Bragg	CA	95437	US	9/3/2020
rain waters	Fort Bragg	CA	95437	US	9/4/2020
Pilar Gray	Fort Bragg	CA	95437	US	10/26/202 0
Nancy Chao	Fort Bragg	CA	95437	US	10/26/202 0
Leslie Varela	Fort Bragg	CA	95437	US	10/26/202 0
Holly Varela	fort bragg	CA	95437	US	10/26/202 0
Christine Zaffarano	Fort Bragg	CA	95437	US	10/27/202 0
Danielle Jeffries	Fort Bragg	CA	95437	US	10/29/202 0
Jean Daskais	Forestville	CA	95436	US	8/5/2020
Brittany Lobo	Forestville	CA	95436	US	8/6/2020
Evan David	Forestville	CA	95436	US	8/11/2020
Mark Chernioglo	Sacramento		95833	US	1/8/2021
Stephanie Dall	Sacramento	CA	95831	US	9/18/2020
Mary Kiplinger	Sacramento	CA	95828	US	8/5/2020
Tyson McKinster	Sacramento	CA	95828	US	8/8/2020
Emily Ortiz	Sacramento		95828	US	9/21/2020
John Villec	Sacramento	CA	95828	US	1/12/2022
Robert Martin	Sacramento	CA	95821	US	11/8/2020
Gary Stock	Sacramento	CA	95816	US	3/17/2022
Judy Kay Stanley	Sacramento		95814	US	9/8/2020
Denise Basque	Rocklin	CA	95765	US	8/10/2020
harmony harrison	Roseville		95747	US	10/26/202 0
Heather Giovanni	Granite Bay	CA	95746	US	10/27/202 0

					10/27/202
Derek Giovanni	Roseville	CA	95746	US	0
Alissa Jon	Rancho Cordova		95742	US	8/3/2020
Leana Starkey	Pollock pines		95726	US	8/2/2020
Judy Hubert	Winters	CA	95694	US	8/8/2020
Bill Carcot	Shingle Springs	CA	95682	US	8/5/2020
Michael Beard	Roseville	CA	95678	US	8/4/2020
Robin Wellman	Gold River	CA	95670	US	8/6/2020
					10/29/202
Lola Atristain	Rancho Cordova		95670	US	0
Richard Fuglewicz	Placerville	CA	95667	US	8/4/2020
Lorna Steward	Placerville	CA	95667	US	1/12/2022
					10/29/202
Michael Ellner	Pioneer		95666	US	0
Tricia Rhodes	Fair Oaks	CA	95628	US	1/12/2022
Linda Ackley	Davis	CA	95618	US	8/6/2020
Toni Terhaar	Davis	CA	95616	US	8/4/2020
					10/27/202
Tyler De la Moore	Citrus Heights		95610	US	0
Jacquelyn Earley	Carmichael		95608	US	5/29/2022
					10/26/202
Raven Korejko	Somes Bar		95568	US	0
cheryl goldman	redway	CA	95560	US	8/8/2020
erica boyd	Garberville	CA	95542	US	8/7/2020
Jasmine Jaramillo	Arcata		95521	US	8/7/2020
					10/29/202
Emmet Bowman	Arcata	CA	95521	US	0
					10/20/202
Richard Whaley	Eureka		95503	US	0
Barbara Copperman	Eureka	CA	95503	US	1/25/2021
Jerry Applegate	Windsor	CA	95492	US	8/4/2020
kirk tomiser	Windsor	CA	95492	US	8/4/2020
					10/26/202
Jeri Tureman	Windsor	CA	95492	US	0
					10/26/202
Madison Barron	Windsor	CA	95492	US	0
					10/27/202
Denise Shelley	Windsor	CA	95492	US	0
Maria Castro	Windsor	CA	95492	US	1/17/2022
Jenny Burr	Windsor	CA	95492	US	1/18/2022
forest kellogg	duncans mills	CA	95430	US	8/8/2020
					10/26/202
Heather Beard	Comptche	CA	95427	US	0
					10/29/202
Zina Bower	Cloverdale	CA	95425	US	0
Jacob Bayless	Cazadero	CA	95421	US	8/4/2020

Jan Rice	cazadero	CA	95421	US	10/5/2020
Leigh Deering	Cazadero	CA	95421	US	10/29/202 0
Dana Levy-Wendt	Caspar	CA	95420	US	10/30/202 0
ANNEMARIE WEIBEL	Albion	CA	95410	US	9/3/2020
Pamela Hudson	Albion	CA	95410	US	10/27/202 0
Eris Weaver	Santa Rosa	CA	95409	US	8/4/2020
Keith Sauer	Santa Rosa	CA	95409	US	8/4/2020
Michael Sweeney	Santa Rosa	CA	95409	US	8/8/2020
Summer Sebastiani	Santa Rosa	CA	95409	US	8/8/2020
Russ Olson	Santa Rosa	CA	95409	US	10/26/202 0
Armand Griepenburg	Santa Rosa	CA	95407	US	8/5/2020
Bianca Blengino	Santa Rosa	CA	95407	US	8/5/2020
Phyllis Haig	Santa Rosa	CA	95407	US	8/5/2020
Nicole Tucciarone	Santa Rosa	CA	95407	US	1/2/2023
Esther Mandeno	Santa Rosa	CA	95406	US	8/8/2020
ERIC WITTIG	Santa Rosa	CA	95405	US	10/27/202 0
Peter Schindler	Santa Rosa	CA	95404	US	8/4/2020
Scott Lum	Santa Rosa	CA	95404	US	8/4/2020
Bonnie Hogue	Santa Rosa	CA	95404	US	8/4/2020
Gary Weeks	Santa Rosa	CA	95404	US	8/4/2020
Laurel Chambers	Santa Rosa	CA	95404	US	8/5/2020
Christina McGuirk	Santa Rosa	CA	95404	US	8/5/2020
Nicholas Haig-Arack	Santa Rosa	CA	95404	US	8/5/2020
Marjorie Stein	Santa Rosa	CA	95404	US	8/7/2020
Carol Hasenick	Santa Rosa	CA	95404	US	8/9/2020
Markin Whitman	Santa Rosa	CA	95404	US	8/10/2020
Kathleen Borie	Santa Rosa	CA	95404	US	8/22/2020
Risa Calderon	Santa Rosa	CA	95404	US	9/2/2020
Jennyfer Arteaga Guzman	Santa Rosa		95404	US	10/26/202 0
Silvia Rodriguez	Santa Rosa		95404	US	10/26/202 0
Mary Lou Hicks	Santa Rosa	CA	95403	US	8/4/2020
Debra Quinn	Santa Rosa	CA	95403	US	8/8/2020
Corry Kanzenberg	Santa Rosa	CA	95403	US	8/8/2020
Terri MakiSwartz	Santa Rosa	CA	95403	US	10/26/202 0
Laurie Kreger	Santa Rosa	CA	95403	US	10/26/202 0
Robin Rothrock	Santa Rosa	CA	95401	US	8/4/2020
Cynthia Cain	Santa Rosa	CA	95401	US	8/5/2020

Arlie Haig	Santa Rosa	CA	95401	US	8/5/2020
jennifer gosselin	Santa Rosa	CA	95401	US	8/8/2020
Mindy Davidson	Santa Rosa	CA	95401	US	8/10/2020
Michael Martino	Santa Rosa		95401	US	9/21/2020
Kathleen Watson	Santa Rosa	CA	95401	US	10/5/2020
Sheila Whipple	Santa Rosa	CA	95401	US	1/19/2022
Ieda Moriya	Yachiyo		2760028	Japan	1/7/2021
Benafsha Alokozai	Fremont		945555	US	10/29/202 0
S U	i		293929	US	10/26/202 0
Layah Sundborg	Fairbanks		99709	US	8/11/2020
Alexis Dennis	Wasilla		99654	US	10/29/202 0
Steph Littleton	Glennallen	AK	99588	US	4/13/2021
Jackie Morfin	West Richland		99353	US	10/26/202 0
Issa C	Mattawa		99349	US	8/10/2020
Jennifer coulson	Connell		99326	US	10/29/202 0
Valeria Elizalde	Pasco		99301	US	2/4/2021
Jennifer McClester	Spokane	WA	99224	US	1/19/2022
Rachelle DeLeon	Spokane		99207	US	3/7/2021
Andrea Acevedo	Yakima		98908	US	8/5/2020
Taylor Frazier	Yakima		98902	US	8/2/2020
Tommy Adams	Vancouver		98685	US	1/6/2021
Diane Piombo	Ocean Shores	WA	98569	US	10/28/202 0
Sarah Jacob	Tacoma		98466	US	8/7/2020
Elisabeth Nucci	Port Orchard		98367	US	10/26/202 0
hannah nguyen	Port Orchard		98366	US	10/29/202 0
Maria Hass	Lyman		98263	US	1/8/2021
Margo Margolis	Bellingam	WA	98229	US	9/17/2020
Niko Fischler	Seattle		98168	US	10/26/202 0
Victor Ruiz	Seattle		98146	US	10/26/202 0
Kathy Childers	Seattle	WA	98136	US	8/21/2020
Charlotte Bacon	Seattle		98117	US	10/29/202 0
Kendra Black	Seattle		98117	US	2/2/2021
Sylvia Bergerud	Seattle		98109	US	10/27/202 0
Brighid Kennedy	Seattle		98109	US	2/2/2021

Jovita Ramos	Renton		98058	US	12/5/2020
Bethany Crouch	Redmon		98054	US	2/2/2021
Bob Pancakes	Lynnwood		98036	US	8/10/2020
Julie Brock	Kent	WA	98031	US	9/19/2020
Charley Nelson	Federal Way		98003	US	4/14/2021
Lebron Licea	Selma		97538	US	8/7/2020
Alvin Thorpe	Medford	OR	97501	US	9/5/2020
Sherry Thorpe	Medford	OR	97501	US	9/7/2020
Betty Gray	Sutherlin	OR	97479	US	10/30/2020
Karen Allen	North Bend		97459	US	8/7/2020
Bonriy Bonriy	Monroe		97456	US	2/2/2021
LeeAnn Wetzel	Corvallis		97330	US	10/29/2020
Erin Fitch	Salem		97302	US	10/29/2020
Amanda Daily	Portland		97236	US	10/29/2020
Christopher Paulson	Portland		97225	US	10/26/2020
Meletulu Tatafu	Portland		97222	US	11/12/2020
Charlotte Cooper	Portland		97215	US	11/3/2020
Maraea Nicholas	Portland		97212	US	10/26/2020
luca frixione	Portland		97211	US	10/26/2020
Tracey Higginbotham	Yamhill		97148	US	12/5/2020
Patricia Buechner	Hillsboro	OR	97124	US	4/14/2021
Emerson Stack	The Dalles		97058	US	10/26/2020
Kim Walls	Saint Helens	OR	97051	US	10/26/2020
Tobias Aiona	Beaverton		97006	US	11/29/2020
Sierra Greco	Honolulu		96826	US	2/2/2021
Sean Ballesteros	Honolulu		96817	US	4/16/2021
Ocean Kishimoto	Honolulu		96816	US	8/10/2020
Noah Kubis	Hana		96713	US	11/1/2020
Alysia Ragona	Santa rosa	CA	96403	US	8/8/2020
jennifer boehm	Truckee	CA	96161	US	10/29/2020
Charlene Gamet	Truckee	CA	96161	US	12/6/2020
denyse specktor	Westwood	CA	96137	US	9/4/2020
Lisa Salazar	Shasta Lake	CA	96089	US	1/8/2021
Joseph Torres	Mount Shasta		96067	US	4/14/2021

Robert Catalino	Hayfork		96041	US	11/5/2020
Linda Browne	Redding	CA	96002	US	9/4/2020
Cori tenette	Redding		96002	US	10/29/2020
Beth Bello	Oroville	CA	95966	US	10/26/2020
Michelle Westrum	Nevada city	CA	95959	US	9/3/2020
david montgomery	Magalia	CA	95954	US	10/29/2020
paula becquart	grass valley		95949	US	11/12/2020
Celeste Arroyo	Chico		95926	US	10/26/2020
Paola Martinez	Tracy		95376	US	8/10/2020
Jennifer Lucchesi	Ripon		95366	US	8/7/2020
Elizabeth Roland	Modesto		95355	US	8/8/2020
Katrina Van Walterop	Modesto	CA	95350	US	8/5/2020
Jenny Gonzalez	Merced		95348	US	10/27/2020
Ivett Villagomez	Merced		95340	US	10/29/2020
Teresa Barajas	Gustine		95322	US	1/8/2021
Mikayla Silva	Delhi		95315	US	2/4/2021
Justin Givens	West Point	CA	95255	US	10/27/2020
Alma Reyes	Sacramento		95252	US	8/7/2020
Cristy Givens	Rail Road Flat	CA	95248	US	10/27/2020
Linda Kardoos	Lodi	CA	95240	US	8/6/2020
Pedro Diaz	Lodi		95240	US	10/29/2020
Mari Dominguez	Linden	CA	95236	US	1/17/2021
Kelly Sweeney	Glencoe	CA	95232	US	1/28/2021
Stephanie DiSerio	Stockton		95219	US	10/29/2020
Ava Lor	Stockton		95209	US	10/29/2020
Henna Dosanjh	Stockton		95201	US	10/20/2020
Alex Chin	San Jose		95138	US	8/10/2020
Ur Mom Will sounds like a girl	San Jose		95125	US	10/29/2020
Afrouz Khosraviani	San Jose		95125	US	4/16/2021
Kathleen Huse	San Jose	CA	95124	US	8/8/2020
Karine Du Mee	San Jose	CA	95124	US	10/27/2020

					11/29/202
Jessica jones	San Jose	CA	95120	US	0
					10/26/202
Gloria Wood	San Jose	CA	95116	US	0
					10/29/202
Lalainena Parker	San Jose		95116	US	0
Adam Trainor	San Jose	CA	95112	US	8/7/2020
					10/29/202
Kiara Blachley	Santa Cruz		95060	US	0
Patrice Wallace	Santa Cruz	CA	95060	US	4/13/2021
JAIME AZCARATE	Santa Cruz		95060	US	4/16/2021
					10/26/202
leikun delele	Santa Clara		95054	US	0
Kathy Conner	Moss Landing	CA	95039	US	9/9/2020
					10/26/202
Anthony Civitell	San Jose	CA	95037	US	0
					10/26/202
Chaithanya Labhishetty	Cupertino		95014	US	0
					10/29/202
Mark Danilak	Cupertino		95014	US	0
Laura Gavre	Petaluma	CA	94954	US	8/5/2020
Jed Lane	Petaluma	CA	94954	US	8/5/2020
Kelly Bond	Petaluma	CA	94954	US	8/8/2020
tracy perlich	Petaluma	CA	94954	US	9/2/2020
					10/27/202
Erin Chmielewski	Petaluma	CA	94954	US	0
					10/29/202
Joe Mama	Petaluma		94954	US	0
Mario Taormina	Petalumz		94954	US	5/27/2022
Daniel Lyke	Petaluma	CA	94952	US	8/4/2020
David Gomez-Rósado	Petaluma	CA	94952	US	8/6/2020
Bill Wolpert	Petaluma	CA	94952	US	8/7/2020
fred tarr	Petaluma	CA	94952	US	8/11/2020
Bill Stokely	Petaluma	CA	94952	US	9/5/2020
JoAnne Miller	Petaluma	CA	94952	US	1/18/2022
					10/26/202
Mark Ballard	Novato	CA	94949	US	0
Helen Lowrey	Novato	CA	94945	US	9/5/2020
					10/26/202
Jennifer Luergan	Novato	CA	94945	US	0
Diane Curtis	Mill Valley	CA	94941	US	8/1/2020
Marilyn Anderson	Mill Valley	CA	94941	US	8/7/2020
					10/28/202
Troy Johnson	Mill Valley	CA	94941	US	0
Shawn Burrell	Cotati	CA	94931	US	8/4/2020
Carin Gorell	Cotati	CA	94931	US	8/21/2020

					10/26/202
Laurie Eisler	Cotati	CA	94931	US	0
Melissa Suafai	Cotati	CA	94931	US	4/14/2021
MARLINA ECKEL	Rohnert Park	CA	94928	US	8/4/2020
Michael Hurley	Rohnert Park	CA	94928	US	8/4/2020
Shannon Bean	Rohnert Park	CA	94928	US	4/14/2021
Alex Horvath	Rohnert Park	CA	94928	US	9/13/2021
Melinda Velasquez	Rohnert Park	CA	94928	US	1/18/2022
Janelle Lopes	Rohnert Park	CA	94928	US	1/18/2022
O Rathbone	Bodega	CA	94922	US	8/7/2020
Vincent and Margo Hoagland	Bodega	CA	94922	US	8/9/2020
					10/20/202
Lucia Brignetti	San Rafael		94903	US	0
Chris Solberg	San Rafael	CA	94901	US	8/7/2020
Amy Haldane	Richmond	CA	94804	US	8/7/2020
Norine Nomura	Richmond	CA	94804	US	9/5/2020
S Lydia Shiozaki	Berkeley	CA	94710	US	1/25/2021
Debi Coish	Berkeley	CA	94707	US	8/4/2020
Dorothy Hearst	Berkeley	CA	94707	US	8/6/2020
					10/27/202
Astrid Juengling	Berkeley	CA	94707	US	0
					11/12/202
Gary Amado	Berkeley	CA	94707	US	0
Cecilia Lopez	Albany	CA	94706	US	8/7/2020
					10/26/202
Cathryn Hrudicka	Berkeley	CA	94703	US	0
					10/27/202
KELLY MC DONALD	Berkeley	CA	94703	US	0
Marina Vedovi	Berkeley	CA	94702	US	9/5/2020
Anne-Marie Miller	Berkeley	CA	94702	US	1/25/2021
					10/26/202
Jennifer Moniz	The Sea Ranch	CA	94611	US	0
Shar Rose	Oakland	CA	94611	US	4/13/2021
Ali Van Zee	Oakland	CA	94610	US	9/3/2020
Karen Amoruso	Emeryville	CA	94608	US	1/19/2022
					10/29/202
Queenie Mei	Oakland		94607	US	0
Pat McFarland	Oakland	CA	94605	US	8/9/2020
					10/29/202
Melissa Galletti	Oakland	CA	94605	US	0
Paul Eckert	Penn valley		94587	US	1/8/2021
Patricia Drury	Pleasanton	CA	94566	US	8/9/2020
Cameron McNabb	Pleasanton	CA	94566	US	4/24/2021
					10/27/202
Pat McFarland	Oakley	CA	94561	US	0
Patrick Band	Napa	CA	94559	US	8/4/2020

					10/29/202
Veronica Jessup	Napa	CA	94559	US	0
					10/29/202
Jim Jessup	Napa	CA	94559	US	0
Richard Collins	Napa	CA	94558	US	8/5/2020
David Pruett	Napa	CA	94558	US	8/5/2020
					10/13/202
Gina Peralta	Napa	CA	94558	US	0
					10/20/202
Karina Fernandez	Napa		94558	US	0
JIm Hopkins	Napa	CA	94558	US	1/8/2021
Mary Kastner	Moraga	CA	94556	US	8/4/2020
Ellie Doane	San Francisco		94556	US	8/5/2020
David Chavez	Martinez		94553	US	8/6/2020
					10/26/202
Diana Dawson	Gualala	CA	94553	US	0
Patty Santin	Livermore		94550	US	3/21/2021
D Lensky	Castro Valley	CA	94546	US	1/28/2021
					10/29/202
Bre Chavez	Hayward		94544	US	0
Tom Major	Hayward	CA	94541	US	8/9/2020
Harriet Whitney	Fremont	CA	94536	US	8/6/2020
					10/26/202
tanuja gairola	Gualala	CA	94536	US	0
					10/27/202
Carla Ramirez	Fairfield	CA	94534	US	0
Hardeep Takhar	Fairfield		94533	US	8/1/2020
David Owen	Fairfield	CA	94533	US	9/5/2020
Kayla Phan	El Cerrito		94530	US	8/5/2020
Laura Reynolds	El Cerrito	CA	94530	US	8/6/2020
					10/26/202
Gayle Greene	El Cerrito	CA	94530	US	0
Michael Eichenholtz	El Cerrito	CA	94530	US	1/14/2021
Toni Mayer	El Cerrito	CA	94530	US	1/26/2021
Rachel Como	El Cerrito	CA	94530	US	1/26/2021
TenayA Bishop	Concord	CA	94521	US	9/3/2020
Catherine Howard	Concord	CA	94521	US	9/5/2020
					10/26/202
Eric Howard	Concord	CA	94521	US	0
Randy Entwistle	Lafayette		94520	US	2/26/2022
					10/26/202
Mark Howard	Concord	CA	94518	US	0
Marisa Reimer	Clayton		94517	US	8/7/2020
Jonathan Toledano	Benicia		94510	US	10/5/2020
					10/27/202
Terrence Ham	Benicia		94510	US	0

Curtis Rios	Antioch		94509	US	2/2/2021
cheryl sidrian	antioch	CA	94509	US	4/14/2021
Francisco JordanFerrari	Ukiah	CA	94507	US	8/8/2020
Alexis Cervantes	Alameda	CA	94501	US	9/10/2020
Trent Barron	Alameda	CA	94501	US	10/26/2020
dominique benoit	Villiers-en-Désoeuvre		94440	France	1/7/2021
Danika Carmack	San Mateo		94402	US	8/3/2020
Faith Costa	Sacramento		94203	US	8/5/2020
Sandra Garduno	San Francisco		94134	US	10/29/2020
tom maendle	San Francisco	CA	94122	US	9/2/2020
Liza Brown	San Francisco	CA	94121	US	10/4/2020
Perry Gottesfeld	Gualala	CA	94121	US	11/1/2020
Davina Allen	San Francisco	CA	94119	US	10/26/2020
sunny lee	sf	CA	94118	US	8/5/2020
Laura DiNardo	San Francisco		94118	US	12/9/2020
Jennifer Mcbride	San Francisco	CA	94118	US	1/14/2021
Amy Brooks Gottesfeld	San Francisco	CA	94118	US	6/10/2021
jacob Rich	san francisco	CA	94116	US	8/7/2020
Alyse Ceirante	San Francisco	CA	94116	US	8/7/2020
Angela solleder	San Francisco	CA	94114	US	10/29/2020
Mason Koloskovich	San Francisco		94112	US	10/26/2020
Nancy Huff	San Francisco	CA	94112	US	10/27/2020
Kalo Doughty	San Francisco	CA	94109	US	8/9/2020
Angel Velasquez	San Francisco	CA	94109	US	8/9/2020
Paul Kleyman	San Francisco	CA	94107	US	8/2/2020
Angélique Sebban	Saint-Maur		94100	France	1/7/2021
Kamala Silva	South San Francisco	CA	94080	US	10/26/2020
dave silva	South San Francisco	CA	94080	US	10/26/2020
Greg McDonald	Redwood City		94061	US	8/1/2020
Donna Capps	Redwood City	CA	94061	US	10/26/2020
Madeleine Swanstrom	Redwood City	CA	94061	US	12/9/2020
Polly Bove	Mountain View	CA	94043	US	10/27/2020
Sue Friedland	Millbrae	CA	94030	US	8/7/2020
Randy Avalos	Menlo Park	CA	94025	US	8/4/2020
julia c	San Francisco		94016	US	8/11/2020

					10/20/202
Gabriella Párraga	Daly City		94015	US	0
Debbie Miramontes	Belmont	CA	94002	US	9/16/2020
					10/26/202
Nicole Goldberg	Belmont	CA	94002	US	0
kristen sutherland	Monterey	CA	93955	US	9/4/2020
Kristin Bitler	Marina	CA	93933	US	1/30/2022
Ismerai Rodriguez	Salinas	CA	93905	US	11/1/2020
					10/27/202
Elisa Garcia	Rosamond		93560	US	0
Emily Sanchez	Palmdale		93551	US	8/7/2020
					10/27/202
Vianney g	Palmdale		93551	US	0
Valeria Robles	Los Alamos		93440	US	4/14/2021
Sarah Foster	San Luis Obispo	CA	93401	US	9/3/2020
anonymous person	Bakersfield		93309	US	9/21/2020
Amber Kelly	Bakersfield	CA	93304	US	5/20/2021
Kaelee Saesee	Visalia		93291	US	8/5/2020
					10/26/202
Jose Ruiz	Lamont		93241	US	0
Garret Gunheim	Goleta	CA	93117	US	8/5/2020
					10/26/202
Angela Lang	Santa Barbara	CA	93105	US	0
Katryn Price	Santa Barbara	CA	93101	US	4/14/2021
Jazmin Guevara	Santa Paula		93060	US	8/5/2020
Earl Morrison	Oxnard		93035	US	8/7/2020
					10/29/202
Itzel Ortiz	Oxnard		93035	US	0
Claudia Lopez	Oxnard		93030	US	2/4/2021
					11/29/202
Tj Singh	Corona		92879	US	0
					10/26/202
Erik Elizarraras	Garden Grove		92840	US	0
Jessica Simon	Stanwood	WA	92835	US	8/8/2020
					10/29/202
Yuli S	Anaheim		92805	US	0
					10/29/202
Prathana Patel	Anaheim		92804	US	0
					10/27/202
Judith Romero	Anaheim		92802	US	0
					10/26/202
Perry Gx	Tustin		92780	US	0
Elena Kontokanis	Laguna Niguel		92677	US	8/7/2020
Claudia Struble	San Clemente	CA	92672	US	6/4/2021
					10/29/202
Peter Wesner	Newport Beach	CA	92663	US	0

Summer Michelle	Lake Forest		92630	US	8/2/2020
Madilyn Mercer	Capistrano Beach		92624	US	10/26/202 0
Ella Mackarey	Irvine		92620	US	10/20/202 0
Ruby Martinez	Foothill Ranch		92610	US	8/10/2020
Marcus Kem	Irvine		92604	US	8/7/2020
Arianna Walsh	Temecula		92592	US	9/21/2020
audrey reyes	Temecula		92592	US	1/8/2021
nia taylor	Sun City		92585	US	8/5/2020
Liz Angelini	Menifee		92584	US	11/3/2020
Evan Gonzalez	Perris		92571	US	10/29/202 0
Damaris Morales	Perris		92570	US	2/4/2021
Eduardo Arzate	Riverside		92503	US	8/5/2020
Madison Paramo	San Bernardino		92407	US	10/29/202 0
Jaydin Sanchez	Rialto		92376	US	10/20/202 0
Ava Dutton	Highland		92346	US	12/5/2020
Carter Oerman	Hesperia		92345	US	2/2/2021
Ashley Amann	Fontana	CA	92336	US	9/5/2020
Shanta Rawlings	Fontana		92335	US	10/29/202 0
Laura Garner	Palm Desert	CA	92211	US	10/30/202 0
Grace Brown	Indio		92201	US	10/26/202 0
Mariah Hamilton	San Diego		92129	US	8/10/2020
Barbara Petersen	San Diego	CA	92101	US	8/1/2020
Kent Michitsch	Ramona		92065	US	10/20/202 0
AnneMarie Lopez	Oceanside		92056	US	10/26/202 0
layla galvan	Fallbrook		92028	US	8/10/2020
Media Nissan	El Cajon		92019	US	8/11/2020
Brianna Isabel Machado	San Diego		91915	US	10/29/202 0
Cadhla Oneil	Chili Vista		91910	US	4/15/2021
Justin Cordova	Pomona		91766	US	10/27/202 0
Karen Govea	Diamond Bar		91765	US	1/8/2021
Jeffrey Chudnofsky	Glendora	CA	91740	US	10/30/202 0
Lisa Schafer	Rancho Cucamonga	CA	91737	US	10/30/202 0

					10/26/202
Roxanne Mazorra	El Monte		91732	US	0
Alexandra Weir	Chino Hills		91709	US	8/7/2020
Christina freeman	Chino Hills		91709	US	4/17/2021
Angela □	Valley Village		91607	US	8/5/2020
Briana Padilla	North Hollywood		91605	US	8/4/2020
Ann Beckett	North Hollywood	CA	91602	US	2/1/2021
sara sang	los angeles	CA	91601	US	1/7/2021
					10/27/202
rosemary torossian	Sherman Oaks		91423	US	0
Elizabeth Orozco	Canyon Country		91387	US	8/10/2020
Shannon Z	Calabasas		91356	US	8/10/2020
					10/26/202
Jasmine Monge	Sylmar		91345	US	0
Kyla De Las Alas	Pacoima		91331	US	8/3/2020
William Horrell	Northridge		91325	US	9/23/2020
Bertha Arroyo	Canoga Park		91304	US	8/27/2020
Bianca Coleman	Canoga Park		91304	US	9/21/2020
Karin Zimmermann			91217	Germany	1/7/2021
Laura Aristo	La Crescenta	CA	91214	US	8/4/2020
Inge Stadler	Hilpoltstein		91161	Germany	1/10/2021
					10/26/202
Antony Wanniappa	Pasadena		91107	US	0
bella h	Pasadena		91106	US	9/21/2020
					10/29/202
Phoebe Ozuna	Pasadena	CA	91105	US	0
Paris Austin	Long Beach		90808	US	9/21/2020
					10/26/202
Darlene Licon	Los Angeles		90805	US	0
					10/26/202
Jill Basco	Carson		90745	US	0
					10/26/202
keren rivera	Wilmington		90744	US	0
Justin Lussier	La Habra		90633	US	8/5/2020
Kayla Soto	Buena Park		90621	US	8/5/2020
					10/29/202
James Lotter	Whittier	CA	90603	US	0
Genevieve Nicholas	Santa Monica	CA	90403	US	4/14/2021
Hitomi Okuno	Santa Monica		90402	US	8/7/2020
					10/29/202
Adrian Salazar	Inglewood		90301	US	0
					10/27/202
Vanessa Magallon	South Gate		90280	US	0
					10/29/202
Melissa Diaz	South Gate		90280	US	0
Tanya Silburn	Gardena		90247	US	8/5/2020

Shakayla Thomas	Compton		90220	US	10/26/2020
M R	Beverly Hills		90210	US	10/29/2020
Kelly Xicay	Los Angeles		90096	US	10/29/2020
John Bastian	Los Angeles	CA	90068	US	1/17/2022
Steve Goldman	Los Angeles	CA	90066	US	1/25/2021
Reka Rajnai	Los Angeles		90048	US	4/17/2021
Valeria Gutierrez	Los Angeles		90040	US	8/11/2020
Hayly Vega	Los Angeles		90037	US	10/20/2020
izak tarashandegan	la		90035	US	1/8/2021
Aimi Kim	Los Angeles		90032	US	1/8/2021
Robert Moreau	Los Angeles	CA	90031	US	1/25/2021
Luis Hernandez	Los Angeles		90028	US	10/29/2020
Katie Nartonis	Los Angeles	CA	90026	US	8/6/2020
siera Williams	Los Angeles		90026	US	10/26/2020
Heidi Galicia	Los Angeles		90026	US	10/27/2020
Kara Martin	Los Angeles		90025	US	10/26/2020
Bronwyn Jarvis	Los Angeles		90024	US	8/7/2020
martina carson	Los Angeles		90019	US	10/26/2020
Angelya Tejeda	Los Angeles		90019	US	10/26/2020
Samantha Mayorga	Los Angeles		90013	US	10/26/2020
J Striegel	Los Angeles	CA	90009	US	2/10/2021
Caitlin A.	Los Angeles		90007	US	8/7/2020
Del Navarro	Los Angeles		90002	US	10/29/2020
Kathy Massara	Carson City	NV	89703	US	10/24/2020
Jennifer Caughey	Carson City	NV	89703	US	10/29/2020
Robert caughey	Carson City	NV	89703	US	4/13/2021
Michael Thomas	Carson City	NV	89703	US	4/13/2021
Barbara Helms	Carson City	NV	89703	US	4/13/2021
Marylin Aguilar	Reno		89509	US	10/29/2020
Hannah Clearwater	Reno		89502	US	2/4/2021
Carolyn Stark	Incline Village	NV	89451	US	1/28/2021

Elke Kloos	Staig		89195	Germany	1/9/2021
Alexia Salas	Las Vegas		89156	US	10/29/202 0
Susannah Gelbart	Las Vegas	NV	89149	US	1/10/2021
kelly ruesch	Las Vegas		89147	US	8/5/2020
Oscar Castillo	Las Vegas		89142	US	1/28/2021
kasidee barnes	Las Vegas		89135	US	8/7/2020
Mariah Moreno	Las Vegas		89128	US	8/5/2020
Curtis Peter	Las Vegas		89119	US	10/26/202 0
Jamila Cappert	Las Vegas		89117	US	9/21/2020
Alejandro Marquez	Las Vegas		89110	US	2/4/2021
Cory Robinson	Las Vegas		89106	US	10/26/202 0
Ari Beltran	Las Vegas	NV	89101	US	10/29/202 0
Isabelle Ash	North Las Vegas		89081	US	8/7/2020
sue sch.	Florida	FL	89077	US	1/7/2021
Marty Reza	Las Vegas,		89030	US	10/29/202 0
Alan Baird	Artesia		88210	US	1/17/2022
Sabine Möhler	sabine.stiker@web.de		87839	Germany	1/7/2021
Harlan Heath	Santa Fe		87505	US	10/27/202 0
kendal Mayer	Albuquerque	NM	87120	US	8/10/2020
Ruby Smith	Albuquerque		87111	US	4/15/2021
Angela Fernandez	Flagstaff		86001	US	10/26/202 0
Marian Chittenden	Tucson	AZ	85745	US	8/7/2020
Kayley Lam	Tucson		85743	US	8/7/2020
Pai Mauceli	Tucson		85710	US	8/1/2020
Meriya Elliott-Carr	Tucson		85710	US	10/26/202 0
Dominic Colombo	Tucson		85710	US	1/8/2021
Colleen Abbott	Globe		85501	US	8/5/2020
mercy arcega	Yuma		85364	US	8/5/2020
Zomb Bae	Montawk		85364	US	1/8/2021
George Gonzalez	Buckeye		85326	US	8/10/2020
Edward O'Leary	Scottsdale	AZ	85258	US	8/1/2020
M. Browning	Chandler		85224	US	10/20/202 0
Stephanie Scherbarth	Mesa	AZ	85208	US	10/28/202 0
Jessica Bugarin	Mesa		85205	US	10/29/202 0

Phillips Michelle	Queen Creek	AZ	85142	US	1/18/2022
Nicholas Villegas	San tan valley		85140	US	8/10/2020
Zain Fatima	Phoenix		85085	US	9/21/2020
Declan Sattre	Phoenix		85051	US	10/26/2020
Skye Fernandez	Phoenix		85044	US	1/8/2021
Ejirou Kirishima	Phoenix		85041	US	10/26/2020
Anna Gutierrez	Phoenix		85041	US	10/29/2020
Brandon Greenaway	Phoenix		85032	US	10/20/2020
Elexa Benavidez	Phoenix		85019	US	10/26/2020
bianca acosta	Phoenix		85001	US	10/29/2020
Grace Jergensen	Ogden	UT	84401	US	8/2/2020
Kynlee Carpenter	Logan		84341	US	1/8/2021
Brandy Amos-Greer	Tremonton	UT	84337	US	8/8/2020
Eva Neff	Salt Lake City		84117	US	8/5/2020
Dominique LANG	Vaison-la-Romaine		84110	France	1/7/2021
Leah Hicks	Salt Lake City		84109	US	10/26/2020
Brian Titus	West Jordan		84084	US	4/16/2021
Vera Rubinstein Bunker	Bountiful		84010	US	10/26/2020
Brielle Sessions	Bountiful		84010	US	4/16/2021
Stephanie Osborne	Post Falls	ID	83854	US	8/8/2020
Andrew Cole McCormick	Boise		83705	US	9/21/2020
Isaias Vera	Boise		83704	US	1/8/2021
Alicia Brooks	Nampa		83686	US	9/21/2020
Denis dussert	La seyne sur mer		83500	France	1/20/2021
Tristyn Hicks	SLC		82827	US	10/26/2020
Landit Mejia	Sheridan		82801	US	1/6/2021
Ana Gruber	Wolfratshausen		82515	Germany	1/7/2021
Amelia Heart	Dausy		82261	US	12/5/2020
Michael Moseman	Grand Junction		81504	US	1/6/2021
Jada Uylett	Grand Junction		81504	US	5/5/2021
Benjamin Hinkley	Durango		81303	US	10/26/2020
Ethan Yost	Colorado Springs		80918	US	10/20/2020
Yareli avila	Greeley		80631	US	8/11/2020
Camille Melancon	Loveland		80538	US	9/21/2020
Kristen Schultz	Fort Collins	CO	80524	US	8/8/2020

Juan Casillas	Longmont		80504	US	8/1/2020
					10/27/202
Owen Knoblauch	Longmont		80503	US	0
Jennifer Gutierrez	Dillon		80435	US	1/8/2021
Antonela Ortiz	Denver		80234	US	2/4/2021
Bob Rob	Denver		80216	US	4/15/2021
Hannah Wilkening	Denver		80211	US	1/8/2021
Kyle Salas	Denver		80208	US	9/21/2020
cmon nigga	denver		80200	US	3/29/2021
Carrie Gleason	Littleton	CO	80130	US	8/2/2020
Brenna James	Littleton		80128	US	8/10/2020
Julia Garza	Littleton		80126	US	8/2/2020
Kendra Berkland	Littleton		80126	US	9/21/2020
Rhegan Caldwell	Parker		80112	US	1/8/2021
					10/20/202
Frances LeDuke	Arvada		80004	US	0
Alita McManis	Arvada	CO	80003	US	3/28/2021
Brandon Bock	El paso		79932	US	8/5/2020
					10/29/202
Gabriel Reyes	El Paso		79925	US	0
Biri Mendez	Odessa		79763	US	2/4/2021
Pete Brown	Big Spring		79720	US	9/21/2020
Isabella Jones	Andrews		79714	US	12/5/2020
Victoria McFadin	Midland		79705	US	9/21/2020
Renee Lovelle	Amarillo		79109	US	8/1/2020
					10/26/202
William Shotwell	Smithville		78957	US	0
Alejandro Cuellar	Eagle Pass		78852	US	4/16/2021
					10/27/202
t s	Austin		78769	US	0
					10/20/202
gracie turner	Austin		78759	US	0
					10/29/202
Ronald Shearin	Austin		78713	US	0
Robert Moody	Gualala	CA	78705	US	4/14/2021
Elspeth Cottingham	Austin		78703	US	8/5/2020
Sophia Brown	Austin		78703	US	1/6/2021
Hiruni Dissanayake	Pflugerville		78660	US	2/4/2021
ethan shenk	Cedar Park		78613	US	1/6/2021
Claudia Leon	Alton		78573	US	4/17/2021
Trinitee Lumbrera	Harlingen		78550	US	8/9/2020
mia o	Edinburg		78541	US	2/4/2021
Sammy Allen	New York		78526	US	8/10/2020
					10/26/202
Jason Cruz	Brownsville		78520	US	0

					10/29/202
Robert Marraro	Corpus Christi		78414	US	0
					10/29/202
LeiLua Fox-Cuyos	Corpus Christi		78413	US	0
Anne Montarou	Plaisir		78370	France	1/7/2021
					10/26/202
Nicole Watson-Donelson	San Antonio		78259	US	0
					10/29/202
Esma Korkmaz	San Antonio		78251	US	0
Anthony Jasso	San Antonio		78250	US	8/9/2020
					10/29/202
Lisbeth Barboza	San Antonio		78224	US	0
					10/29/202
kaitlyn stout	San Antonio		78222	US	0
Ambeer C	San Antonio		78220	US	1/8/2021
					10/29/202
Layla Delpit	San Antonio		78211	US	0
					10/26/202
Lovely Karma	San Antonio		78202	US	0
Lorrie Wilson	New Braunfels	TX	78130	US	8/6/2020
abigail moreno	Laredo		78045	US	8/2/2020
					10/29/202
Gael Villegas	Laredo		78045	US	0
Jahyra Harris	College Station		77845	US	2/2/2021
					10/29/202
Felicia Jones	Beaumont		77706	US	0
Virgil Ho-Sam-Sooi	League City		77573	US	1/8/2021
Kasandra Rodrigues	Highlands		77562	US	2/4/2021
					10/20/202
Caleb Ajakaiye	Prairie View		77446	US	0
Zoe Arias	Conroe		77384	US	9/21/2020
					10/27/202
Pamela Kimario	Spring		77381	US	0
					10/29/202
john boihegafeeta	Spring		77381	US	0
					10/29/202
Haley Jones	Oakhurst		77359	US	0
Nelly PRESTAT			77169	France	1/11/2021
					10/26/202
Jeff Henry	Houston		77096	US	0
					10/26/202
Ali Arellano	Houston		77088	US	0
Cameron Craft	Houston		77081	US	2/2/2021
Gracie Compton	Houston		77077	US	8/5/2020
					10/27/202
Kayla Harley Quinn	Houston		77077	US	0

Carolina Ponce	Houston		77075	US	1/8/2021
Nailah Mensah	Houston		77068	US	9/21/2020
Yacqueline Gonzalez	Houston		77061	US	8/7/2020
Bri Pedersen	Houston		77056	US	10/2/2020
Briana Guevara	Houston		77047	US	9/21/2020
Maryuri Del rio	Houston		77033	US	2/4/2021
Adolfo Sierra	Houston		77016	US	1/28/2021
Eduardo Mendoza	Houston		77013	US	10/26/202 0
Katya Ortiz	Houston		77013	US	3/7/2021
Roberto Aparicio	Houston		77009	US	2/2/2021
Mckayla Gloria	Houston		77003	US	8/11/2020
Lily Yee yee	Houston		77002	US	2/2/2021
Jordon Calderon	Vernon		76384	US	1/28/2021
Jazmine Luckett	Justin		76247	US	10/29/202 0
Mia Juarez	Keller		76244	US	10/20/202 0
Helene Bien-Aime	Fort Worth		76179	US	1/8/2021
Delilah Taylor	Fort Worth		76155	US	8/5/2020
Lavonia Fuller	Richland Hills		76118	US	10/20/202 0
Ruth Bentkowski	Fort Worth		76118	US	6/8/2021
Aniston Smith	Mansfield		76063	US	9/21/2020
Pam Miller	Tolar	TX	76046	US	1/8/2021
Tehya Even	Crowley		76036	US	2/4/2021
jared sartor	Burleson		76028	US	1/8/2021
Haley Bavol	Azle		76020	US	8/7/2020
Carmen Aleman	Kilgore		76013	US	10/29/202 0
Mubashir Haroon	Arlington		76012	US	8/10/2020
Gaby Hernandez	Arlington		76011	US	8/5/2020
Gage Tillery	Arlington		76010	US	2/2/2021
Valery Rivero	Arlington		76006	US	10/20/202 0
Alondra Cervantes	Arlington		76004	US	8/5/2020
kathy treviño	Dallas		75872	US	9/21/2020
Austin Moss	Gladewater		75647	US	8/10/2020
Alexia Smith	Longview		75604	US	8/2/2020
John Miller	Dallas		75234	US	1/28/2021
Marissa Serrato	Austin		75231	US	8/10/2020
Roxana Sura	Dallas		75220	US	2/2/2021
Destiny Alviter	Dallas		75211	US	2/4/2021
Shannon Matteson	Palmer		75152	US	10/26/202 0

chtistopher cornelius innit the 3rd 掠	Mesquite		75150	US	1/8/2021
Trinity Schneider	Sherman		75092	US	10/20/2020
Madisom Bowers	Prosper		75078	US	10/20/2020
Melissa Heithaus	Mckinney		75070	US	8/29/2020
Stephanie Santomartino	Irving		75063	US	8/3/2020
Roberto Cruz	Irving		75062	US	8/4/2020
Ashleigh Harton	Garland		75044	US	9/21/2020
Rick Zuppa	Garland		75043	US	10/27/2020
Makyra Spencer	Garland		75040	US	8/10/2020
Stacy Nguyen	Garland		75040	US	10/20/2020
white Choco	Dallas		75033	US	8/2/2020
Chloe Boggs	Plano		75024	US	10/29/2020
florence TREBOUTTE	Paris		75019	France	11/2/2020
Djamila grouci	Paris		75011	France	1/7/2021
Caroline Sévilla	Paris		75001	France	1/7/2021
Lily Remirez	Dallas		75001	US	1/7/2021
Sylvie Lemaire	Féternes		74500	India	1/10/2021
Jeremy Cox	Oklahoma City		74432	US	10/29/2020
Anonymous Anonymous	Jay		74346	US	11/29/2020
Audrey Cheatwood	Sand Springs	OK	74063	US	10/30/2020
Alex Stewart	Claremore		74019	US	10/29/2020
michelle chrismon	okc		73130	US	10/29/2020
Daniel Morck	Oklahoma City		73119	US	3/28/2021
Maria Louise Fuentez	Yukon		73099	US	8/5/2020
Cheryl Magnud	El Reno		73036	US	8/7/2020
Clara Hibbs	Edmond		73012	US	8/7/2020
Sunny Vongkot	Edmon		73012	US	11/3/2020
catherine cheneval	LYON		73000	Spain	1/7/2021
Hannah Ross	Fort Smith		72903	US	10/29/2020
Poie Meek	Springdale		72764	US	2/4/2021
Tori Bridges	Bella Vista		72715	US	10/27/2020
Jim Marshall	Paragould	AR	72450	US	10/29/2020

Gracie Rhodes	Little Rock		72204	US	12/5/2020
					10/29/202
kalisa williams	magnolia		71753	US	0
Steven Lai	Baton Rouge		70816	US	8/7/2020
Katherine Oyuela	Breaux Bridge		70517	US	8/5/2020
					10/20/202
sedra badran	slidell		70460	US	0
					10/26/202
Kathryn Dahmer	New Orleans		70123	US	0
Eileen Fleming	New Orleans	LA	70115	US	8/2/2020
Andrea Fleck	Heidelberg		69126	Germany	1/7/2021
Bianca McConkey	Kearney		68847	US	8/2/2020
					10/29/202
Dominic Murray	Lincoln		68516	US	0
Sydney Beckman	Lincoln		68504	US	8/1/2020
Andrea Fleming	Omaha		68144	US	1/8/2021
Don Taylor	Bellevue	NE	68123	US	9/4/2020
Celina Lopez	Wichita		67205	US	1/6/2021
Theresia Maria	Deutschland		66957	Germany	1/9/2021
					10/26/202
patrica alsenz	Columbus		66725	US	0
					10/26/202
Cohen Partain	Topeka		66616	US	0
Kelly Nestelroad	Kansas City		66109	US	9/23/2020
Rose Allg	Lawrence		66049	US	8/10/2020
					10/20/202
Jimena Bonilla	Leavenworth		66048	US	0
					10/26/202
Todd Flink	Neosho	MO	64850	US	0
Adam Marincovich	Kansas City		64121	US	8/2/2020
Kaitlyn Bennett	Grandview		64030	US	2/2/2021
					10/20/202
Darr Tarr	Blue Springs		64015	US	0
Sonya Skiles	Blue Springs		64015	US	1/8/2021
Rosi Zang	Aschaffenburg		63743	Germany	1/7/2021
Sinclair Petra	Erlensee		63526	Germany	1/8/2021
Anna Rawlings	Saint Louis		63122	US	1/8/2021
Katie Rudolph	Saint Louis		63122	US	1/8/2021
					10/29/202
Tom Life	Florissant		63033	US	0
					10/26/202
molly phelan	st louis		63026	US	0
					10/26/202
Tammy Wolf	Carbondale	IL	62901	US	0
Paige Mf Kelly	Carmi		62821	US	1/6/2021

claire huntley	Springfield		62704	US	10/29/2020
Ava Garner	Ofallon		62269	US	10/20/2020
Sean Rice	Belleville		62226	US	10/26/2020
Sarah Crull	Edwardsville		62025	US	10/20/2020
David Hanson	Peoria	IL	61614	US	9/11/2020
Tarun Peter Gondi	Peoria		61612	US	1/8/2021
2k16 IS GOAT	Pekin		61554	US	10/26/2020
Selena Ibarra	Rockford		61114	US	10/20/2020
Selena Tiffany	Momence		60954	US	9/21/2020
Maryann Staron	Evergreen Park	IL	60805	US	1/7/2021
Itzel Buendia	Cicero		60804	US	10/29/2020
Sara Abdelnabi	Alsip		60803	US	10/26/2020
Faisal Nathani	Chicago		60659	US	10/29/2020
Antonio Lumbrazo	Chicago		60657	US	11/29/2020
christine nguyen	Chicago		60645	US	10/29/2020
Katia Jaimes	Chicago		60645	US	10/29/2020
Dayanara Medrano	Chicago		60644	US	8/7/2020
Cara Buitron	Chicago	IL	60642	US	8/5/2020
Lulu Kristan	Chicago		60642	US	10/26/2020
Christian Baca	Chicago		60639	US	1/19/2022
Christopher Leon	Chicago		60632	US	8/7/2020
Jocelyn Lopez	Chicago		60629	US	4/17/2021
Nicole Robinson	Chicago		60628	US	8/10/2020
Jasmine Miller	Chicago		60621	US	10/26/2020
Cindy Arroyo	Chicago		60620	US	10/29/2020
Jennifer Riley	Chicago		60602	US	8/7/2020
Joe Moore	Chicago		60602	US	2/2/2021
Emily Bensinger	Oswego		60543	US	10/26/2020
Michelle P	Clarendon hills		60514	US	2/13/2021

					10/26/202
Taylor Harris	Park Forest		60466	US	0
Elise Blinn	Orland Park		60462	US	1/8/2021
					10/27/202
Marie Kuttner	Bolingbrook		60440	US	0
					10/26/202
Milan Taylor	Illinois		60430	US	0
Valeria Echeverría	Berwyn		60402	US	8/10/2020
Elian Aguilar	Berwyn		60402	US	1/8/2021
					10/26/202
Max Johnson	Evanston		60202	US	0
krupa patel	Schaumburg		60194	US	1/8/2021
Anallely Alvarado	Villa Park		60181	US	8/7/2020
					10/29/202
Vivian Eve	Park Avenue		60148	US	0
patty kundrat	Elgin	IL	60123	US	1/11/2021
Sara Aslakson	Elgin		60120	US	8/5/2020
					10/26/202
Ella Block	Dekalb		60115	US	0
Maryam Safdary	Skokie		60077	US	8/9/2020
Gema Gutierrez	Round Lake		60073	US	2/2/2021
Hannah Yoon	Northbrook		60062	US	9/21/2020
					10/26/202
Anonymous Anonymous	Libertyville		60048	US	0
					10/29/202
Charlize Gan	Des Plaines		60018	US	0
Maja Malencic	Des Plaines		60016	US	8/7/2020
lia cummings	Crystal Lake		60014	US	8/7/2020
Amanda Knutson	Arlington Heights		60005	US	8/10/2020
Sarah Shaurette	Missoula		59801	US	8/5/2020
Rhona Opdahl	Great Falls		59405	US	2/2/2021
Francine Sandras	Bauvin		59221	France	1/8/2021
					10/29/202
Anthony Hernandez	Billings		59105	US	0
					10/26/202
Devin Littlewind	North Dakota		58335	US	0
lawrence sasaki	Atlanta		57701	US	2/2/2021
Sophie Petheram	Yankton		57078	US	8/5/2020
ursula schilg	Mayen		56727	Germany	1/9/2021
Brooklyn Lyons	Brainerd		56401	US	8/5/2020
Alex Ireland	Rice		56367	US	12/5/2020
					11/12/202
Lexie Wansten	Little Falls		56345	US	0
Sylvia Breuer	Canby	MN	56220	US	1/7/2021
Abdikhalik Ahmed	Willmar		56201	US	8/5/2020

					10/20/202
irma hernandez	Worthington		56187	US	0
Lexi Siegmann	Minneapolis		55440	US	1/8/2021
Patricia Suarez	Minneapolis	MN	55437	US	6/8/2021
					10/29/202
Mya Brenny	Minneapolis		55430	US	0
					10/29/202
Gwynder Burnett	Minneapolis		55412	US	0
Sarah Tittle	Minneapolis		55407	US	4/16/2021
					10/26/202
Millie Swanson	Elk River		55330	US	0
Anna Staaf	Chaska		55318	US	8/5/2020
					10/20/202
Ethan Bonneson	Saint Paul		55129	US	0
Alan Gaschott	Saint Paul	MN	55112	US	8/1/2020
Sarah Brown	Saint Paul		55110	US	8/7/2020
Liliya Buhr	Saint Paul		55106	US	9/21/2020
					10/29/202
Ari Stamness	Newport		55055	US	0
					10/29/202
Natalie Barthels	oshkosh		54902	US	0
Monet Veers	Marshfield		54449	US	9/21/2020
Silvia Steinbrecher			53881	Germany	1/7/2021
Molly Torinus	Middleton		53562	US	1/6/2021
Karin Lux			53359	Germany	1/11/2021
ash d	Milwaukee		53207	US	8/1/2020
					10/26/202
Sailor Griffin	Waukesha		53189	US	0
Claudia Neuhalfen			53117	Germany	1/7/2021
Troy Wilson	West Bend		53095	US	8/11/2020
Jennifer Claussen	Clinton		52732	US	1/6/2021
Nathaniel Sheehan	Dubuque		52001	US	8/2/2020
Ivan Snajdar	Crikvenica		51260	Croatia	1/9/2021
R S	Koln		51069	Germany	1/7/2021
					10/26/202
Ayidah Yrruc	Urbandale		50323	US	0
Isabelle I'm A Minor So I'm Not Sharing This Information	Urbandale	IA	50322	US	4/14/2021
					10/29/202
Khambia Clarkson	Marshalltown		50158	US	0
					10/26/202
Michael Brzezinski	Marquette		49855	US	0
Sofia Hoag	Traverse City		49686	US	12/5/2020
					10/20/202
Julisa Mendoza	Zeeland		49464	US	0
Natalie Bila	Jenison		49428	US	4/16/2021

Scott Robinson	Cedar Springs		49319	US	1/6/2021
Ellery Myers	Concord		49237	US	1/8/2021
Meike Schmedt	Osnabruck		49088	Germany	1/7/2021
Lillian Bowman	Marshall		49068	US	10/29/2020
Madeline Mckimmy	Coldwater		49036	US	1/8/2021
Jane Tameera	Kalamazoo		49001	US	8/2/2020
Molly Wagner	Saint Johns		48879	US	8/5/2020
Sweatyball Cheese	Greenville		48838	US	8/2/2020
Emma Zingler	Ortonville		48462	US	8/5/2020
Krishna Sena	Novi		48375	US	10/29/2020
Hailey Dudley	Oxford		48371	US	10/29/2020
grace dixon	Pontiac		48341	US	10/29/2020
Ella Densmore	West Bloomfield		48323	US	4/17/2021
Sara Ammar	Sterling Heights		48312	US	8/1/2020
Toriono Elliott	Bloomfield Hills		48302	US	10/29/2020
Asia Campbell	Detroit		48238	US	10/26/2020
Angel Burks	Detroit		48221	US	10/27/2020
Julio Perdomo	Detroit		48206	US	11/29/2020
Ben drowned cyberghost	Wayne		48184	US	10/26/2020
layla ismail	Brighton		48114	US	10/20/2020
LESLIE KIWIOR	Macomb		48044	US	8/7/2020
Bella T	Macomb		48044	US	10/26/2020
Angel Parks	Macomb		48044	US	10/29/2020
Chloe Splinder	Birmingham		48009	US	10/26/2020
Courtney Woermer	Crawfordsville		47933	US	10/27/2020
Adeseye Aderonmu-awe	Lafayette		47909	US	10/20/2020
Justice Daugherty	West Lafayette		47906	US	8/7/2020
David Derr	Jasper	IN	47546	US	9/5/2020
Gayle Beard	Richmond		47374	US	3/12/2021
Sarah Cannon	Kokomo		46901	US	10/29/2020

Supreme Nor	Fort Wayne	46806	US	1/17/2022
				10/27/202
Justin Kaufman	Fort Wayne	46805	US	0
Savannah Banks	South Bend	46601	US	8/10/2020
Karlye Line	Mishawaka	46544	US	8/1/2020
Luciel .	Munster	46321	US	8/2/2020
Kyler Peal	Crown point	46307	US	4/15/2021
Azuki Bell	Indianapolis	46241	US	8/7/2020
Jane Lane	Indianapolis	46234	US	9/30/2020
				10/26/202
Alisha Sims	Indianapolis	46227	US	0
Jasmine Spriggs	Indianapolis	46227	US	2/4/2021
				10/29/202
Andy McClure	Indianapolis	46218	US	0
DaAnna Gray	Indianapolis	46214	US	8/10/2020
				10/29/202
Sonny Goolsby	Indianapolis	46205	US	0
Sam Paige	Indianapolis	46202	US	12/6/2020
				10/27/202
Colin Nix	Indianapolis	46201	US	0
				10/26/202
Debby Willette	Greencastle	46135	US	0
Priscilla Oliver	Indianapolis	46123	US	3/12/2021
				10/27/202
Ryan Ferguson	Noblesville	46062	US	0
Karen Felts	Noblesville	46060	US	12/5/2020
				10/20/202
alyssa conn	Waverly	45690	US	0
Berlinda porter	Cincinnati	45237	US	4/14/2021
				10/20/202
Tristan Hand	Cincinnati	45231	US	0
Molly O’Dell	Moscow	45153	US	8/7/2020
my dick	dayton	45039	US	8/10/2020
Jazmyn Thompson	Galion	44833	US	8/5/2020
Janina Grage		44649	Germany	1/12/2021
				10/29/202
Lillie Wyse	Akron	44304	US	0
Zoe Dooley	Cleveland	44192	US	1/6/2021
Norkhairani Baharuddin	Strongsville	44136	US	1/19/2022
				10/29/202
Nathaniel Frey	Cleveland	44118	US	0
				10/29/202
brooklyn ramos	Cleveland	44109	US	0
				10/26/202
Drew Wilson	Northfield	44067	US	0
Xen Knight	Powhatan Point	43942	US	8/11/2020

Wyatt Lawrence	Frazeysburg	43822	US	8/5/2020
Sharifah Farah Debah Syed Mohammad	Kuala Lumpur	43300	US	1/11/2021
Ian McCormick	Columbus	43220	US	8/2/2020
Joseph Umba	Columbus	43209	US	8/10/2020
Samantha Holobaugh	Reynoldsburg	43068	US	10/26/202 0
Kiana Moore	Princeton	42445	US	10/26/202 0
jeslee mercedes	paducah	42001	US	10/26/202 0
Kelsey Weil	Ft Mitchell	41017	US	10/20/202 0
jade ALF	Blois	41000	France	1/10/2021
sean figueroa	lexington	40511	US	8/10/2020
Brigitte Hermanns	Düsseldorf	40479	Germany	1/10/2021
Bailey Dixon	Louisville	40291	US	10/29/202 0
Emaan Sayied	Louisville	40245	US	1/8/2021
Chase Phillips	Louisville	40216	US	8/5/2020
Jasmine Nguyen	Louisville	40214	US	8/7/2020
raeli Atwood	Louisville	40214	US	1/8/2021
Brooklynn Drake	Louisville	40211	US	1/6/2021
Lucy Doyle	Louisville	40205	US	10/29/202 0
Camie Rodgers	RADCLIFF	40160	US	2/2/2021
Camellia Dees	Pascagoula	39567	US	8/7/2020
Jillian Woodland	Gulfport	39503	US	9/21/2020
Grace Hunt	Lucedale	39452	US	8/10/2020
Alice Markey	Hattiesburg	39402	US	1/6/2021
Cj Lastique	Madison	39146	US	9/21/2020
Vidya Anbalagan	Kosciusko	39090	US	1/8/2021
Carol Dailey	Rickman	38562	US	1/19/2022
Grady Jennings	Memphis	38135	US	9/21/2020
carrie s	Dyersburg	38024	US	10/29/202 0
Cynthia Williams	Cordova	38018	US	1/8/2021
Lorenso Caballero	Knoxville	37918	US	5/6/2021
Chelsi Doss	Harriman	37748	US	8/2/2020
Shaylee Young	Whitwell	37397	US	10/29/202 0
Mohammad Albasri	Nashville	37217	US	10/26/202 0
Trey Smith	Nashville	37203	US	8/5/2020
Joey Singer	Murfreesboro	37130	US	10/26/202 0

Carol Avigne	Foley	36535	US	9/21/2020
Andrea Garcia	Anniston	36201	US	10/20/202 0
Mary Taylor Tucker	Huntsville	35801	US	10/26/202 0
Kelsey Rhen	Madison	35758	US	8/3/2020
Jasmine Leonards	Harvest	35749	US	3/29/2021
Lucretia Nelson	Birmingham	35210	US	8/9/2020
Belle Joy	Bessemer	35023	US	8/7/2020
Charli-Ann Baugh	Alabaster	35007	US	1/6/2021
Yasmina Mrichcha	Kissimmee	34744	US	10/26/202 0
Devan Tenney	Seminole	34683	US	10/26/202 0
christopher joseph chalmers	Spring Hill	34609	US	1/19/2022
nagito komaeda	ocala	34470	US	8/10/2020
Melissa Peterson	Myakka	34251	US	4/15/2021
Coda Stevens	Sarasota	34233	US	8/10/2020
Louisena Gustave	Naples	34116	US	8/5/2020
Maddison W.	Naples	34112	US	10/26/202 0
debra burke	Frostproof	33843	US	10/29/202 0
Courtney Bailey	Lakeland	33811	US	8/2/2020
Chris Ly	Saint Petersburg	33709	US	8/1/2020
Samantha Eddings	Saint Petersburg	33707	US	8/5/2020
No Identity	Tampa	33624	US	8/10/2020
Abigail Rodriguez	Tampa	33619	US	4/14/2021
Alexia Daniels	Tampa	33617	US	10/26/202 0
Val Grisales	Tampa	33614	US	10/29/202 0
Gina Jones	Valrico	33596	US	9/21/2020
Katie Dixon	Lithia	33547	US	10/26/202 0
Mekhi .	Wesley Chapel	33543	US	8/5/2020
Ryan Heyman	Brandon	33511	US	10/20/202 0
Brandon Hidalgo	Loxahatchee	33470	US	11/3/2020
caraline harris	Delray Beach	33446	US	10/29/202 0
Debra Christopher	Delray Beach	33445	US	8/5/2020
Vy Jimenez	Deerfield Beach	33442	US	10/26/202 0
Jackie Juarez	Belle Glade	33430	US	9/21/2020
bruh wrld	Wellington	33414	US	1/6/2021

Joann Soroko	West Palm Beach		33411	US	8/7/2020
Waff Laff	Palm City		33403	US	8/4/2020
Isabelle Nieves	Fort Lauderdale		33317	US	8/10/2020
kaitlyn diaz	Miami		33193	US	10/26/202 0
Luciana Marina	Miami		33183	US	4/16/2021
Bertik Klepach	Miami		33181	US	1/8/2021
jackie montero	Miami		33178	US	10/26/202 0
Renata Puppin			33170	Italy	1/7/2021
bella smith	Miami		33132	US	8/7/2020
Maria Garcia	Miami		33126	US	1/6/2021
poop face	Miami		33125	US	4/14/2021
Jade Lugo	Pompano Beach		33076	US	10/29/202 0
erica confusione	coral springs		33065	US	1/6/2021
Nadine Lalanne	Miami Gardens		33056	US	9/21/2020
Katherine Cabrera	Opa Locka		33055	US	1/8/2021
Teresa Sewell	Key West		33040	US	10/20/202 0
Elizabeth Odife	Homestead		33033	US	10/26/202 0
kristine freire	Homestead		33032	US	10/29/202 0
Christopher Best	Hollywood		33025	US	4/15/2021
ant san	Hollywood		33019	US	10/29/202 0
Leezamarie Avila	Hialeah		33016	US	8/7/2020
Roni Franchitz	Melbourne Beach		32951	US	10/20/202 0
Jenny juj	Melbourne		32935	US	8/1/2020
Kamila Morones	Orlando		32837	US	9/21/2020
Jetmir Latifi	Orlando		32837	US	4/14/2021
t-gay sub2pewds	Orlando		32828	US	10/27/202 0
Paige C	Oviedo		32765	US	8/3/2020
Allison Robbins	Orange city		32763	US	10/20/202 0
Rob Dunn, PhD	Longwood		32750	US	9/21/2020
Tempestt Lewis	Deltona		32738	US	1/8/2021
lazarus morales	Casselberry		32707	US	8/7/2020
Marine Pixel	Gainesville		32606	US	12/5/2020
Jennifer Hollis	Pensacola	FL	32507	US	1/8/2021
Wilbur House	Wewahitchka	FL	32465	US	10/26/202 0

					10/29/202
Jessica Landon	Chipley		32428	US	0
					10/28/202
Lisa Walker	Perry	FL	32348	US	0
Derrisha Alexander	Monticello		32344	US	8/3/2020
					10/26/202
Christian Wilson	Saint Johns		32259	US	0
Brianna Lewis	jacksonville		32258	US	9/21/2020
Nicholas Pagliocca	Jacksonville		32218	US	12/5/2020
John Riley	Jacksonville		32207	US	4/17/2021
Ashe Renauldi	Palm Coast		32137	US	9/21/2020
					10/20/202
Jamie Parkey	Saint Augustine		32080	US	0
Elias Yazbeck	Clarksville		32075	US	1/8/2021
Amanda Hollingsworth	Douglas		31535	US	8/7/2020
					10/26/202
Dominique Dingle	Savannah		31419	US	0
					10/26/202
Shatarrah Allen	Macon		31206	US	0
Kiley Wing	Augusta		30907	US	12/5/2020
Rolf Mense	Puerto Lumbreras		30891	Spain	1/10/2021
Alexia Boyington	Evans		30809	US	1/6/2021
					10/27/202
Dylan King	Madison		30650	US	0
					10/20/202
Saakhi Kaur	Atlanta		30341	US	0
Beverly Bearden	Atlanta		30337	US	9/21/2020
Claire Tansey	Atlanta		30319	US	9/21/2020
Jordyn Leonard	Atlanta		30316	US	1/8/2021
Pam Dullum	Atlanta		30309	US	4/19/2021
					10/29/202
Elys Robinson	Hogansville		30230	US	0
Katherine Rickels	Fayetteville		30214	US	1/28/2021
cheryl estrada	Tallapoosa		30176	US	4/14/2021
Kaelen Hernandez	Cartersville		30120	US	1/8/2021
Robert Arteaga	Acworth		30101	US	8/7/2020
J Rodriguez	Duluth		30097	US	9/21/2020
					10/29/202
Anyla Garcia	Conyers		30094	US	0
Joelle Dlugozima	Roswell		30076	US	8/3/2020
					10/26/202
Puddin Bruce	Pine Lake		30072	US	0
Annsley DeMent	Marietta	GA	30062	US	8/6/2020
Max Trill	Lawrenceville		30044	US	8/5/2020
valery spataru	Lawrenceville		30044	US	2/4/2021

					10/20/202
Ariana Khan	Dacula		30019	US	0
Sophia Ready	Graniteville		29829	US	8/10/2020
Madison Garcia	Clover		29710	US	8/5/2020
Sierra Weaver	Greenville		29607	US	4/17/2021
					10/27/202
Briana Rowell	marion		29571	US	0
Ellie Stoney	Charleston		29412	US	3/12/2021
Caroline Boughter	Charleston		29403	US	8/3/2020
Esmee Throckmorton	Charleston		29403	US	3/11/2021
Tessa McKinley	Charleston		29401	US	3/10/2021
					10/29/202
Rose Green	Gilbert		29054	US	0
					10/26/202
Gabrielle Johnson	Camden		29020	US	0
					11/12/202
Derek Lapan	Claremont		28610	US	0
Tiff G	Jacksonville		28540	US	8/7/2020
Starlena Warwick	Lumberton		28358	US	8/2/2020
Dorita Miller	Charlotte		28269	US	3/18/2021
Lisette Hasbun	Charlotte		28226	US	1/8/2021
Brina Campos	Charlotte		28215	US	12/5/2020
					12/14/202
Isabel Sedano	Charlotte		28213	US	0
Maxwell Lindner	Charlotte	NC	28211	US	4/13/2021
kellie nelsob	Charlotte		28209	US	9/21/2020
					10/29/202
Madison Tankersley	Blythewood		28205	US	0
					10/29/202
aashna patel	Shelby		28152	US	0
					10/26/202
Kari Lamich	Mount Holly		28120	US	0
					10/20/202
Thomas Eaton	wilson		28105	US	0
Susana Muñoz	Madrid		28019	Spain	1/7/2021
itzel rosas	Durham		27703	US	8/5/2020
					10/29/202
Eunice Oyedeji	Durham		27703	US	0
					10/26/202
Charley A.Z	Raleigh		27616	US	0
					10/26/202
Maribel Legbagah	Raleigh		27610	US	0
Thomas Halik	Wake Forest		27587	US	9/21/2020
					10/20/202
Gavin Dean	Oxford		27583	US	0

					10/20/202
Noah Edwards	Henderson		27565	US	0
Ma Elena Zuñiga muñoz	Apex		27539	US	8/5/2020
					10/20/202
Adrian Ortiz	Goldsboro		27534	US	0
					10/26/202
Nai Mondie	Fuquay Varina		27526	US	0
					12/16/202
Skyla Garcia	Angier		27501	US	0
					10/26/202
Charile Crawford	Sanford		27332	US	0
Christopher Williams	Sanford	NC	27330	US	4/27/2021
alina azara	Lexington		27292	US	8/5/2020
Rebekah Causey	Kernersville	NC	27284	US	1/25/2021
Libby Causey	Kernersville	NC	27284	US	1/25/2021
Abigale West	High Point		27265	US	1/8/2021
Gracie Causey	Walkertown		27051	US	11/1/2020
Tianna Doby	Mocksville		27028	US	1/6/2021
cathala corine	Pierrelatte		26700	France	1/8/2021
Natalie Bartlett	Bridgeport		26330	US	1/8/2021
					10/26/202
Alexander Carr	Huntington		25701	US	0
					10/20/202
Jill Ballard	Logan		25601	US	0
					10/29/202
Vicki Barnes	Marion		24354	US	0
					10/29/202
James Johnson	Chester		23831	US	0
Kelly Murphy	Yorktown		23692	US	8/10/2020
aaliyah bohny	Virginia Beach		23464	US	8/7/2020
					10/26/202
Blakely Alex	Virginia Beach		23454	US	0
					10/26/202
Kayla Frazier	Suffolk		23435	US	0
kennedi jones	Chesapeake		23324	US	8/7/2020
					10/20/202
charlee c	Richmond		23237	US	0
Marky Garabedian	Glen Allen		23060	US	2/2/2021
					10/20/202
ella mccarthy	Richmond		23059	US	0
					10/29/202
Tanya Belisle	Crozet		22932	US	0
					10/26/202
Jessica Folley	Charlottesville		22902	US	0
Henry Miner	Charlottesville		22901	US	4/16/2021

					10/29/202
Maxwell Kernus	Alexandria		22308	US	0
John Biechman	Alexandria	VA	22302	US	11/2/2020
					10/27/202
Kemper Kenyon	Arlington		22207	US	0
					10/20/202
Habeeba Khan	Vienna		22180	US	0
Leon Zealand	Springfield		22153	US	9/21/2020
Destiny Alvarez	Harlingen		21967	US	2/4/2021
Stephanie Horseman	Salisbury		21801	US	3/25/2021
Dan Ferraro	Mount Airy	MD	21771	US	8/6/2020
Dm Ancruem	Hagerstown		21740	US	8/7/2020
Shanelle Glass	Baltimore		21216	US	8/7/2020
					10/26/202
Harley Tribble	Baltimore		21133	US	0
Otto Grimsley	Randallstown		21133	US	1/8/2021
Sydney Smith	Havre de Grace		21078	US	8/10/2020
Josephine Jackson	Elkridge		21075	US	12/5/2020
Laila Peterson	Ellicott City		21042	US	8/2/2020
Edwin w Gaitan Contreras	Gaithersburg		20877	US	9/21/2020
					10/20/202
Brooklynn Greenwade	Gaithersburg		20877	US	0
Li Quan	Germantown		20874	US	1/6/2021
Jackeline Gamez	Germantown		20874	US	2/4/2021
					10/26/202
Jonathan Mulugeta	Potomac		20854	US	0
thataphi hyun	Rockville		20853	US	8/1/2020
					10/29/202
cami sanchez	Rockville		20853	US	0
Kalina Fischer	Rockville		20852	US	1/28/2021
Arielle Cottrell	Rockville		20850	US	9/21/2020
RI RI MBO BO	Olney		20832	US	8/5/2020
					10/27/202
Daniel Coxson	Olney		20832	US	0
					10/20/202
Dwight Nembhard	Hyattsville		20784	US	0
Michael Cardona	Hyattsville		20782	US	8/7/2020
Judith Davino	Greenbelt,MD.		20770	US	9/21/2020
Jaylin Carballo	Fort Washington		20744	US	9/21/2020
Gianna Smith	College Park		20740	US	9/21/2020
					10/26/202
Mia Carter	Lanham		20706	US	0
Torren Santiago	Sterling		20165	US	9/21/2020
	via xx settembre 11				
Tiziana Dordoni	Corsico milano		20094	Italy	1/8/2021
LUIGI MARIA CASTELLAZZI	ilFattoQuotidiano.it		20081	Italy	1/9/2021

					10/29/202
Aaliyah Satterwhite	Washington		20019	US	0
Isa Chavez	Washington		20011	US	8/9/2020
pilar blas	san sebastian		20009	Spain	1/13/2021
Kristy Steele	Millsboro		19966	US	1/8/2021
Daniyah Parker	Milford		19963	US	4/16/2021
Carol Collins	Dover		19904	US	11/3/2020
susan devereaux	new castle	DE	19720	US	1/11/2021
Kayla Esch	Middletown		19709	US	8/7/2020
					11/29/202
Donna Gutierrez	Reading		19607	US	0
Sheri Maybusher	Bridgeport		19405	US	2/4/2021
Cody Snare	Philadelphia		19152	US	1/28/2021
Elsa Edenzon	Philadelphia		19147	US	9/21/2020
					10/26/202
Matthew Greene	Philadelphia		19131	US	0
Olivia K.	Philadelphia		19124	US	9/21/2020
					10/27/202
Nate Hue	Philadelphia		19121	US	0
					10/27/202
Lilly Glass	Philadelphia		19115	US	0
sekou gartei	Philadelphia		19111	US	8/7/2020
Julianna Giggles	Media		19063	US	8/5/2020
					10/27/202
Anthony Hall	Feasterville Trevose		19053	US	0
Jayda Harmon	Lansdowne		19050	US	4/18/2021
					10/20/202
Jacqui Meyerle	Croydon		19021	US	0
					10/26/202
Shawna Gorman	Southampton		18966	US	0
					10/27/202
Person Person	Dallas		18706	US	0
					10/20/202
Dylan Ghalley	Scranton		18505	US	0
Chloe Gaglione	Hawley		18428	US	8/7/2020
					10/31/202
Anna Laidler	East Stroudsburg		18301	US	0
Chloe Matos	Allentown		18102	US	8/7/2020
					10/20/202
Naliya Mac	Spring		17500	US	0
ava christianson	New Oxford		17350	US	8/5/2020
sylvyane lambert - husin	Benon		17170	France	1/8/2021
Shauntea Black	Lewistown		17044	US	9/10/2020
					10/26/202
nate barker	Meadville		16335	US	0
Priscilla Rozic	Cranberry Township		16066	US	4/15/2021

Alyssa 0722	Chicago		16034	US	8/5/2020
Barbie Lester	Manor	PA	15665	US	4/16/2021
Morgan Scheftic	Clarion		15656	US	11/29/2020
Abigail Fisher	Greensburg		15601	US	12/5/2020
Alyssa Coates	Pennsylvania		15239	US	10/29/2020
Caroline Scalf	Pittsburgh		15213	US	1/19/2022
Kylee Fuller	Elmira		14904	US	1/6/2021
Jamie Ramirez	Rochester		14612	US	10/29/2020
Mister Boner	Walworth		14568	US	10/20/2020
Violet Tedesco	Macedon		14502	US	8/1/2020
Lexi K	Geneva		14456	US	12/5/2020
Laila Whipple	Buffalo	NY	14224	US	9/21/2020
Alexis Casselman	Buffalo		14223	US	10/29/2020
kavv ravikumar	Lancaster		14086	US	10/26/2020
Chelsea Truong	Utica		13501	US	10/26/2020
Steven Campos	Clinton		13323	US	10/26/2020
Isla Stover	Manlius		13104	US	10/20/2020
Leslie Harrison	Brant Lake	NY	12815	US	4/14/2021
brooke chapman	stanfordville		12581	US	10/26/2020
limore h	Red Hook		12571	US	10/26/2020
Maricielo Ortega	Newburgh		12550	US	10/29/2020
sadie al	South Jakarta		12514	Indonesia	4/1/2021
Julian Foo	Albany		12208	US	10/26/2020
Christling Wang	Albany		12205	US	10/26/2020
Martina Behla	Berlin		12163	Germany	1/11/2021
Roberto Molina	San Salvador		12163	El Salvador	10/31/2022
Anthony Scrimenti	Guilderland		12084	US	11/2/2020
Valeria Ortiz	Hampton Bays		11946	US	8/5/2020
Karla Rodriguez	Hicksville		11801	US	10/26/2020
Karina Salmeri	Wantagh		11793	US	8/5/2020

john oschmann	Hauppauge		11788	US	1/6/2021
Peter Sabatino	Seaford		11783	US	9/21/2020
Nitya Sharma	Levittown		11756	US	8/7/2020
James Olson	Huntington		11743	US	9/21/2020
hallie armengau	Huntington		11743	US	10/26/2020
Kaitlyn Cantillo's	Holtsville		11742	US	8/2/2020
Jessica Petelin	Coram		11727	US	8/2/2020
Densy Marcellus	Brentwood		11717	US	8/3/2020
Marcine McBride	West Babylon	NY	11704	US	8/7/2020
Zhi Chen	Queens		11694	US	4/14/2021
jerry bonacasa	Oceanside		11572	US	1/27/2021
Rae Ilberg	Glen BeB		11545	US	10/29/2020
Kaylan Maynard	Jamaica		11434	US	8/5/2020
Mia Condoleo	oceanside		11421	US	1/26/2021
Monisha Mohsin	Woodside		11377	US	10/26/2020
Yusra Hossain	Queens		11373	US	1/8/2021
Lei Lei Win	Queens		11373	US	2/2/2021
Paul Caron	Jackson Heights		11372	US	10/29/2020
demi pal	Flushing		11358	US	10/20/2020
Hayley Elroumy	Brooklyn		11234	US	8/5/2020
DeAveon Lambert	Brooklyn		11226	US	10/27/2020
Maria Miranda	Brooklyn		11222	US	4/16/2021
James Bird	Brooklyn		11218	US	8/2/2020
bob anderson	brooklyn		11211	US	8/7/2020
Liam Powers	Brooklyn		11209	US	8/5/2020
Raywattie Chan	Brooklyn		11209	US	8/10/2020
Blossom Mccain	Brooklyn		11207	US	1/8/2021
Zoila Saquicela	Brooklyn		11201	US	2/2/2021
shikai olivero	orlando		11111	US	8/1/2020
Maribel Marulanda	New York		11106	US	11/12/2020
Citlali Munoz	Long Island City		11101	US	10/26/2020
BROOKE Okeefe	Nanuet		10954	US	10/20/2020
Michael Mckeithen	Yonkers		10701	US	3/4/2021
Aliesha Cheatham	Yonkers		10701	US	3/11/2021
Micki Carbone	White Plains		10605	US	8/3/2020
Shayna Tyler	Vallentigny		10500	France	1/7/2021
Melissa Aviles	Bronx		10467	US	2/4/2021

					10/26/202
Ashraf Abdulla	Bronx		10466	US	0
Emily Torres	Bronx		10461	US	8/10/2020
					10/29/202
Mahamadu Sillah	Bronx		10456	US	0
Bato Fadiga	Bronx		10454	US	9/21/2020
Lorel pimentel	Bronx		10451	US	4/14/2021
Ennette Guzman	Staten Island		10314	US	1/8/2021
Agim Demirovski	Staten island		10310	US	5/21/2021
Jasmine V	New York		10118	US	8/7/2020
					10/26/202
Yangchen Sherpa	New York		10118	US	0
					10/27/202
Mariella Magro	New York		10118	US	0
					10/26/202
Flora Aleziss6	New York		10040	US	0
Evin Alba	New York		10033	US	2/2/2021
Cynthia Martinez	New York		10030	US	8/2/2020
					10/26/202
Layla Richardson	New York		10029	US	0
Daisy Alvarez	New York		10029	US	1/8/2021
Jay Galva	New York		10024	US	8/1/2020
					10/26/202
Olivia Frankiewicz	New York		10021	US	0
Consuelo Serena Velasco	Strambino Torino Piemonte		10019	Italy	1/11/2021
					10/27/202
Samantha Caba	New York		10001	US	0
Kristina Sedic	Zagreb		10000	Croatia	1/10/2021
Astrid V.d. Geest	Stadskanaal		9502	Netherlands	1/7/2021
yolanda schultes	Wittenbach		9300	Switzerland	1/7/2021
Rosa Cabrerizo	L'Hospitalet		8906	Spain	1/11/2021
					10/26/202
aneessa moore	Phillipsburg		8865	US	0
					10/29/202
Gabby Towne	Monroe Township		8831	US	0
Valerie Leonard	monroe	NJ	8831	US	6/8/2021
					10/26/202
Lynn Sweeney	Manchester Township		8759	US	0
					10/26/202
Yahvi Patel	Hightstown		8520	US	0
Jenna Dacy	Vineland		8360	US	8/3/2020
					10/29/202
Cascidy Ford	Egg harbor township		8234	US	0
Anke Otto	Auerbach		8209	Germany	1/7/2021

					10/29/202
Kay L	Merchantville		8109	US	0
Rosemary Mickens	Camden		8105	US	8/2/2020
					10/26/202
China Lee	Sicklerville		8081	US	0
					10/26/202
stella bane	denver		8054	US	0
					10/26/202
rhiannon atlee	Magnolia		8049	US	0
Timothy Paich	Loveladies	NJ	8008	US	6/24/2021
Grace Lepre	New Providence		7974	US	1/19/2022
Catalina Zapata	Ledgewood		7852	US	9/21/2020
Vanessa C.	Middletown		7760	US	8/10/2020
Sanjana G	City		7747	US	8/7/2020
					10/26/202
Doris Freeman	Paramus		7652	US	0
					10/20/202
Hugo Wang	Little Ferry		7643	US	0
					10/20/202
Nicole Glade	West Milford		7480	US	0
					10/26/202
Aneri Patel	Ridgewood		7450	US	0
					10/22/202
Cade Herman	Oak Ridge	NJ	7438	US	0
					10/26/202
Anaya Ali	Jersey City		7306	US	0
Johanne Guaraca	Elizabeth		7201	US	2/4/2021
					10/20/202
george bourlotos	belleville	NJ	7109	US	0
Jocelyn Castro	Newark		7107	US	8/1/2020
Gaby C	Newark		7104	US	8/7/2020
Gisselle Posada	Secaucus		7094	US	8/7/2020
Maddie Zemsky	Westfield		7090	US	1/6/2021
					10/26/202
Krystelle Emogene	Union		7083	US	0
Gabriella Szawan	Colonia		7079	US	8/5/2020
					10/26/202
David Chavez	Rutherford	NJ	7070	US	0
Jarrett Early	Warren		7059	US	1/8/2021
Isabella Borth	Montclair		7043	US	1/19/2022
salem salem	Linden		7036	US	8/2/2020
Abby V	Harrison		7029	US	4/13/2021
					10/26/202
Samuel Cassatly	Glen Ridge		7028	US	0
					10/26/202
Felicity Gomez	East Orange		7017	US	0

Marga Gili	Palma		7003	Spain	1/11/2021
Janaya lee	Bayonne		7002	US	4/14/2021
Ivy Schroeder	Stamford		6902	US	10/26/2020
walker boardman	Greenwich		6831	US	10/27/2020
William Ahearn	Washington	DC	6811	US	1/17/2021
Bella Mvb	Torrington		6790	US	10/29/2020
Danalah Baello	yeet		6666	US	10/26/2020
Leticia García	Mexico		6609	Mexico	12/7/2020
Yanitza Martinez	Bridgeport		6605	US	10/29/2020
Isabel Etkind	Hamden		6517	US	10/29/2020
Anthony Purcell	East Haven		6512	US	1/25/2021
Sasha Belabe	West Hartford		6107	US	10/20/2020
Venessa Janice	Vernon Rockville		6066	US	1/8/2021
Hendricka Samytowski	Noranda		6062	Australia	1/11/2021
Nelson Jacobs	Glastonbury		6033	US	1/6/2021
Mary Caron	Middlebury	VT	5753	US	8/6/2020
Claudia Hofford	Burlington		5405	US	10/31/2020
lisa zhou-hackett	Burlington		5401	US	10/20/2020
laurence vanham	5310 leuze		5310	Belgium	1/8/2021
Kate Kenner	Guilford	VT	5301	US	1/7/2021
Patrick Kelley	South Pomfret		5067	US	8/4/2020
Liliana Fiorini	Cordoba		5000	Argentina	1/7/2021
Danielle-Jean Sinclair	Kingfield		4947	US	8/5/2020
raneen ali	Waterville		4901	US	10/20/2020
Marion Schiffers	Brussels		4720	Belgium	1/10/2021
John Cates	Buckfield	ME	4220	US	10/31/2020
L Saunders	Hastings		4120	New Zealand	1/24/2021
Frutuoso Christina	Esch		4069	Luxembourg	1/7/2021
seamus coleman	Fryeburg		4037	US	10/26/2020
bellinda rolf-jansen	Wijk Bij Duurstede		3961	US	1/7/2021
Janine Vinton	Hastings		3915	Australia	1/10/2021
Frederika Shindler	Enfield	NH	3748	US	8/5/2020

					11/12/202
Beck Leininger	Bow		3304	US	0
Wilma V brandwijk	Vlaardingen		3131	Netherlands	1/8/2021
Elisabeth Bechmann	Polten		3100	Austria	1/7/2021
					10/29/202
Jayme Gardner	West Kingston		2892	US	0
Jason Sayles	Warwick		2886	US	1/28/2021
Aidan Salcedo	Narragansett		2882	US	12/5/2020
					10/29/202
Jacob Mello	Tiverton		2878	US	0
					10/29/202
Nicole Boudria	Fall River		2721	US	0
Richard Pleffner	Chatham	MA	2663	US	8/5/2020
					10/27/202
Jack Murphy	Nantucket		2554	US	0
					10/29/202
Payton Privitera	Arlington		2474	US	0
					10/26/202
cami texeira	easton		2356	US	0
Nicholas Craig	Abington		2351	US	9/21/2020
					10/29/202
James Miller	Weymouth		2191	US	0
althea richer	Braintree		2184	US	1/6/2021
					10/26/202
Catina DiMartino	Malden		2148	US	0
					10/29/202
julia elicier	Brighton		2135	US	0
					10/20/202
Owen Hearn	Scituate		2066	US	0
John Kramer	Marshfield		2050	US	9/10/2020
Sandra Snelders	Lowell	MA	1854	US	1/7/2021
Xia Bottom	Worcester		1604	US	2/4/2021
					10/26/202
valentine apologizes	Westborough		1581	US	0
Chardonnens Sonja	Mannens		1564	Switzerland	1/7/2021
					10/29/202
Faith McCormack	Southbridge		1550	US	0
					10/26/202
megan pierce	Westminster		1473	US	0
					10/27/202
Sarah Velardi	Westminster		1473	US	0
Mariëtte Van veen	Hilversum		1216	Netherlands	1/7/2021
Babi Punsawat	Laguna		1109	Philippines	11/2/2020
					10/26/202
Cristian Rios	Springfield		1108	US	0
Ronald Mitchell	Springfield		1105	US	4/13/2021

Amanda McGann	West Springfield		1089	US	9/21/2020
Sabine Mayr	Innsbruck		1040	Austria	1/7/2021
Tianna Steven	Frederiksted		840	US	12/21/2020
Faye Ritchie	Mendocino coast	CA	707	US	9/4/2020
Manuel Maldonado	Guanica		653	US	12/21/2020
Connor Zimmermann	I don’t know		55	US	10/26/2020
Kitsune ...	New York city		0	US	10/26/2020
Save Gualala				US	0
Susan Fourtané	Brighton			UK	7/31/2020
Sara Hansen	Sørumsand			US	8/1/2020
rose perez				US	8/2/2020
Abby James				US	8/3/2020
Marianne Moore				US	8/3/2020
Therese Cools		CA		US	8/5/2020
Naruto Uzumaki				US	8/6/2020
Kerlysha Martineau	Boynton Beach			US	8/7/2020
Tom Murphy				US	8/10/2020
Andrew Roberts				US	8/16/2020
Adora Y.				US	9/21/2020
Maddie Rogers				US	9/21/2020
Kirsten Keith				US	9/21/2020
Cool shiny bruh Sub to me				US	10/17/2020
Paul P				US	10/17/2020
Piper Ritson				US	10/20/2020
Oscar Gladysz	Clinton			US	10/20/2020
Kristina R				US	10/20/2020
lights #0001	Discord			US	10/20/2020
Edward Compton Jr				US	10/26/2020
Cindy Aguilera	Houston			US	10/26/2020
Amanda Olsen				US	10/26/2020
In Need of real change	Grafton			US	10/26/2020

Tdog 859	Boise		US	10/26/2020
Johnathan Walkers	Bay Area		US	10/26/2020
Jordan Peters			US	10/26/2020
Chirita Cobb			US	10/27/2020
Hansome Tatertot			US	10/27/2020
Analia Bridges			US	10/27/2020
zoa chan			US	10/29/2020
A M			US	10/29/2020
hiyoko saionji			US	10/29/2020
Desiree Williams			US	10/29/2020
Sarah Anne Reynolds			US	10/29/2020
Constantine Paras			US	10/29/2020
Makayla Childs			US	10/29/2020
APersonDoesThings			US	10/29/2020
john louladakis	Thessaloníki		Greece	11/1/2020
Nilgun Terzioğlu	İstanbul		Turkey	11/1/2020
Marina Ris	zagreb		Croatia	11/1/2020
Parviz Khazaei	Zurich		Switzerland	11/1/2020
Carys Mangmang	Manila		Philippines	11/2/2020
Eliza Pater	Warsaw		Poland	11/2/2020
Eliza Pater	Koszalin		Poland	11/2/2020
Raymond Berrios			US	11/3/2020
Gary Amado			US	11/12/2020
Ana Ruiz	St Cloud		US	11/29/2020
Donald Trump			US	11/29/2020
lil' pumpkin princess			US	11/29/2020
Mauro Ayala	Orlando	FL	US	12/4/2020
I am Invincible			US	1/6/2021

Maria Van Geel	Zdroisko		Poland	1/7/2021
Eva Maria Genovese	Muttenz		Switzerland	1/7/2021
Jasmin Porschen	München		Germany	1/7/2021
Niina Anttinen	Espoo		Finland	1/7/2021
alain neven	seraing		Belgium	1/7/2021
Gerlinde Holzer	Guntersdorf		Austria	1/8/2021
Rebeckah Biddick			New Zealand	1/8/2021
Anthony Scungio			US	1/8/2021
steph ligammari	St. Louis		US	1/8/2021
Peter Klein	Wien		Austria	1/11/2021
Birgül Aslan	Istanbul		US	1/31/2021
Pink_ Marshmallow			US	2/2/2021
Carlos Chevez			US	2/2/2021
Sophia J Richards			US	4/15/2021
Cassiopia Allen			US	4/16/2021
Brenda Choi	Las Vegas	NV	US	5/24/2021
Alex Martin			US	6/8/2021
Kira Torres	Las Palmas		US	1/19/2022

RECEIVED
By James Feenan at 8:05 am, Jun 17, 2025

From: Trina Turk
To: pbscommissions
Cc: savegualala@gmail.com
Subject: CDP_2024-0040 Gualala streetscaping
Date: Monday, June 16, 2025 5:14:08 PM

Caution: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Dear County Planning Department:
I am a homeowner at The Sea Ranch and frequent the businesses in Gualala.
Please restore the landscaping to the streetscape project in Gualala now.
The landscaping was included in the plan approved by the community in May 2023.
The plants are low maintenance and will enhance this less-than-half-a-mile stretch of Highway 1.
Thank you and Best Regards,
Trina Turk
The Sea Ranch

RECEIVED
By James Feenan at 8:06 am, Jun 17, 2025

From: Margot Wenger
To: pbscommissions
Subject: Support of Landscaping in Streetscape project in Gualala.
Date: Monday, June 16, 2025 5:17:25 PM

Caution: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

"CDP_2024-0040 I live, and shop in the Gualala area and want the County and Caltrans to restore landscaping to the Streetscape project now to avoid any further delays in this much-needed project. Landscaping is required in our Coastal Plan, and it's critical for both aesthetic and economic reasons. Please follow the will of your constituents and endorse the landscaping that was previously endorsed."

Thank you,

Margot Wenger
41233 Tallgrass Street
The Sea Ranch, California

From: Dr June Wilson
To: pbscommissions
Cc: savegualala@gmail.com
Subject: CDP_2024-0040
Date: Monday, June 23, 2025 12:41:23 PM

RECEIVED
By James Feenan at 1:29 pm, Jun 23, 2025

Caution: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Dear Planning Department:

RE: CDP_2024-0040

I live, work, and shop in the Gualala area and want the County and Caltrans to restore landscaping to the Streetscape project now to avoid any further delays in this much-needed project. Landscaping is required in our Coastal Plan, and it's critical for both aesthetic and economic reasons.

Thank you,
June Wilson

The Sea Ranch

RECEIVED
By James Feenan at 1:22 pm, Jun 23, 2025

From: Daniel Woods
To: pbscommissions
Cc: SaveGualala@gmail.com
Subject: Comments On CDP_2024-0040 Project
Date: Monday, June 23, 2025 11:42:11 AM

Caution: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

To whom it concerns:

I am retired now but have lived and shopped in the Gualala area since 1967 and implore Mendocino County and CalTrans to help restore landscaping to the Streetscape project now to avoid any further delays in this much-needed project. As the coastal gateway to Mendocino County and one of the few coastal towns between Bodega Bay and Mendocino, low maintenance native landscaping is absolutely essential to the aesthetics and economy of the historical Mendocino coastal town.

Very Truly Yours,

Daniel Woods
415-577-7166

Sent from my iPhone

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
01	Men	128	0.0/50.5		

REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF SCANNED COPIES OF THIS PLAN SHEET.

REGISTERED PROFESSIONAL ENGINEER — No. — Exp. — CIVIL — STATE OF CALIFORNIA

NOTE:

1. FOR ACCURATE RIGHT OF WAY DATA, CONTACT RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.

ABBREVIATIONS:

R/W	CALTRANS RIGHT OF WAY
TCE	TEMPORARY CONSTRUCTION EASEMENT

LANDSCAPING LOCATIONS:

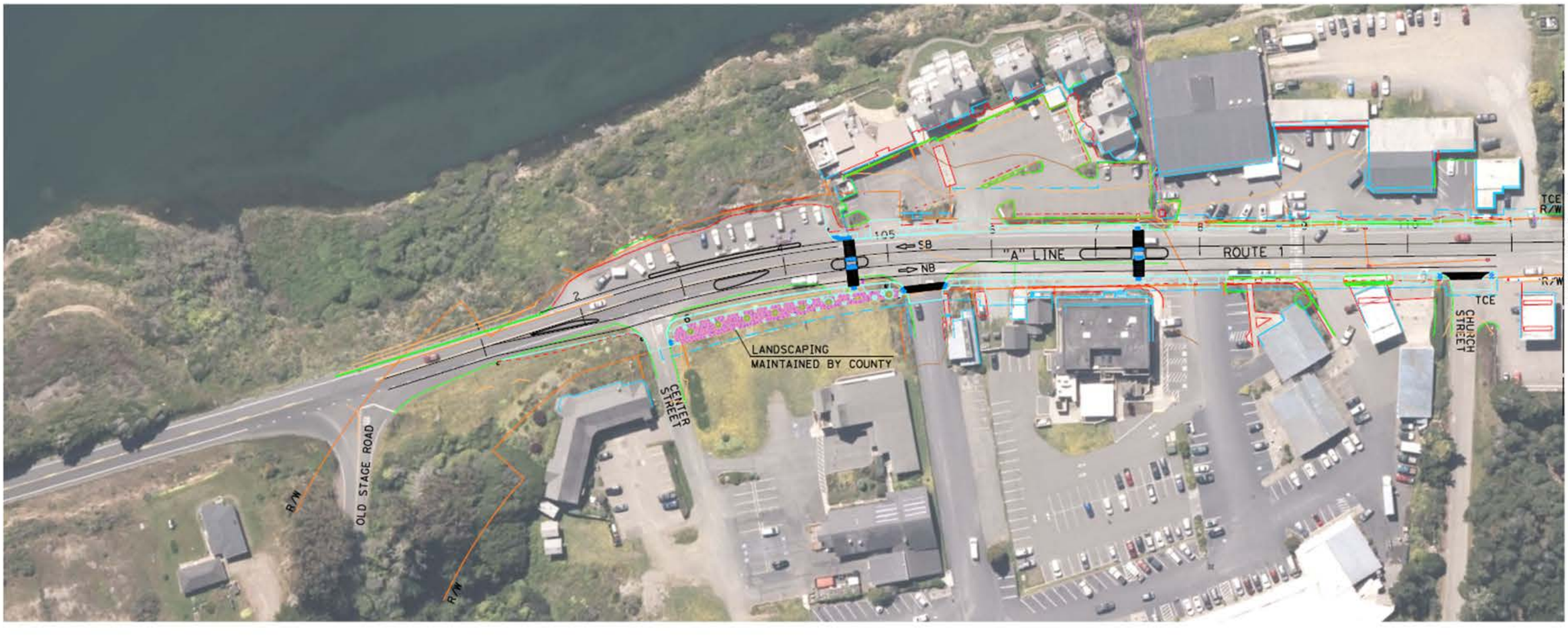
PM 0.660 TO 0.695

LEGEND

LANDSCAPING, MAINTAINED BY THE COUNTY

R/W

TCE



LAYOUT

SCALE: 1"=20'

L-1

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION

DESIGN

FUNCTIONAL SUPERVISOR: DUNG SY

CALCULATED-DESIGNED BY

CHECKED BY

REVISED BY: MICHAEL COLLINS

DATE REVISED: ASH ARREOLA

DATE PLOTTED => #DATE
TIME PLOTTED => #TIME

LAST REVISION XX-XX-XX

BORDER LAST REVISED 7/2/2010

USERNAME => #USER
DGN FILE => #REQUEST

RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3

UNIT 0332

PROJECT NUMBER & PHASE 0120000134

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Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
01	Men	128	0.0/50.5		

REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

REGISTERED PROFESSIONAL ENGINEER — No. — Exp. — CIVIL — STATE OF CALIFORNIA

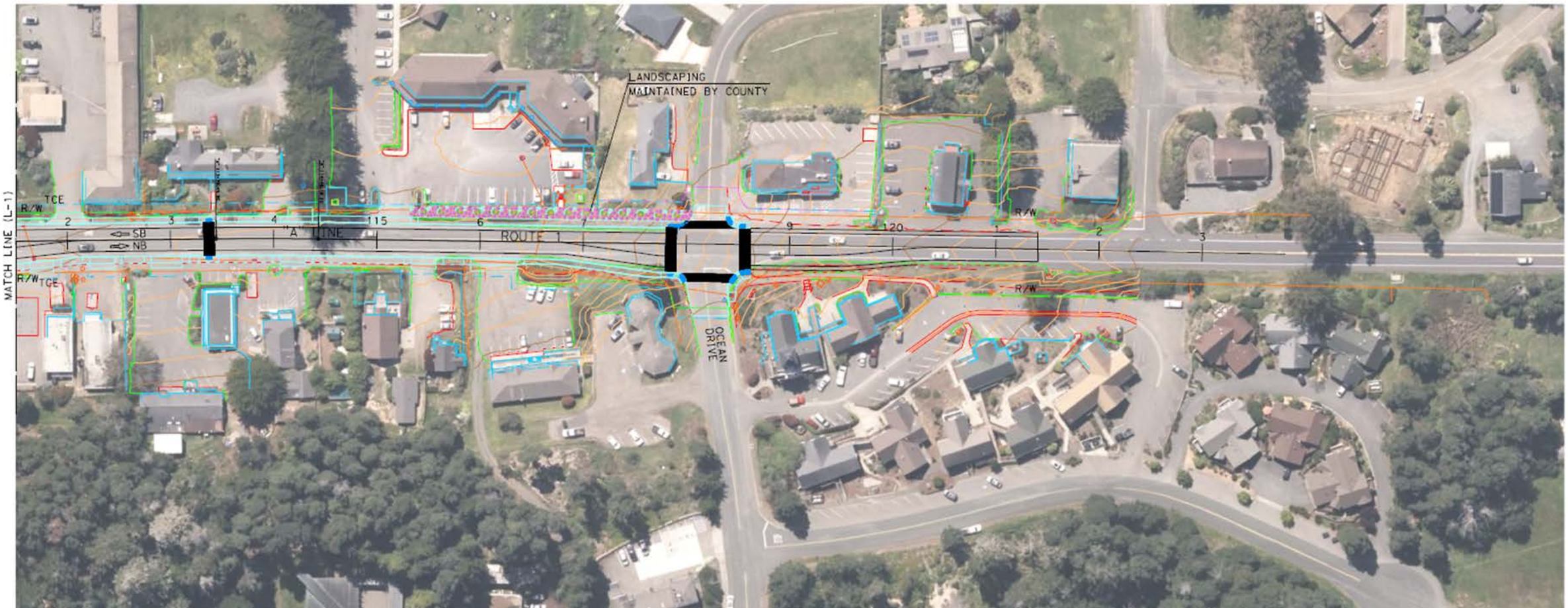
THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF SCANNED COPIES OF THIS PLAN SHEET.

NOTE:

1. FOR ACCURATE RIGHT OF WAY DATA, CONTACT RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.

LANDSCAPING LOCATIONS:

PM 0.905 TO 0.955



LAYOUT

SCALE: 1"=20'

L-2

REVISED BY	DATE REVISED

CALCULATED-DESIGNED BY	CHECKED BY
MICHAEL COLLINS	ASH ARREOLA

FUNCTIONAL SUPERVISOR: DUNG SY

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION

Caltrans DESIGN

DATE PLOTTED => %DATE

TIME PLOTTED => %TIME

LAST REVISION => XX-XX-XX

BORDER LAST REVISED 7/2/2010

USERNAME => %USER

DGN FILE => %REQUEST

RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3

UNIT 0332

PROJECT NUMBER & PHASE 0120000134

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Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
01	MEN	001	0.6/1.0		

LICENSED LANDSCAPE ARCHITECT

PLANS APPROVAL DATE

THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF SCANNED COPIES OF THIS PLAN SHEET.

LICENSED LANDSCAPE ARCHITECT T. CHRIS JOHNSON No. 5102 Signature 8-31-26 Renewal Date Date STATE OF CALIFORNIA

PLANT LEGEND

PLANT GROUP (SIZE)	PLANT No.	SYMBOL	BOTANICAL NAME	COMMON NAME	HOLE SIZE		BASIN	BASIN	APPLICATION RATE		ON CENTER SPACING	MIN PLANTING DISTANCE FROM:	REMARKS
					DIAMETER	DEPTH	BASIN TYPE	①③ WOOD MULCH	① PACKET FERTILIZER	①④ SOIL AMENDMENT		BACK OF CURB AND EDGE OF SIDEWALK	
					INCH	INCH		CY	EA	CY	FT	FT	
A (No. 1)	1		ERIOPHYLLUM LANATUM	COMMON WOOLLY SUNFLOWER	18	②	I	0.009	1	0.002	4	2.0	
	2		FESTUCA GLAUCA 'SISKIYOU BLUE'	SISKIYOU BLUE FESCUE	18	②	I	0.009	1	0.002	3	2.0	SHRUB
	3		MORELLA CALIFORNICA	CALIFORNIA WAX MYRTLE	18	②	I	0.009	1	0.002	1	1.0	PERENNIAL
	3		MUHLENBERGIA RIGENS	DEER GRASS	18	②	I	0.009	1	0.002	⑥	4.0	SHRUB
	4		PENSTEMON HETEROPHYLLUS	FOOTHILL PENSTEMON	18	②	I	0.009	1	0.002	4	2.0	PERENNIAL
	5		SALIX HOOKERIANA	COASTAL WILLOW	18	②	I	0.009	1	0.002	3	1.5	PERENNIAL
	6		SALVIA CLEVELANDII	CLEVELAND SAGE	18	②	I	0.009	1	0.002	⑥	4.0	SHRUB
	6		SPIRAEA DOUGLASII	DOUGLAS SPIREA	18	②	I	0.009	1	0.002	3	4.0	SHRUB
	7		ZAUSCHNERIA CALIFORNICA 'BERT'S BLUFF'	BERT'S CALIFORNIA FUCHSIA	18	②	I	0.009	1	0.002	4	2.0	SHRUB
M (LINER) ⑤	8		CAREX OBNUPTA	SLOUGH SEDGE	12	②	I	0.009	1	0.002	3	1.0	HERB
	9		JUNCUS EFFUSUS	COMMON RUSH	12	②	I	0.009	1	0.002	4	1.5	HERB
F (FLATS)	10		ARCTOSTAPHYLOS UVA-URSI	KINNIKINNICK	12	②	I	0.009	1	0.002	3	2.0	GROUND COVER
	11		FRAGARIA CHILOENSIS	BEACH STRAWBERRY	12	②	I	0.009	1	0.002	1	0.5	GROUND COVER

NOTES:

1. UNDERLINED PORTIONS OF BOTANICAL NAME INDICATE ABBREVIATIONS USED ON PLANTING PLANS.

APPLICABLE WHEN CIRCLED:

① - QUANTITIES SHOWN ARE "PER PLANT" UNLESS SHOWN AS SQFT OR SQYD APPLICATION RATES

② - SUFFICIENT TO RECEIVE ROOT BALL AND AMENDMENTS

③ - WOOD MULCH MUST BE WOOD CHIP

④ - SOIL AMENDMENT MUST BE FINE COMPOST

⑤ - 1.5" WIDE X 5.5" DEEP OR APPROVED EQUAL

⑥ - AS SHOWN ON PLANS

PLANT LEGEND

PL-1

REVISED BY | DATE REVISED

VALERIE JONES | TATIENE GUIA

CALCULATED-DESIGNED BY | CHECKED BY

SENIOR LANDSCAPE ARCHITECT | T. CHRIS JOHNSON

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION | LANDSCAPE ARCHITECTURE

LAST REVISION 00-00-00 | DATE PLOTTED => 28-AUG-2025 | TIME PLOTTED => 14:15

BORDER LAST REVISED 9/8/2021 | USERNAME => s146367 | DGN FILE => 0113000032st001.dgn | RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3 | UNIT 0000 | PROJECT NUMBER & PHASE 0000000000

SEED MIX 1

BOTANICAL NAME (COMMON NAME)	PERCENT GERMINATION (MINIMUM)
ACHILLEA MILLEFOLIUM (COMMON YARROW)	50
BACCHARIS PILULARIS (COYOTE BRUSH)	5
BROMUS CARINATUS (CALIFORNIA BROMEGRASS)	80
DESCHAMPSIA CESPITOSA (TUFTED HAIRGRASS)	60
ELYMUS GLAUCUS (BLUE WILDRYE)	80
ERIOGONUM LATIFOLIUM (COAST BUCKWHEAT)	60
ERIOPHYLLUM STAECHADIFOLIUM (SEASIDE WOOLY SUNFLOWER)	40
ESCHSCHOLZIA CALIFORNICA (CALIFORNIA POPPY)	72
FESTUCA OCCIDENTALIS (WESTERN FESCUE)	60
GRINDELIA STRICTA VAR. PLATYPHYLLA (PACIFIC GUMPLANT)	60
HORDEUM BRACHYANTHERUM (MEADOW BARLEY)	80
LUPINUS LITTORALIS BICOLOR (SEASHORE LUPINE)	70
SCROPHULARIA CALIFORNICA (CALIFORNIA BEE PLANT)	40

LANDSCAPE MAINTENANCE AGREEMENT WITH THE COUNTY OF MENDOCINO

THIS AGREEMENT is made effective this _____ day of _____, 20__, by and between the State of California, acting by and through the Department of Transportation, hereinafter referred to as "STATE" and the COUNTY of MENDOCINO; hereinafter referred to as "LOCAL AGENCY" and collectively referred to as "PARTIES."

1. The PARTIES hereto mutually desire to identify the maintenance responsibilities of LOCAL AGENCY for newly constructed or revised improvements within STATE's right of way by Encroachment Permit Number _____.

2. This Agreement addresses LOCAL AGENCY responsibility for the landscape plantings (collectively the "LANDSCAPING") placed within State Highway right of way on State Route 01, as shown on Exhibit A, attached to and made a part of this Agreement.

3. Maintenance responsibilities that include, but are not limited to, inspection, providing emergency repair, replacement, and maintenance, (collectively hereinafter "MAINTAIN/MAINTENANCE") of LANDSCAPING as shown on said Exhibit "A."

4. The degree or extent of maintenance work to be performed, and the standards, therefore, shall be in accordance with the provisions of Section 27 of the Streets and Highways Code and the then current edition of the State Maintenance Manual.

5. When a planned future improvement is constructed and/or a minor revision has been effected with STATE's consent or initiation within the limits of the STATE's right of way herein described which affects PARTIES' division of maintenance responsibility as described herein, PARTIES will agree upon and execute a new dated and revised Exhibit "A" which will be made a part hereof and will thereafter supersede the attached original Exhibit "A" to thereafter become a part of this Agreement.

   5.1. The new exhibit can be executed only upon written consent of the PARTIES hereto acting by and through their authorized representatives. No formal amendment to this Agreement will be required.

6. LOCAL AGENCY agrees, at LOCAL AGENCY expense, to do the following:

   6.1. LOCAL AGENCY will MAINTAIN or have authorized licensed contractor with appropriate class of license in the State of California, to MAINTAIN LANDSCAPING conforming to those plans and specifications (PS&E) pre-

HQ MTCE REVIEW REQUIRED; PENDING LEGAL APPROVAL

approved by STATE. LOCAL AGENCY will have in place a valid necessary encroachment permits prior to the start of any work within STATE'S right of way.

6.1.1 An Encroachment Permit rider may be required for any changes to the scope of work allowed by this Agreement prior to the start of any work within STATE's right of way

6.2. LOCAL AGENCY shall ensure that LANDSCAPED areas designated on Exhibit "A" are provided with adequate scheduled routine MAINTENANCE necessary to MAINTAIN a neat and attractive appearance including providing for water, and fertilizer necessary to sustain healthy plant growth during the entire life of this Agreement.

6.2.1. To prune shrubs and plantings to control extraneous growth and ensure STATE standard lines of sight to signs and corner sight distances are always maintained for the safety of the public.

6.2.2. To replace unhealthy or dead plantings when observed or within 30 days when notified in writing by STATE that plant replacement is required.

6.2.3. To expeditiously MAINTAIN, replace, repair or remove from service any components of LANDSCAPING system that has become unsafe or unsightly.

6.3. To control weeds at a level acceptable to the STATE. Any weed control performed by chemical weed sprays (herbicides) shall comply with all laws, rules, and regulations established by the California Department of Food and Agriculture. All chemical spray operations shall be reported quarterly (Form LA17) to the STATE to: Landscape Specialist, Maintenance Support, Caltrans District Office, PO Box 3700, Eureka, CA, 95502.

6.4. LOCAL AGENCY shall ensure LANDSCAPING within the Agreement limits provide an acceptable walking and riding surface and will provide for the repair and removal of dirt, debris, graffiti, weeds, and any deleterious item or material on or about the LANDSCAPING in an expeditious manner.

6.5. To MAINTAIN all parking or use restrictions signs encompassed within the area of the LANDSCAPING.

6.6. To remove LANDSCAPING and appurtenances and restore STATE owned areas to a safe and attractive condition acceptable to STATE in the event this Agreement is terminated as set forth herein.

HQMTCE REVIEW REQUIRED, PENDING LEGAL APPROVAL

7. STATE may provide LOCAL AGENCY with timely written notice of unsatisfactory conditions that require correction by the LOCAL AGENCY. However, the non-receipt of notice does not excuse LOCAL AGENCY from maintenance responsibilities assumed under this Agreement.

8. STATE shall Issue encroachment permits to LOCAL AGENCY at no cost to it.

9. LEGAL RELATIONS AND RESPONSIBILITIES:

   9.1. Nothing within the provisions of this Agreement is intended to create duties or obligations to or rights in third parties not party to this Agreement or affect the legal liability of either PARTY to this Agreement by imposing any standard of care respecting the design, construction and maintenance of these STATE highway improvements or LOCAL AGENCY facilities different from the standard of care imposed by law.

   9.2. If during the term of this Agreement, LOCAL AGENCY should cease to MAINTAIN the LANDSCAPING to the satisfaction of STATE as provided by this Agreement, STATE may either undertake to perform that MAINTENANCE on behalf of LOCAL AGENCY at LOCAL AGENCY's expense or direct LOCAL AGENCY to remove or itself remove LANDSCAPING at LOCAL AGENCY's sole expense and restore STATE's right of way to its prior or a safe operable condition. LOCAL AGENCY hereby agrees to pay said STATE expenses, within thirty (30) days of receipt of billing by STATE. However, prior to STATE performing any MAINTENANCE or removing LANDSCAPING, STATE will provide written notice to LOCAL AGENCY to cure the default and LOCAL AGENCY will have thirty (30) days within which to affect that cure.

   9.3. Neither LOCAL AGENCY nor any officer or employee thereof is responsible for any injury, damage or liability occurring by reason of anything done or omitted to be done by STATE under or in connection with any work, authority or jurisdiction arising under this Agreement. It is understood and agreed that STATE shall fully defend, indemnify and save harmless LOCAL AGENCY and all of its officers and employees from all claims, suits or actions of every name, kind and description brought forth under, including, but not limited to, tortious, contractual, inverse condemnation and other theories or assertions of liability occurring by reason of anything done or omitted to be done by STATE under this Agreement with the exception of those actions of STATE necessary to cure a noticed default on the part of LOCAL AGENCY.

   9.4. Neither STATE nor any officer or employee thereof is responsible for any injury, damage or liability occurring by reason of anything done or omitted to be done by LOCAL AGENCY under or in connection with any work, authority or

HQ MTCE REVIEW REQUIRED, PENDING LEGAL APPROVAL

jurisdiction arising under this Agreement. It is understood and agreed that LOCAL AGENCY shall fully defend, indemnify and save harmless STATE and all of its officers and employees from all claims, suits or actions of every name, kind and description brought forth under, including, but not limited to, tortious, contractual, inverse condemnation or other theories or assertions of liability occurring by reason of anything done or omitted to be done by LOCAL AGENCY under this Agreement.

9.5. PREVAILING WAGES:

9.5.1. Labor Code Compliance- If the work performed under this Agreement is done under contract and falls within the Labor Code section 1720(a)(1) definition of a "public works" in that it is construction, alteration, demolition, installation, or repair; or maintenance work under Labor Code section 1771. LOCAL AGENCY must conform to the provisions of Labor Code sections 1720 through 1815, and all applicable provisions of California Code of Regulations found in Title 8, Chapter 8, Subchapter 3, Articles 1-7. LOCAL AGENCY agrees to include prevailing wage requirements in its contracts for public works. Work performed by LOCAL AGENCY'S own forces is exempt from the Labor Code's Prevailing Wage requirements.

9.5.2. Requirements in Subcontracts - LOCAL AGENCY shall require its contractors to include prevailing wage requirements in all subcontracts when the work to be performed by the subcontractor under this Agreement is a "public works" as defined in Labor Code Section 1720(a)(1) and Labor Code Section 1771. Subcontracts shall include all prevailing wage requirements set forth in LOCAL AGENCY's contracts.

10. INSURANCE: SELF-INSURED - LOCAL AGENCY is self-insured. LOCAL AGENCY agrees to deliver evidence of self-insured coverage providing general liability insurance, coverage of bodily injury liability and property damage liability, naming STATE, its officers, agents and employees as the additional insured in an amount of $1 million per occurrence and $2 million in aggregate and $5 million in excess. Coverage shall be evidenced by a certification of self-insurance letter ("Letter of Self-Insurance"), satisfactory to STATE, certifying that LOCAL AGENCY meets the coverage requirements of this section. This Letter of Self-Insurance shall also identify the maintenance location as depicted in EXHIBIT A. LOCAL AGENCY shall deliver to STATE the Letter of Self-Insurance with a signed copy of this AGREEMENT. A copy of the executed Letter of Self-Insurance shall be attached hereto and incorporate as Exhibit B.

HQ NOTICE REVIEW REQUIRED; PENDING LEGAL APPROVAL

10.1. SELF-INSURED using Contractor - If the work performed under this AGREEMENT is done by LOCAL AGENCY's contractor(s), LOCAL AGENCY shall require its contractor(s) to maintain in force, during the term of this AGREEMENT, a policy of general liability insurance, including coverage of bodily injury liability and property damage liability, naming STATE, its officers, agents and employees as the additional insured in an amount of $1 million per occurrence and $2 million in aggregate and $5 million in excess. Coverage shall be evidenced by a certificate of insurance in a form satisfactory to the STATE that shall be delivered to the STATE with a signed copy of this Agreement.

11. TERMINATION - This Agreement may be terminated by timely mutual written consent by PARTIES, and LOCAL AGENCY's failure to comply with the provisions of this Agreement may be grounds for a Notice of Termination by STATE.

12. TERM OF AGREEMENT -This Agreement shall become effective on the date first shown on its face sheet and shall remain in full force and effect until amended or terminated at any time upon mutual consent of the PARTIES or until terminated by STATE for cause.

PARTIES are empowered by Streets and Highways Code Section 114 & 130 to enter into this Agreement and have delegated to the undersigned the authority to execute this Agreement on behalf of the respective agencies and covenants to have followed all the necessary legal requirements to validly execute this Agreement.

HQ MTCE REVIEW REQUIRED, PENDING LEGAL APPROVAL

IN WITNESS WHEREOF, the PARTIES hereto have set their hands and seals the day and year first above written.

THE COUNTY OF MENDOCINO

By: _____
Mayor/Chairmen

Initiated and Approved

By: _____
COUNTY Manager

STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION

By: _____
Deputy District Director
Maintenance District

ATTEST:

By: _____
COUNTY Clerk

By: _____
COUNTY Attorney

HQ MTCE REVIEW REQUIRED; PENDING LEGAL APPROVAL

EXHIBIT A-1

HQ MTCE REVIEW REQU

HQ MTCE REVIEW REQUIRED, PENDING LEGAL APPROVAL

EXHIBIT A-2

DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET NO.	TOTAL SHEETS
01	Men	128	0.0/50.5		

REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF SCANNED COPIES OF THIS PLAN SHEET.

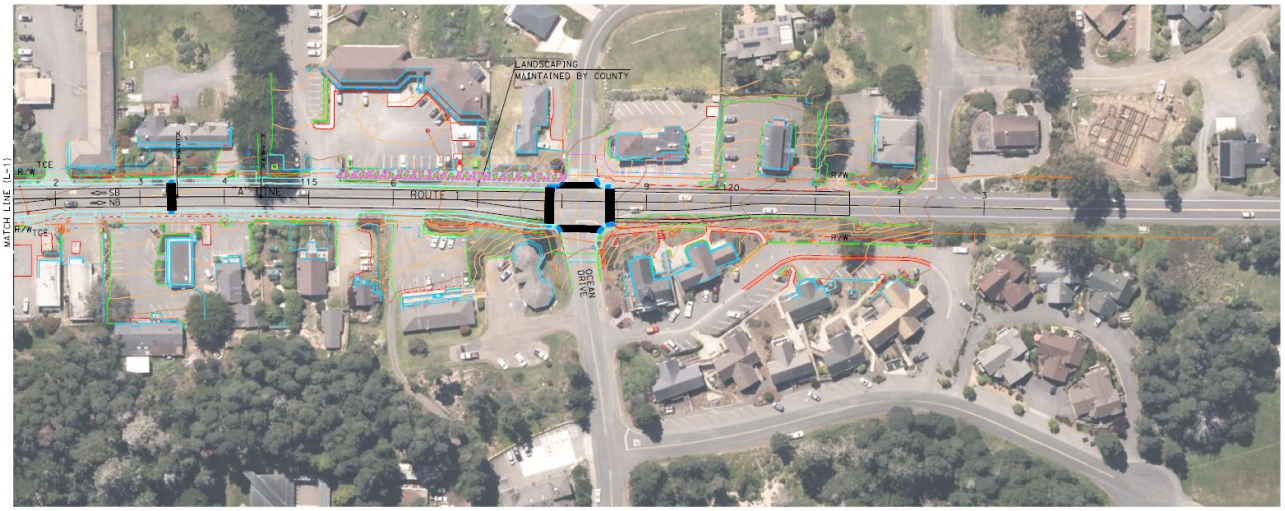
REGISTERED PROFESSIONAL ENGINEER — No. — Exp. — CIVIL — STATE OF CALIFORNIA

NOTE:

1. FOR ACCURATE RIGHT OF WAY DATA, CONTACT RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.

LANDSCAPING LOCATIONS:

PM 0.905 TO 0.955



LAYOUT

SCALE: 1"=20'

L-2

REVISED BY	DATE REVISED
MICHAEL COLLINS	ASH AHMADIAN
CALCULATED-DESIGNED BY	CHECKED BY
FUNCTIONAL SUPERVISOR	DUNG SY

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION — DESIGN

BORDER LAST REVISED 7/2/2010 | USERNAME => USER | DGN FILE => 01DUC1ST | RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3 | UNIT 0332 | PROJECT NUMBER & PHASE 0120000134

LOCK DESIGN | DATE PLOTTED => 07-JUL-10 | XX-XX-XXX ITEM IN ENTRY => STYLE

HQ MTCE REVIEW REQUIRED

HQ MTCE REVIEW REQUIRED; PENDING LEGAL APPROVAL

EXHIBIT B – LETTER OF CERTIFICATE OF LOCAL AGENCY_____
STATEMENT OF SELF INSURANCE

Date August 25, 2025

Caltrans District 01
ATTN: Kristin Avila
6100 Highway 101 North
Eureka, CA 95503

Re: Statement of Self-Insurance for COUNTY of MENDOCINO for Landscape Maintenance Agreement No. LMA-01-MEN 01 0.60-1.0 with California Department of Transportation for the Beautification Project along SR 01, post mile 0.060-1.0 in Gualala.

Dear Kristin:

This letter certifies that the COUNTY of MENDOCINO is self-insured and self-funded covering third-party claims arising out of its general operations (i.e.; commercial general liability and automobile liability insurance). Further, the COUNTY is self-insured covering workers' compensation claims and has received the consent of the State Department of Industrial Relations to do so.

Each fiscal year, as a part of its budgetary process, the COUNTY appropriates funds specifically to satisfy valid third-party claims and workers' compensation claims, which may be brought against the COUNTY.

The COUNTY certifies its self-insured, general liability coverage for bodily injury and property damage liability, meets the required coverage amounts in section 10 (Insurance) of the Landscape Maintenance Agreement, specifically general liability insurance, coverage of bodily injury and property damage liability in an amount of $1 million per occurrence and $2 million in aggregate and $5 million in excess.

If you need any additional information regarding this letter, please direct those inquiries through my office.

Sincerely,

Finance Manager/Risk Manager/Authorized Representative's Title

HQ MTCE REVIEW REQUIRED, PENDING LEGAL APPROVAL

HQ MTCE REVIEW REQUIRED; PENDING LEGAL APPROVAL

HQ MTCE REVIEW REQUIRED; PENDING LEGAL APPROVAL

CASE: CDP 2024-0040
OWNER: CALTRANS
APN: Various
APLCT: CALTRANS
AGENT: Katie Everett
ADDRESS: Gualala, Ca

Major Towns & Places
Major Roads
Coastal Zone Boundary
Project Location
Highways

0 2,750 5,500 Feet
0 0.5 1 Miles

1:63,360

N W E S

LOCATION

THIS MAP AND DATA ARE PROVIDED WITHOUT WARRANTY OF ANY KIND.
DO NOT USE THIS MAP TO DETERMINE LEGAL PROPERTY BOUNDARIES

CASE: CDP 2024-0040
OWNER: CALTRANS
APN: Various
APLCT: CALTRANS
AGENT: Katie Everett
ADDRESS: Gualala, Ca

Major Towns & Places
Highway Post Mile Markers
County Mile Posts
Highways (2017)
Public Roads
Private Roads
Driveways/Unnamed Roads
Project Location

0 450 900 Feet
0 0.075 0.15 Miles

1:10,000

AERIAL IMAGERY

THIS MAP AND DATA ARE PROVIDED WITHOUT WARRANTY OF ANY KIND.
DO NOT USE THIS MAP TO DETERMINE LEGAL PROPERTY BOUNDARIES

CASE: CDP 2024-0040
OWNER: CALTRANS
APN: Various
APLCT: CALTRANS
AGENT: Katie Everett
ADDRESS: Gualala, Ca

Major Towns & Places
Highway Post Mile Markers
Highways (2017)
Public Roads
Private Roads
Driveways/Unnamed Roads
Project Location

0 135 270 Feet
0 0.0225 0.045 Miles

N W E S

1:3,000

AERIAL IMAGERY

THIS MAP AND DATA ARE PROVIDED WITHOUT WARRANTY OF ANY KIND.
DO NOT USE THIS MAP TO DETERMINE LEGAL PROPERTY BOUNDARIES

CASE: CDP 2024-0040
OWNER: CALTRANS
APN: Various
APLCT: CALTRANS
AGENT: Katie Everett
ADDRESS: Gualala, Ca

Major Towns & Places
Assessors Parcels
Project Location

0 180 360 Feet
0 0.03 0.06 Miles

N
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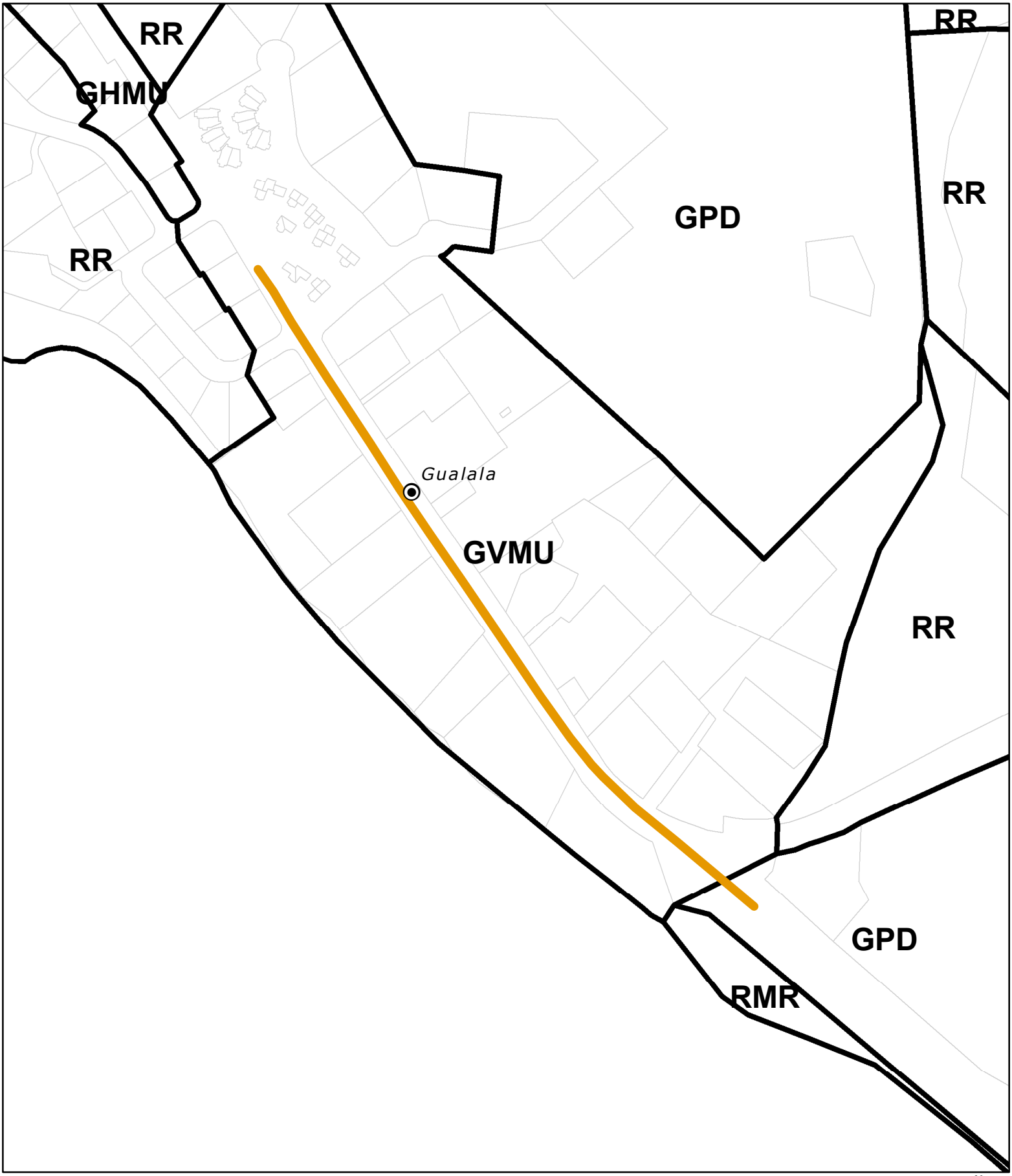
1:4,000

TOPOGRAPHIC MAP
CONTOUR INTERVAL IS 40 FEET

THIS MAP AND DATA ARE PROVIDED WITHOUT WARRANTY OF ANY KIND.
DO NOT USE THIS MAP TO DETERMINE LEGAL PROPERTY BOUNDARIES



CASE: CDP 2024-0040
OWNER: CALTRANS
APN: Various
APLCT: CALTRANS
AGENT: Katie Everett
ADDRESS: Gualala, Ca

Major Towns & Places
Project Location
Zoning Districts
Assessors Parcels

0 180 360 Feet
0 0.03 0.06 Miles
1:4,000

N
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ZONING

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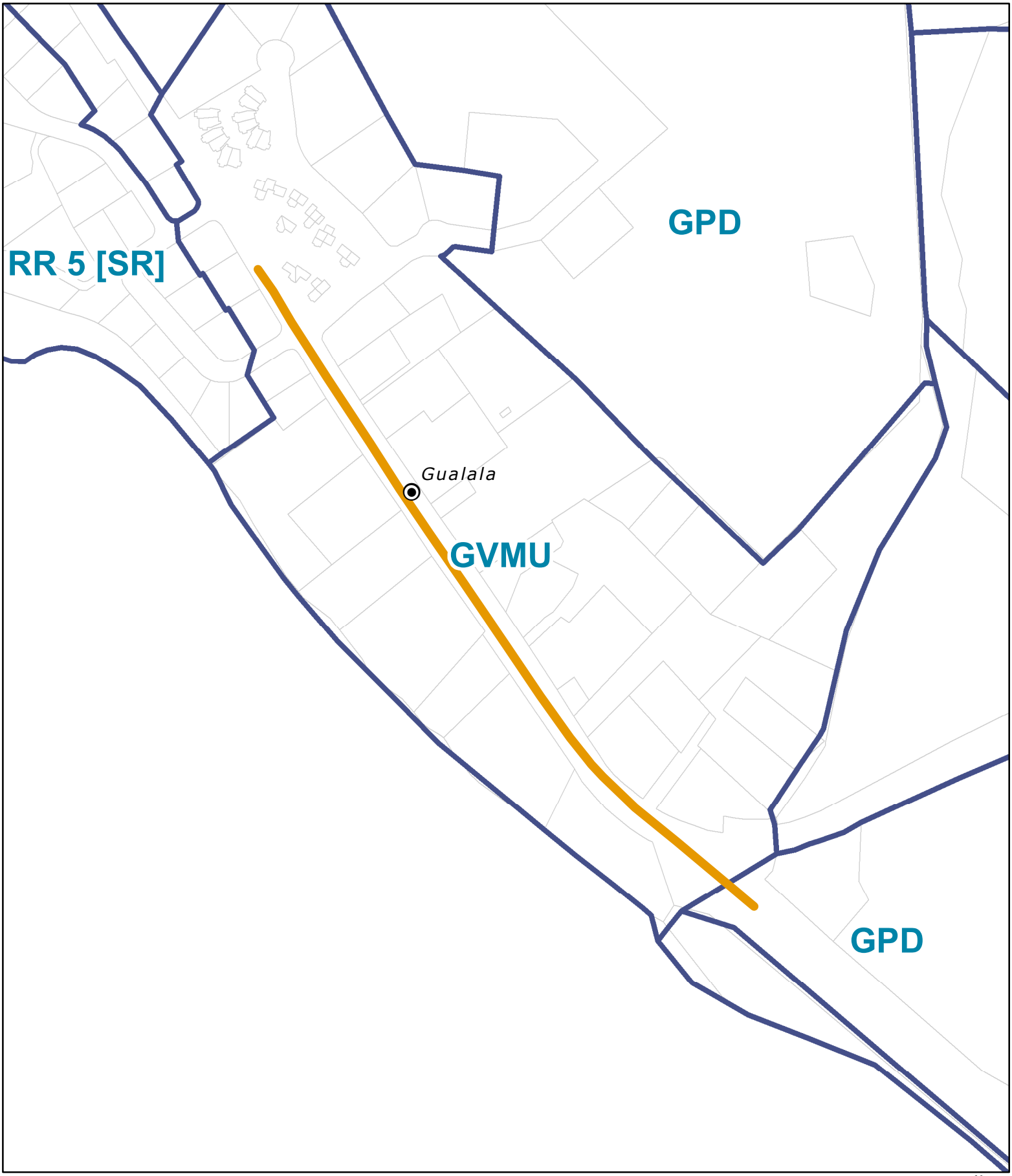

CASE: CDP 2024-0040
OWNER: CALTRANS
APN: Various
APLCT: CALTRANS
AGENT: Katie Everett
ADDRESS: Gualala, Ca

Major Towns & Places
Assessors Parcels
Project Location

0 180 360 Feet
0 0.03 0.06 Miles
1:4,000

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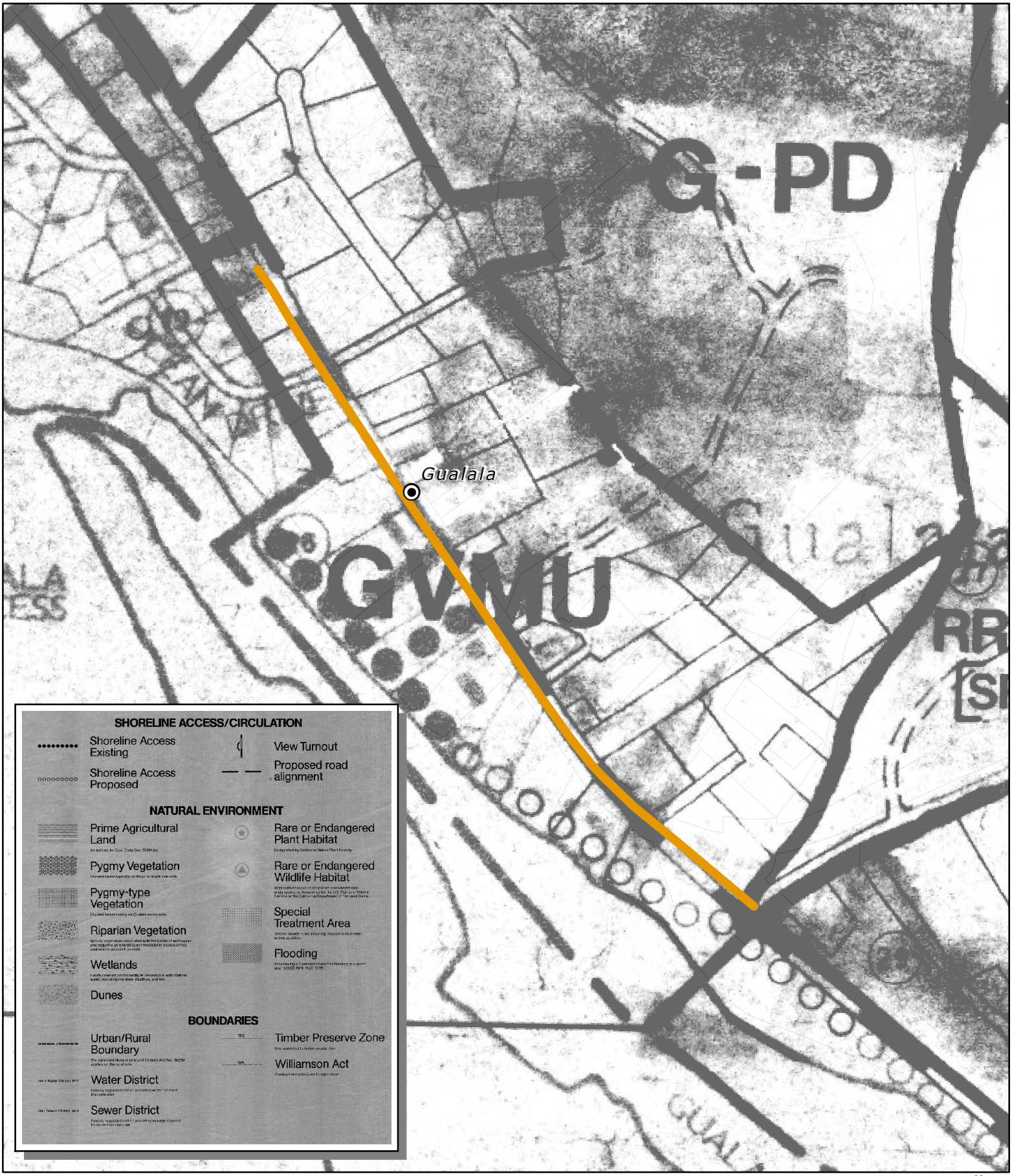
GENERAL PLAN

THIS MAP AND DATA ARE PROVIDED WITHOUT WARRANTY OF ANY KIND.
DO NOT USE THIS MAP TO DETERMINE LEGAL PROPERTY BOUNDARIES



CASE: CDP 2024-0040
OWNER: CALTRANS
APN: Various
APLCT: CALTRANS
AGENT: Katie Everett
ADDRESS: Gualala, Ca

Major Towns & Places

Assessors Parcels

Project Location

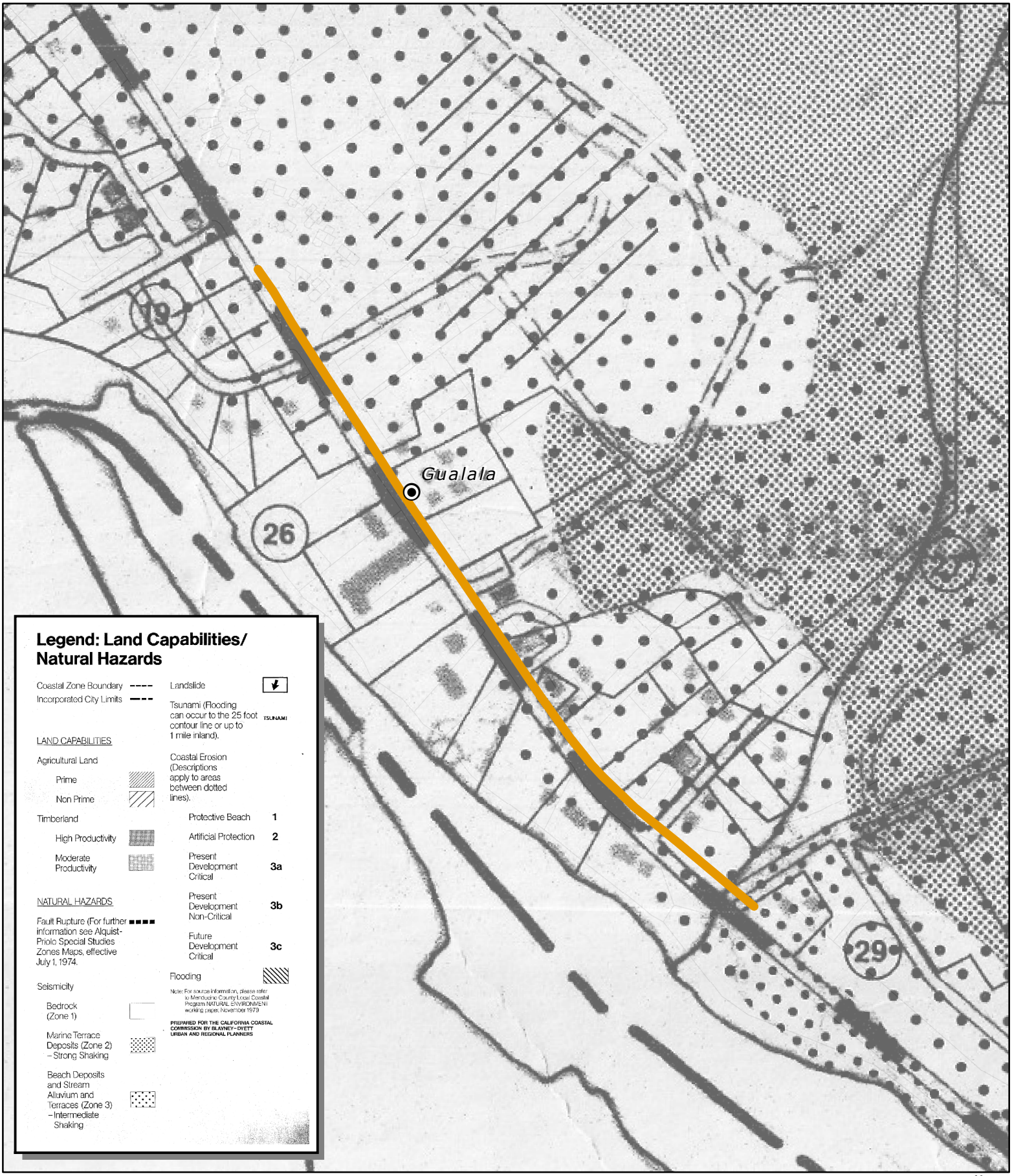
0 180 360 Feet
0 0.03 0.06 Miles

N W E S

1:4,000

LCP LAND USE MAP 31: GUALALA

THIS MAP AND DATA ARE PROVIDED WITHOUT WARRANTY OF ANY KIND.
DO NOT USE THIS MAP TO DETERMINE LEGAL PROPERTY BOUNDARIES



Legend: Land Capabilities/ Natural Hazards

Coastal Zone Boundary ----
Incorporated City Limits ---

LAND CAPABILITIES

Agricultural Land
- Prime
- Non Prime

Timberland
- High Productivity
- Moderate Productivity

NATURAL HAZARDS

Fault Rupture (For further information see Alquist-Priolo Special Studies Zones Maps, effective July 1, 1974.

Seismicity
- Bedrock (Zone 1)
- Marine Terrace Deposits (Zone 2) – Strong Shaking
- Beach Deposits and Stream Alluvium and Terraces (Zone 3) – Intermediate Shaking

Landslide

Tsunami (Flooding can occur to the 25 foot contour line or up to 1 mile inland). TSUNAMI

Coastal Erosion (Descriptions apply to areas between dotted lines).

Protective Beach	1
Artificial Protection	2
Present Development Critical	3a
Present Development Non-Critical	3b
Future Development Critical	3c

Flooding

Note: For source information, please refer to Mendocino County Local Coastal Program NATURAL ENVIRONMENT working paper, November 1979.

PREPARED FOR THE CALIFORNIA COASTAL COMMISSION BY BLAYNEY-DYETT URBAN AND REGIONAL PLANNERS

CASE: CDP 2024-0040
OWNER: CALTRANS
APN: Various
APLCT: CALTRANS
AGENT: Katie Everett
ADDRESS: Gualala, Ca

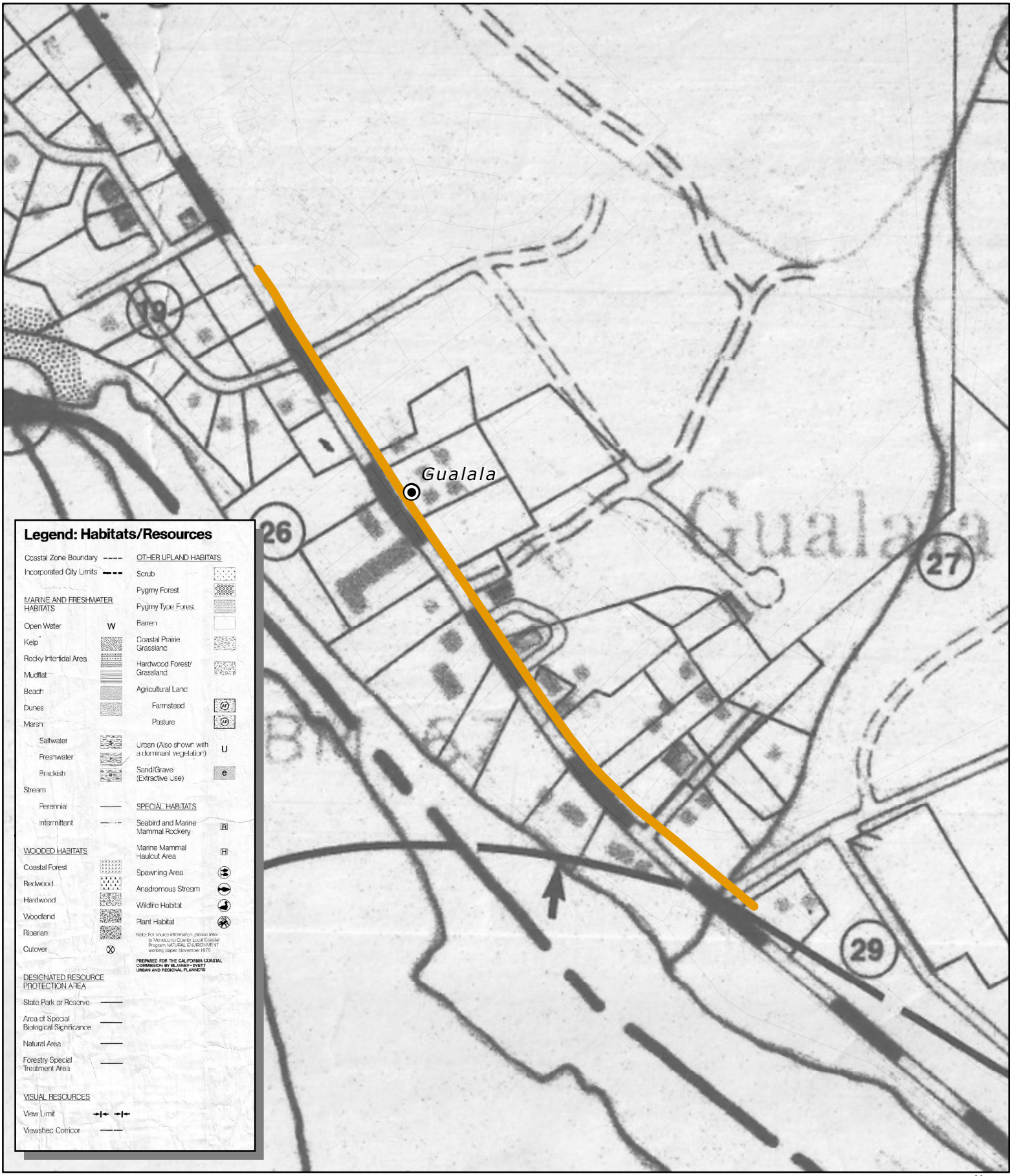
Major Towns & Places
Assessors Parcels
Project Location

0 180 360 Feet
0 0.03 0.06 Miles
1:4,000

N W E S

LCP LAND CAPABILITIES & NATURAL HAZARDS

THIS MAP AND DATA ARE PROVIDED WITHOUT WARRANTY OF ANY KIND.
DO NOT USE THIS MAP TO DETERMINE LEGAL PROPERTY BOUNDARIES



CASE: CDP 2024-0040
OWNER: CALTRANS
APN: Various
APLCT: CALTRANS
AGENT: Katie Everett
ADDRESS: Gualala, Ca

Major Towns & Places
Assessors Parcels
Project Location

0 180 360 Feet
0 0.03 0.06 Miles
1:4,000

N W E S

LCP HABITATS & RESOURCES

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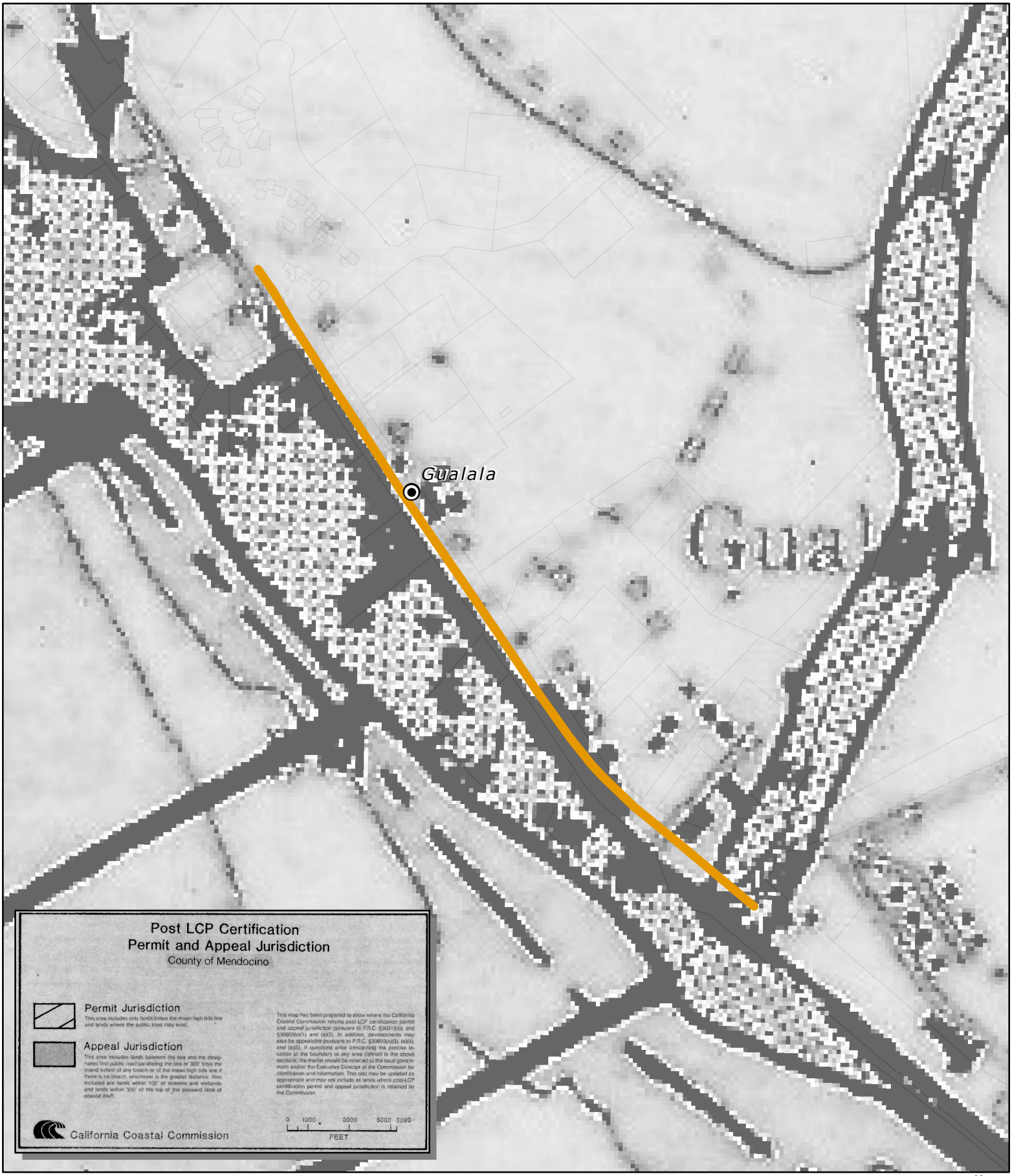

CASE: CDP 2024-0040
OWNER: CALTRANS
APN: Various
APLCT: CALTRANS
AGENT: Katie Everett
ADDRESS: Gualala, Ca

Major Towns & Places
Assessors Parcels
Project Location

0 180 360 Feet
0 0.03 0.06 Miles
1:4,000

N W E S

LCP CERTIFICATION & APPEAL JURISDICTION

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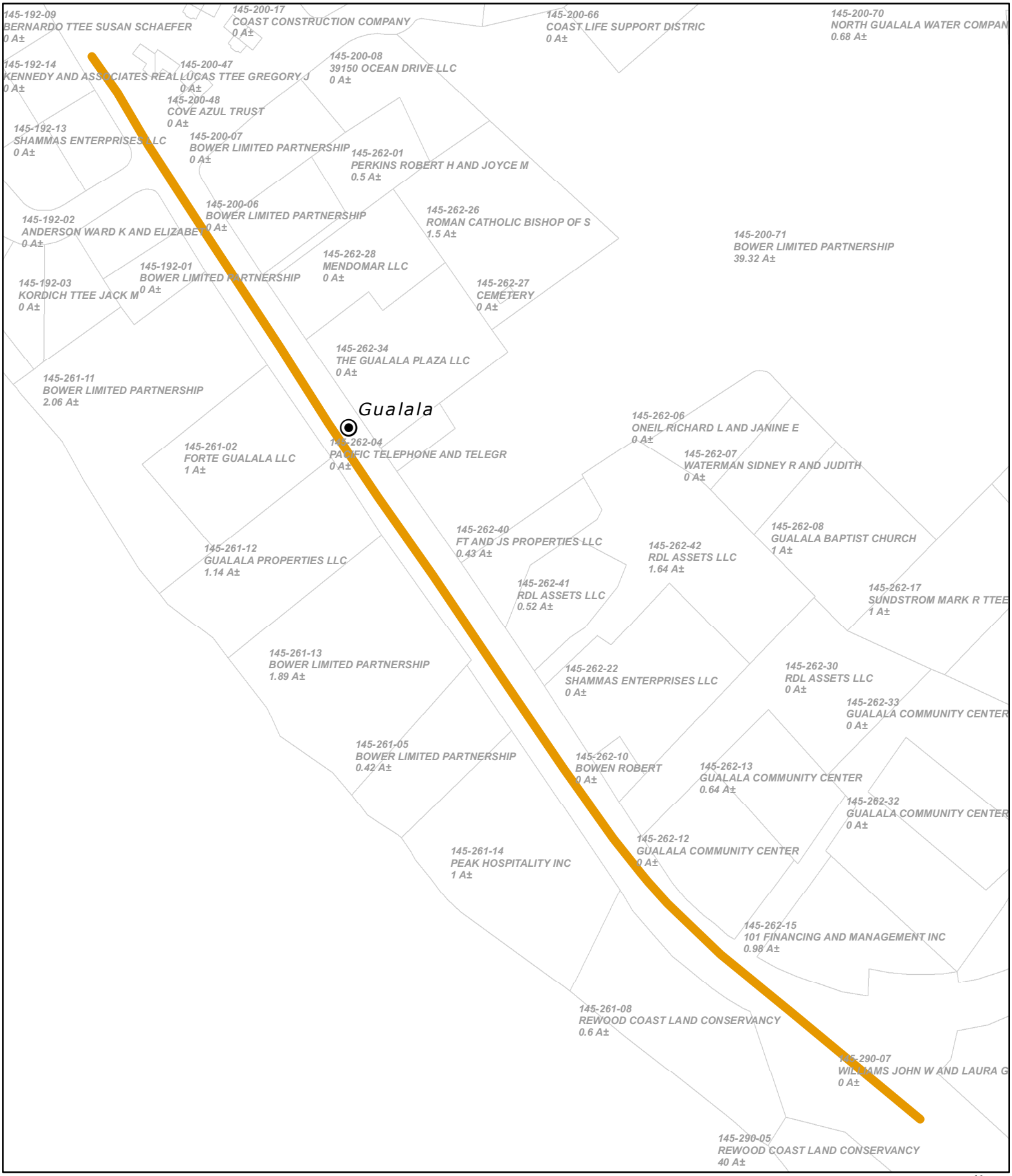
DO NOT USE THIS MAP TO DETERMINE LEGAL PROPERTY BOUNDARIES



CASE: CDP 2024-0040
OWNER: CALTRANS
APN: Various
APLCT: CALTRANS
AGENT: Katie Everett
ADDRESS: Gualala, Ca

Major Towns & Places
Assessors Parcels
Project Location

0 105 210 Feet
0 0.0175 0.035 Miles
N W E S
1:2,398.83

ADJACENT PARCELS

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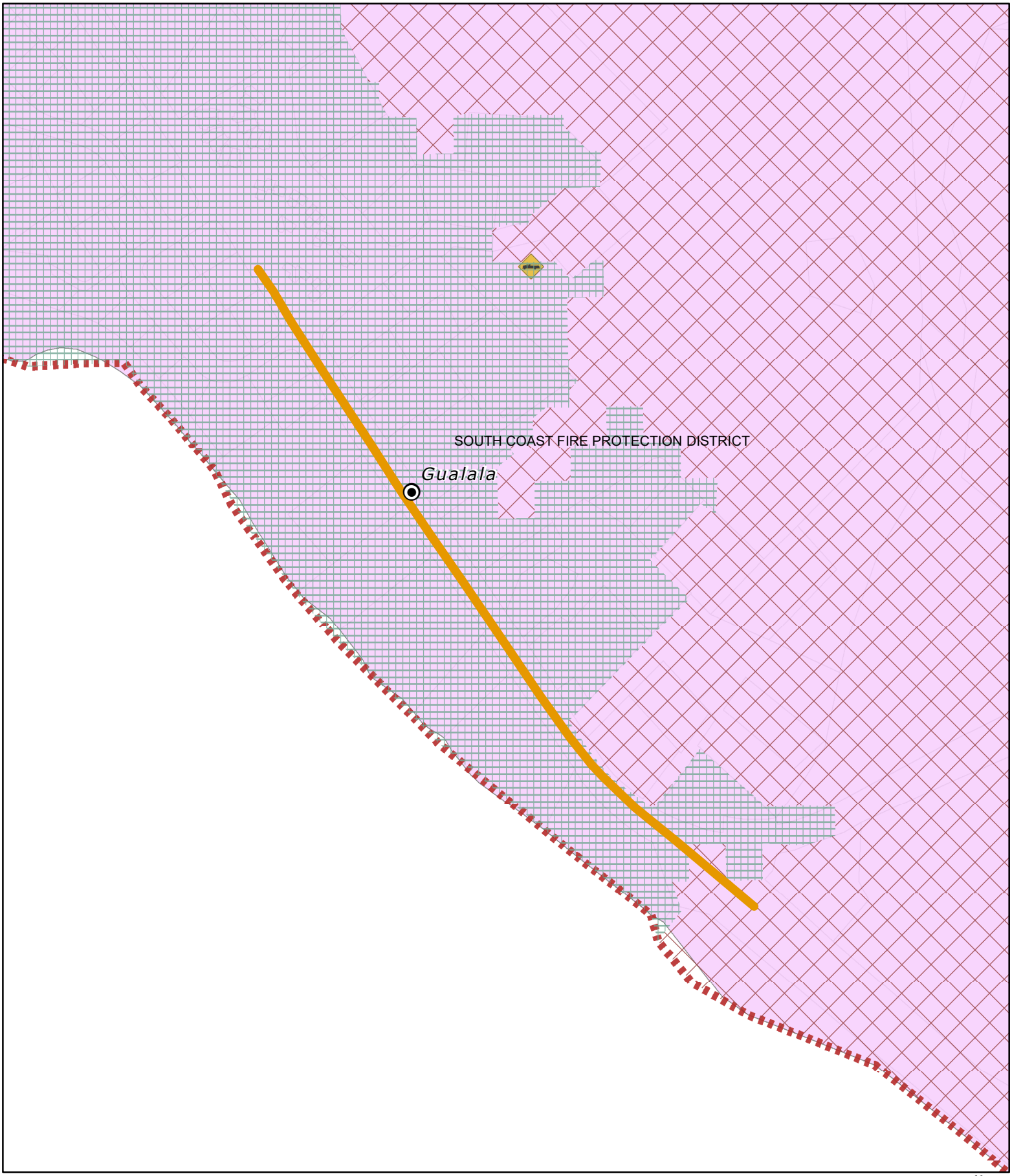

CASE: CDP 2024-0040
OWNER: CALTRANS
APN: Various
APLCT: CALTRANS
AGENT: Katie Everett
ADDRESS: Gualala, Ca

Major Towns & Places
High Fire Hazard
Moderate Fire Hazard
Fire Stations
County Fire Districts
Assessors Parcels
Project Location

0 180 360 Feet
0 0.03 0.06 Miles

N
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1:4,000

FIRE HAZARD ZONES & RESPONSIBILITY AREAS
STATE RESPONSIBILITY AREA

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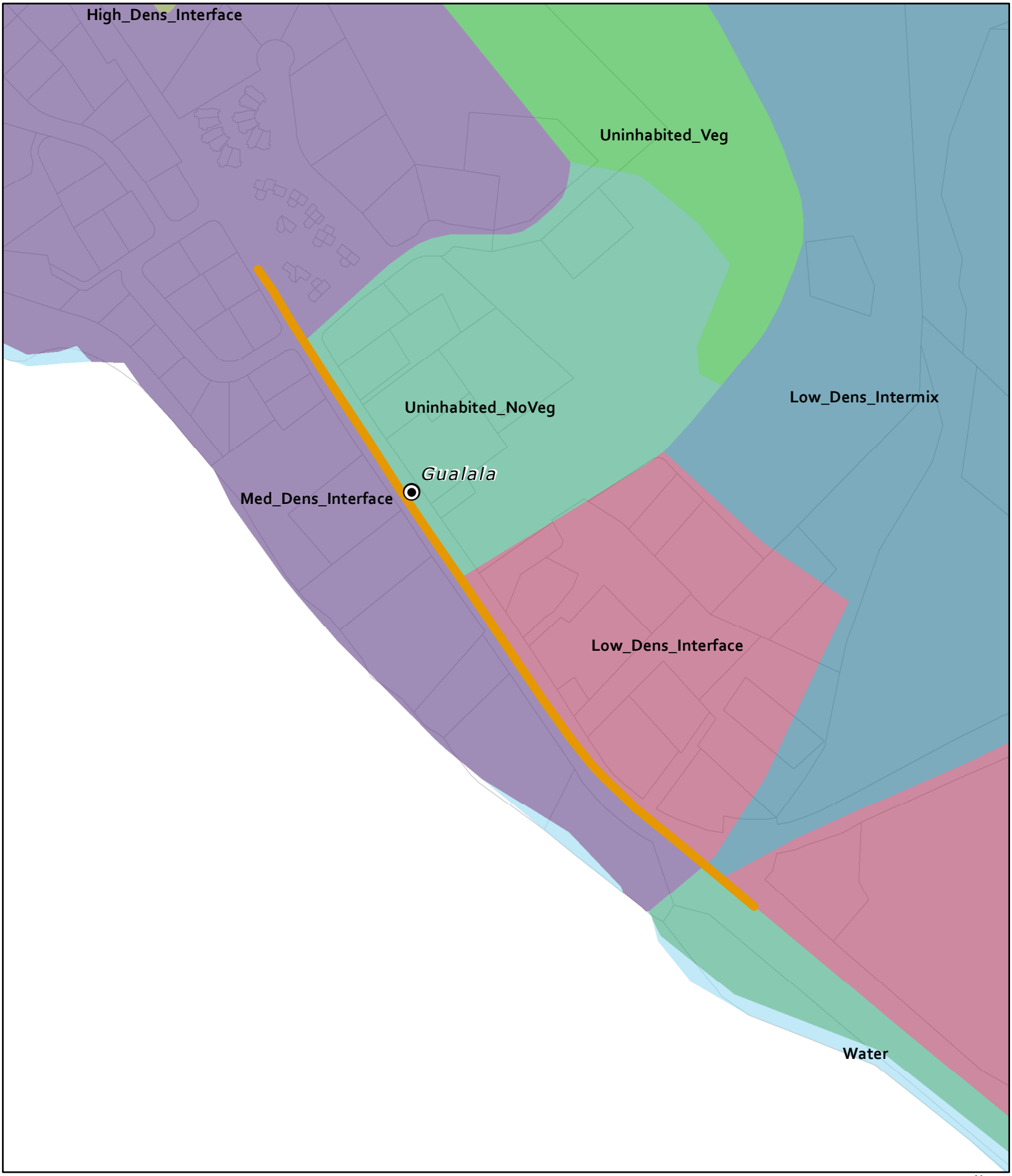
DO NOT USE THIS MAP TO DETERMINE LEGAL PROPERTY BOUNDARIES



CASE: CDP 2024-0040
OWNER: CALTRANS
APN: Various
APLCT: CALTRANS
AGENT: Katie Everett
ADDRESS: Gualala, Ca

Major Towns & Places
Assessors Parcels
Project Location

0 180 360 Feet
0 0.03 0.06 Miles
1:4,000

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WILDLAND-URBAN INTERFACE

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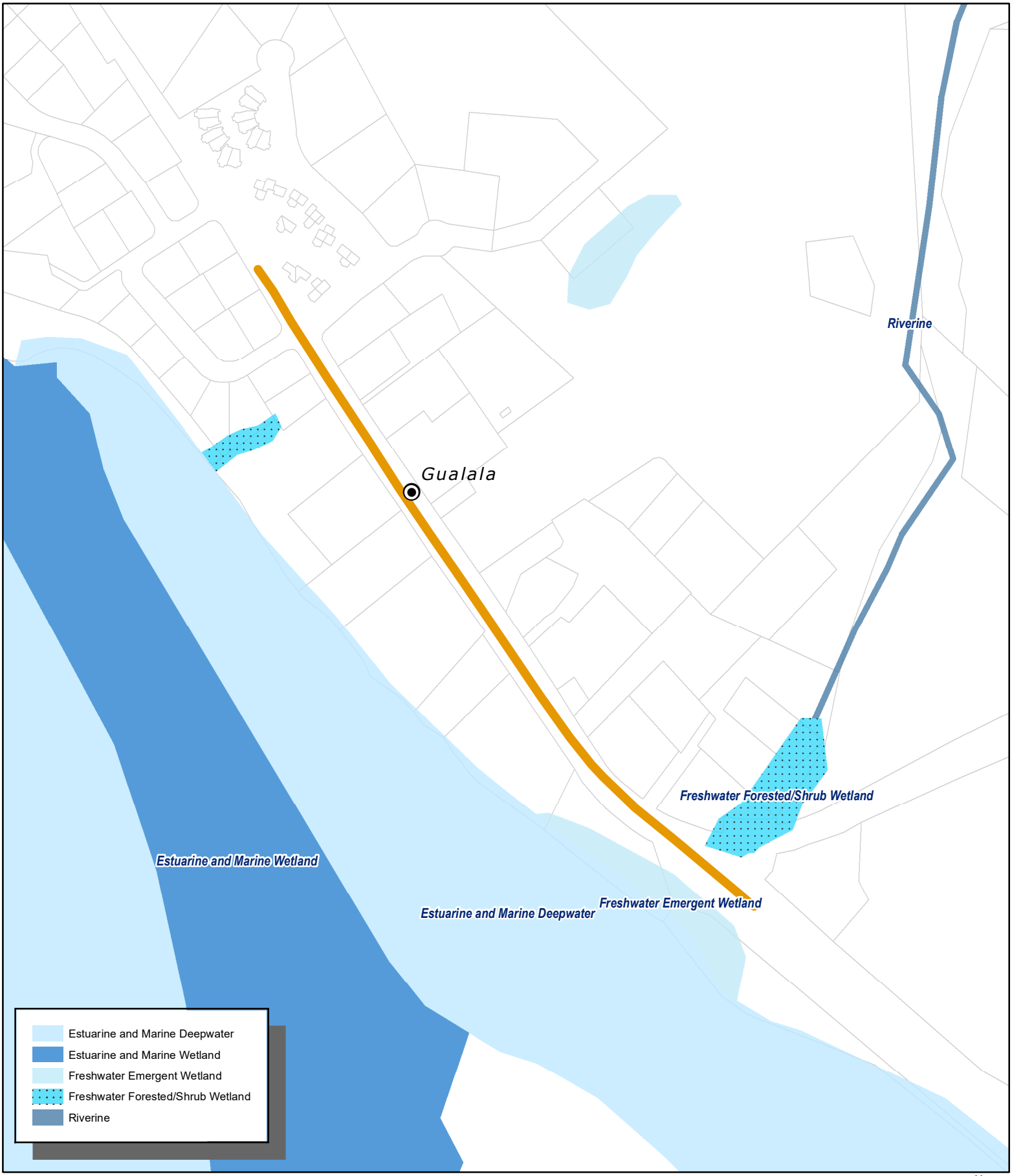


CASE: CDP 2024-0040
OWNER: CALTRANS
APN: Various
APLCT: CALTRANS
AGENT: Katie Everett
ADDRESS: Gualala, Ca

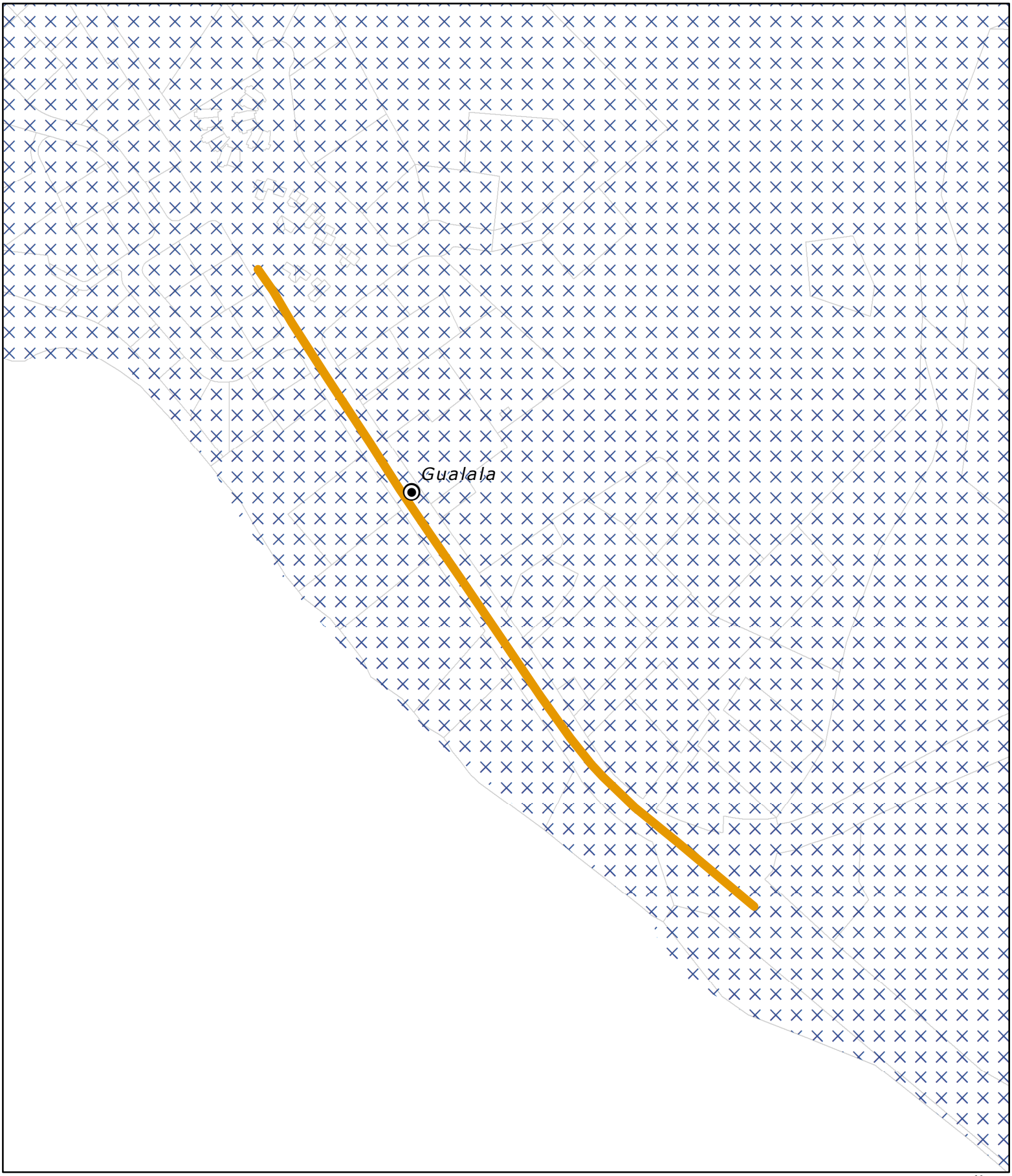
Major Towns & Places
Assessors Parcels
Project Location

0 180 360 Feet
0 0.03 0.06 Miles
1:4,000

N W E S

WETLANDS

THIS MAP AND DATA ARE PROVIDED WITHOUT WARRANTY OF ANY KIND.
DO NOT USE THIS MAP TO DETERMINE LEGAL PROPERTY BOUNDARIES



CASE: CDP 2024-0040
OWNER: CALTRANS
APN: Various
APLCT: CALTRANS
AGENT: Katie Everett
ADDRESS: Gualala, Ca

Major Towns & Places
Project Location
Critical Water Resources
Assessors Parcels

0 180 360 Feet
0 0.03 0.06 Miles
1:4,000

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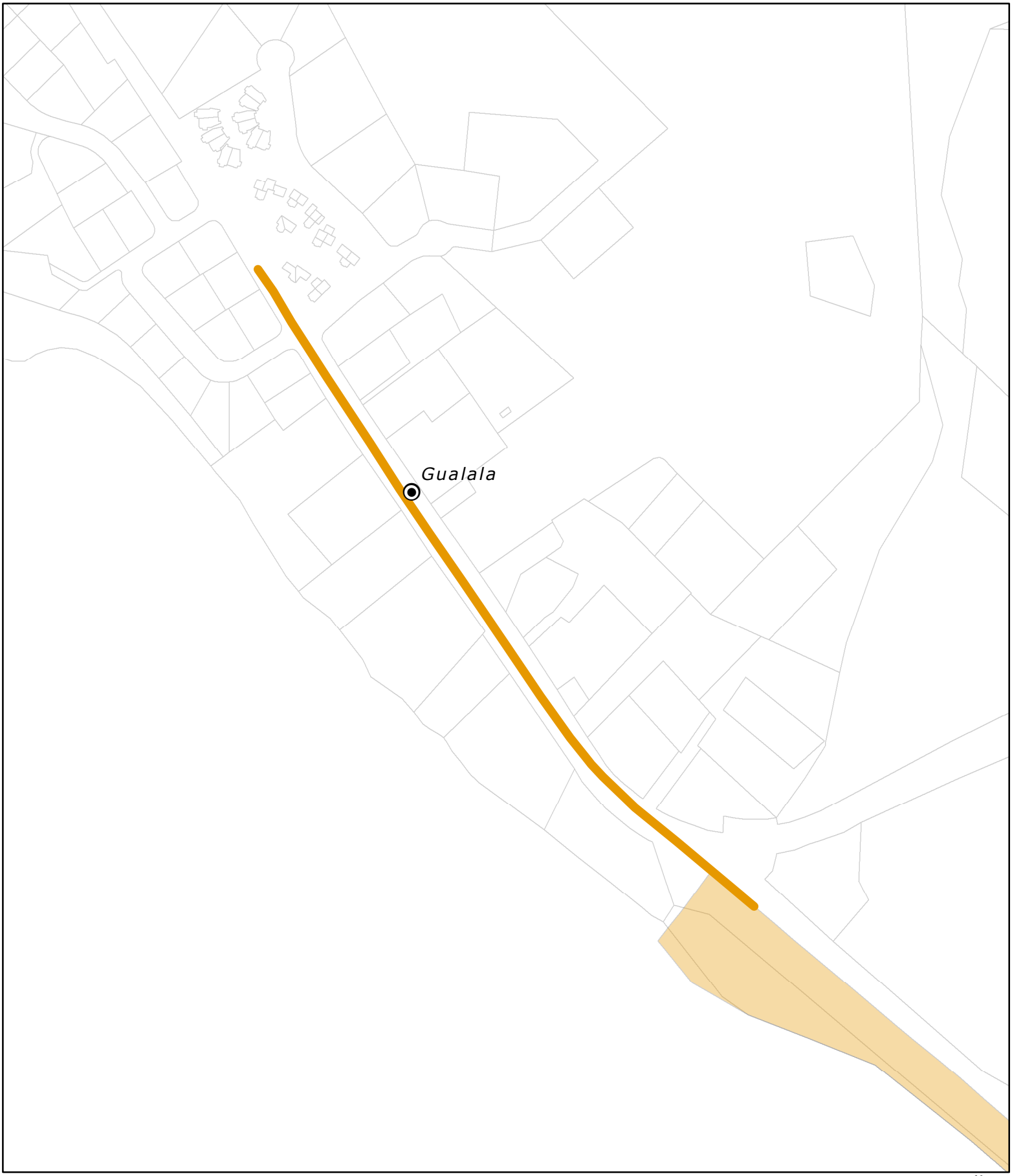
COASTAL GROUND WATER RESOURCES

THIS MAP AND DATA ARE PROVIDED WITHOUT WARRANTY OF ANY KIND.
DO NOT USE THIS MAP TO DETERMINE LEGAL PROPERTY BOUNDARIES



CASE: CDP 2024-0040
OWNER: CALTRANS
APN: Various
APLCT: CALTRANS
AGENT: Katie Everett
ADDRESS: Gualala, Ca

Major Towns & Places
Assessors Parcels
Project Location

0 180 360 Feet
0 0.03 0.06 Miles
1:4,000

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HIGHLY SCENIC AREAS

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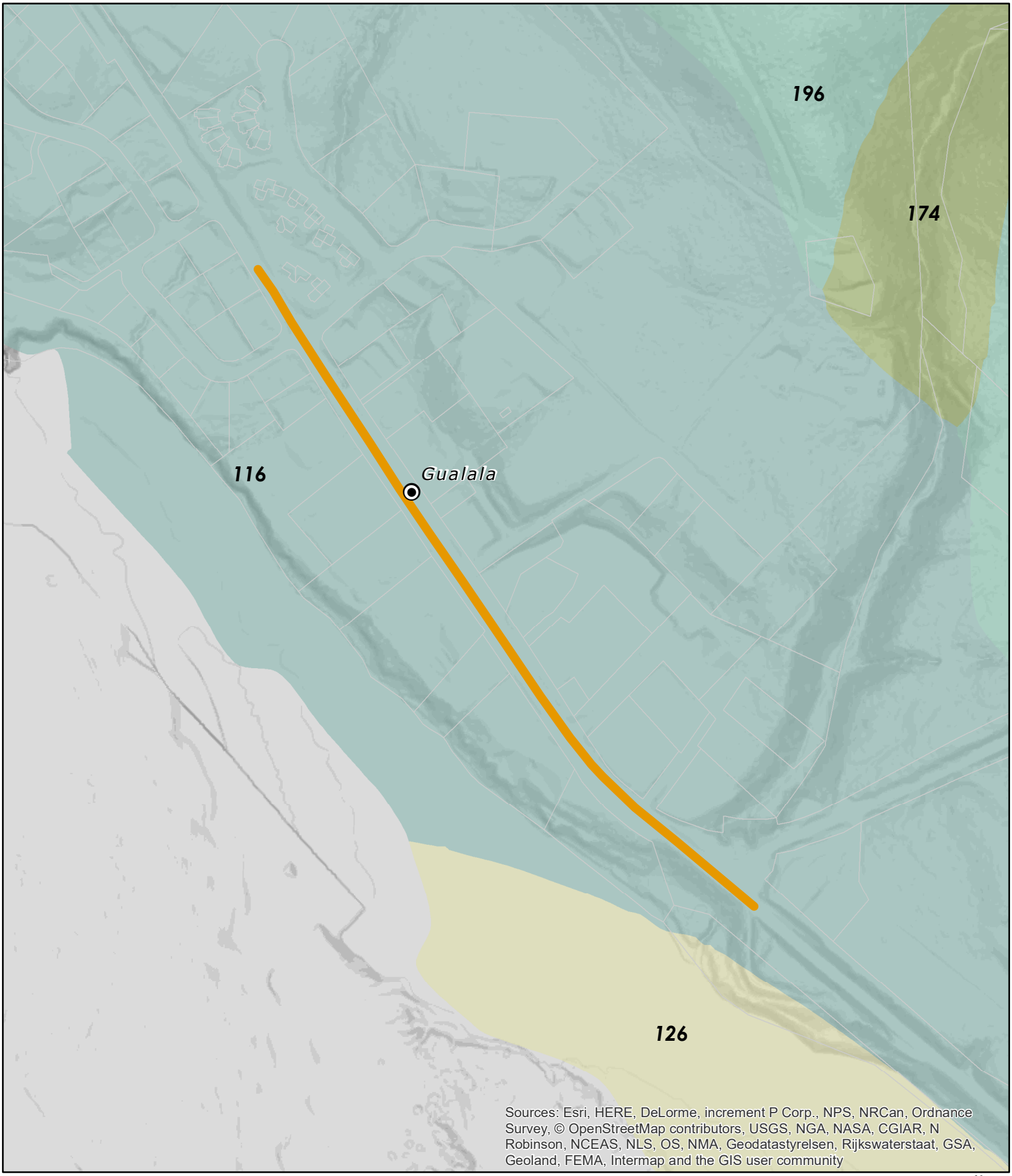
DO NOT USE THIS MAP TO DETERMINE LEGAL PROPERTY BOUNDARIES



CASE: CDP 2024-0040
OWNER: CALTRANS
APN: Various
APLCT: CALTRANS
AGENT: Katie Everett
ADDRESS: Gualala, Ca

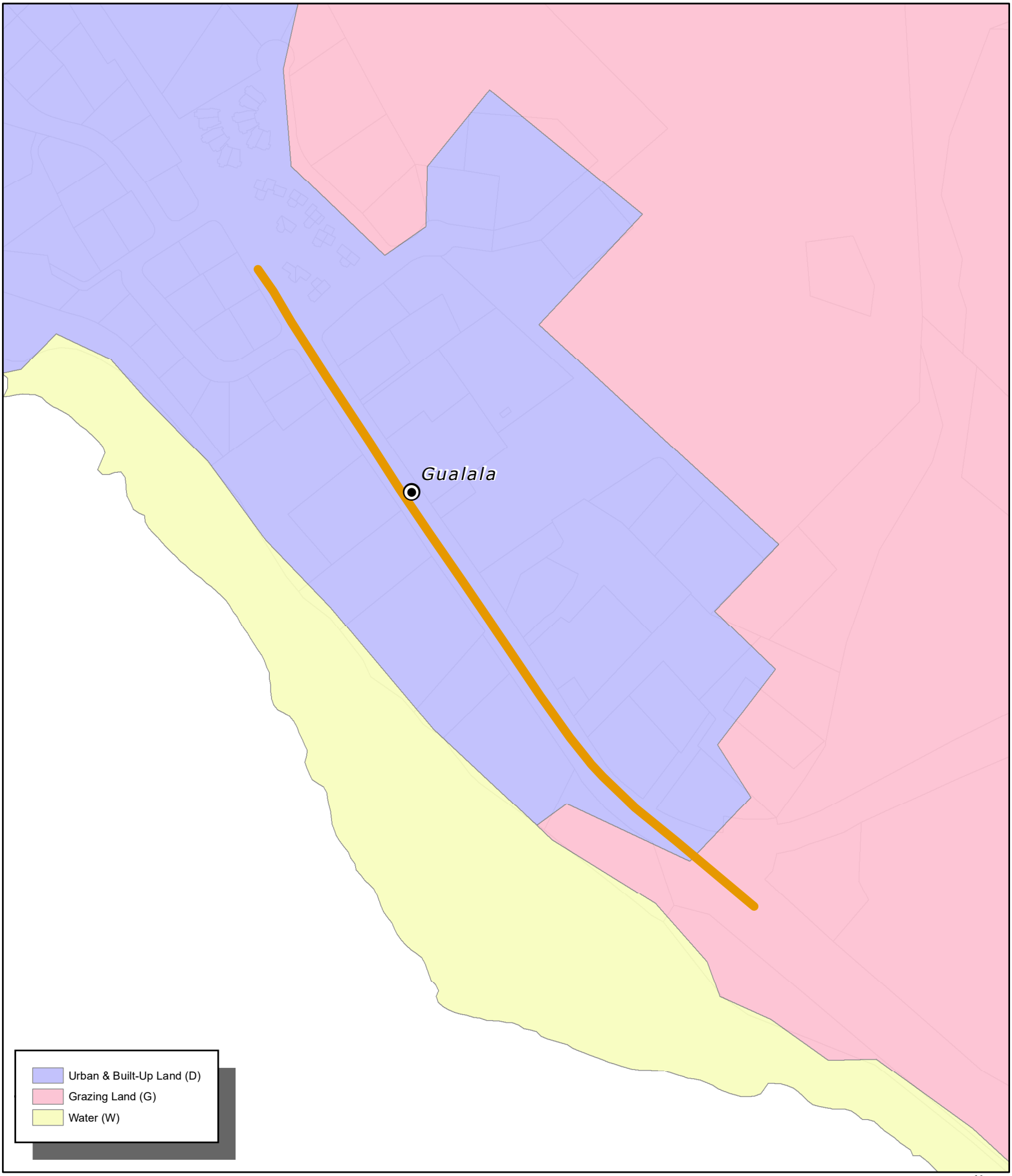
Major Towns & Places
Assessors Parcels
Project Location

0 180 360 Feet
0 0.03 0.06 Miles
1:4,000

N W E S

WESTERN SOIL CLASSIFICATIONS

THIS MAP AND DATA ARE PROVIDED WITHOUT WARRANTY OF ANY KIND.
DO NOT USE THIS MAP TO DETERMINE LEGAL PROPERTY BOUNDARIES



CASE: CDP 2024-0040
OWNER: CALTRANS
APN: Various
APLCT: CALTRANS
AGENT: Katie Everett
ADDRESS: Gualala, Ca

Major Towns & Places
Assessors Parcels
Project Location

0 180 360 Feet
0 0.03 0.06 Miles
1:4,000

N W E S

IMPORTANT FARMLANDS

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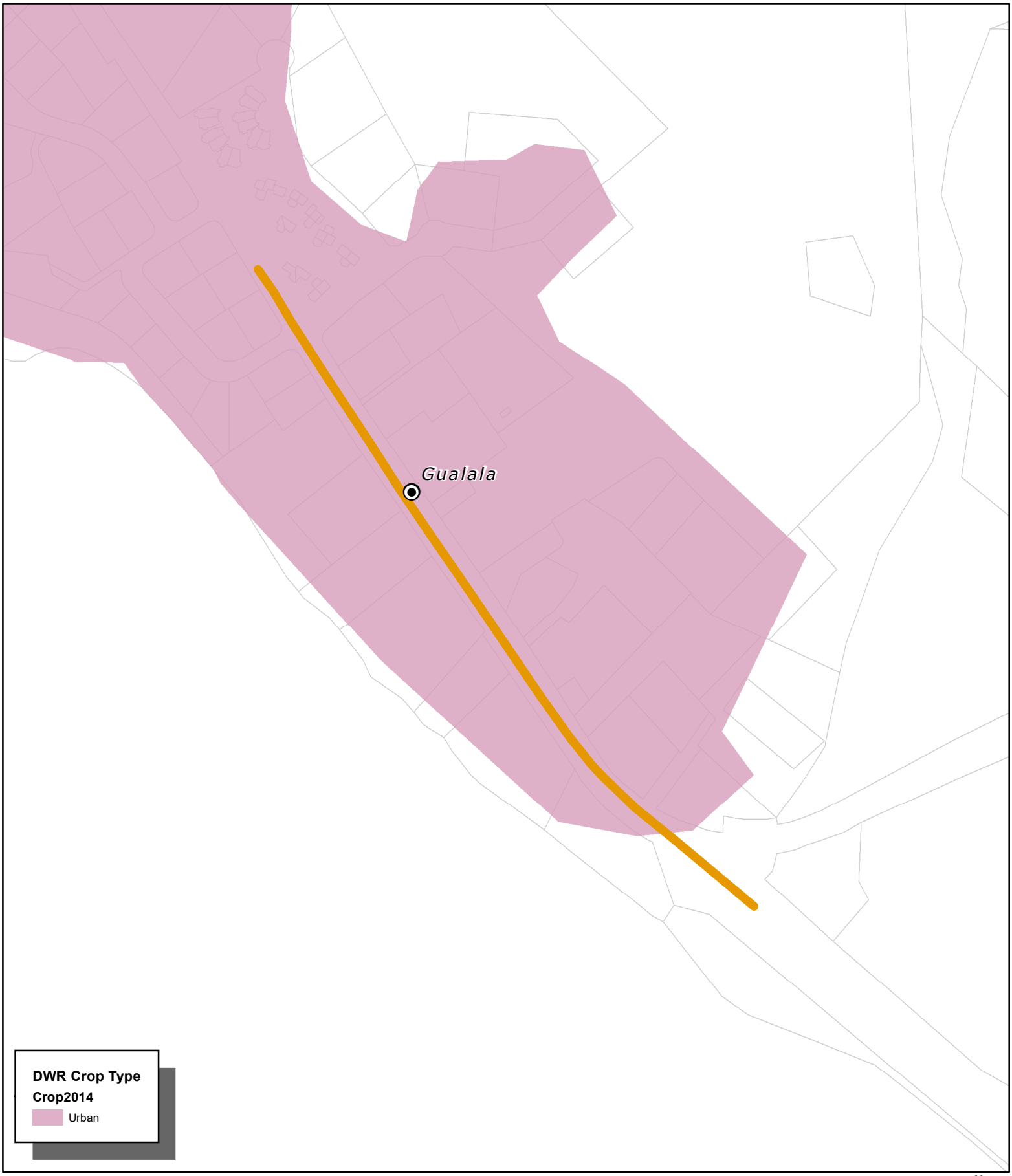

CASE: CDP 2024-0040
OWNER: CALTRANS
APN: Various
APLCT: CALTRANS
AGENT: Katie Everett
ADDRESS: Gualala, Ca

Major Towns & Places
Assessors Parcels
Project Location

0 180 360 Feet
0 0.03 0.06 Miles
1:4,000

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CROP TYPES

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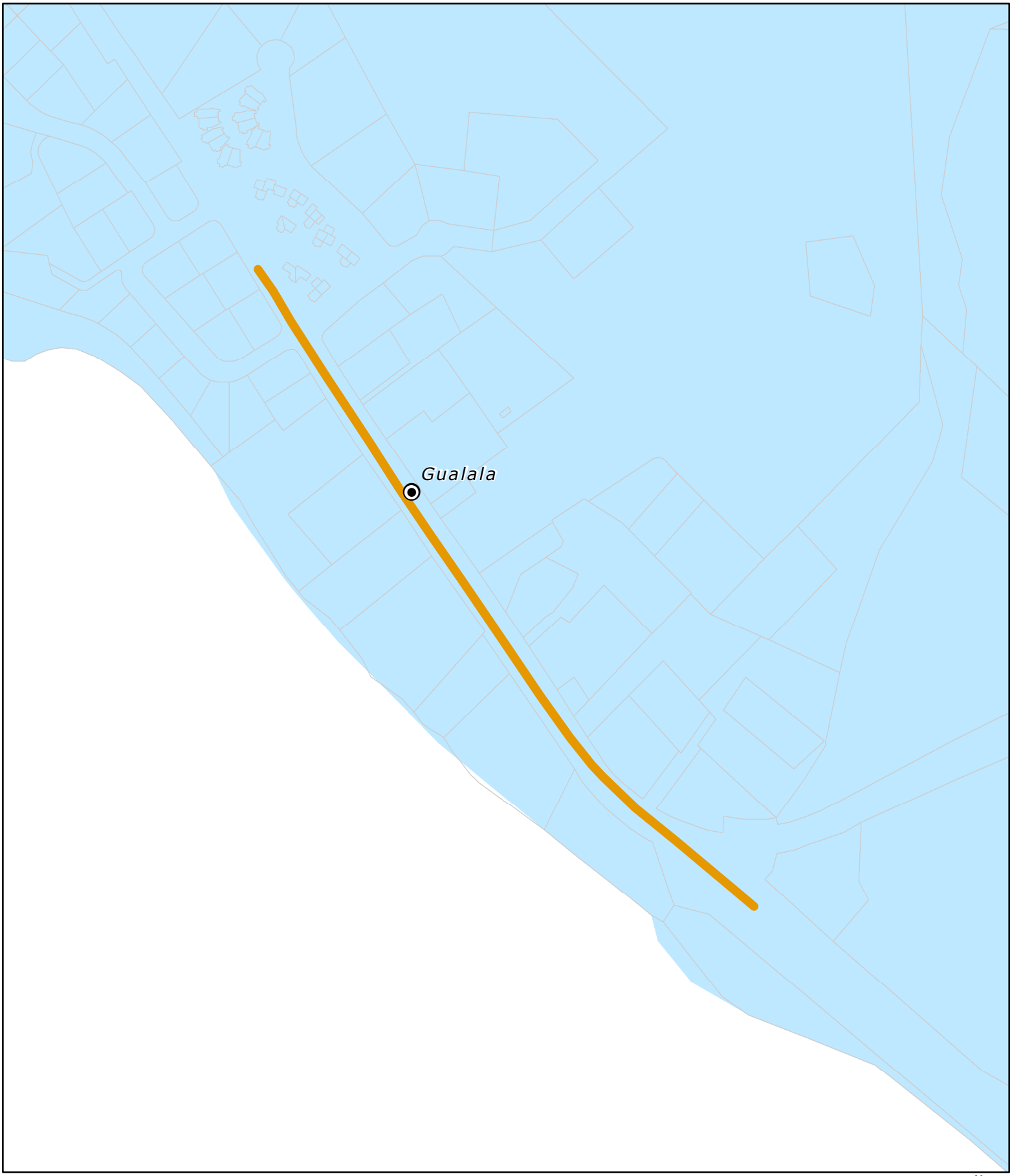
DO NOT USE THIS MAP TO DETERMINE LEGAL PROPERTY BOUNDARIES



CASE: CDP 2024-0040
OWNER: CALTRANS
APN: Various
APLCT: CALTRANS
AGENT: Katie Everett
ADDRESS: Gualala, Ca

Major Towns & Places
Project Location
Assessors Parcels
County Water Districts

0 180 360 Feet
0 0.03 0.06 Miles
1:4,000

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WATER DISTRICT

THIS MAP AND DATA ARE PROVIDED WITHOUT WARRANTY OF ANY KIND.
DO NOT USE THIS MAP TO DETERMINE LEGAL PROPERTY BOUNDARIES

CASE: CDP 2024-0040
OWNER: CALTRANS
APN: Various
APLCT: CALTRANS
AGENT: Katie Everett
ADDRESS: Gualala, Ca

Major Towns & Places
Project Location
Assessors Parcels
Gualala MAC

0 180 360 Feet
0 0.03 0.06 Miles
1:4,000

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GUALALA MUNICIPAL ADVISORY COUNCIL

THIS MAP AND DATA ARE PROVIDED WITHOUT WARRANTY OF ANY KIND.
DO NOT USE THIS MAP TO DETERMINE LEGAL PROPERTY BOUNDARIES