

CHAPTER 3 - POLICIES

3.1 DEVELOPMENT LOCATION

- G3.1-1 The urban-rural boundary for the town of Gualala shall be coincident with the boundary lines delineated on Land Use Map 31.
- G3.1-2 New development in the Gualala area shall be concentrated within the urban side of the urban-rural boundaries, where it can be served by community water and sewer systems and will minimize additional traffic impacts on Highway 1.
- G3.1-3 New development shall be located in areas where it will not conflict with the goal of preserving and protecting land used for timber and crop production outside of the Residential Reserve area, and environmental resources, including wetlands, steep gulches, stream corridors and coastal views.
- G3.1-4 New development shall be located in areas where it will not adversely affect the character of existing residential neighborhoods.

3.2 RESIDENTIAL DEVELOPMENT

- G3.2-1 Residential uses are encouraged and shall be a principal use in the Gualala Village Mixed Use, Gualala Highway Mixed Use, and Gualala Planned Development districts to reduce the need for automobile travel by providing a population base in town and to provide opportunities for higher density housing types.
- G3.2-2 An inclusionary zoning ordinance should be adopted by the Board of Supervisors which requires development of affordable housing units, or in-lieu contributions for development of affordable housing units, for major residential development projects and major subdivisions in the Town Plan area. These affordable housing units shall be developed within the Gualala Town Plan area.
- G3.2-3 Notwithstanding other provisions of the Local Coastal Program that limit the number of residences to one per parcel, Second Residential Units shall be permitted on all legal parcels within the Gualala Town Plan area, with the exception of parcels located west of Highway 1, in accordance with standards established in the Coastal Zoning Code (Division II). Second Residential Units shall not be allowed on parcels located west of Highway 1 to protect against the possible conversion of such units to vacation home rentals which may adversely affect the character of existing residential neighborhoods.
- G3.2-4 A 480± acre area immediately east of the Gualala commercial district is designated "Residential Reserve" and is identified as a suitable area for future residential expansion if and when the need for additional residential units, and the ability to

- provide services to support them, are demonstrated (Figure 3.2). The land is currently classified RMR, FL and RR. Land Use Plan amendments and rezoning would be necessary to enable development at higher densities. Guidelines for the Residential Reserve are included in Appendix A.
- G3.2-5 The Gualala Town Plan emphasizes the pedestrian aspect of the community. A future school site should be constructed in a location that will permit a maximum number of students to walk to school. The School District should install appropriate pedestrian facilities adjacent to the school. The County and the School District shall cooperate in the development of a pathway network to enable children to safely walk to and from school. The County and the School District should develop an arrangement permitting use of the school grounds by the public during non-school hours.
- G3.2-6 Should the residential growth rate for the Gualala Town Plan planning area exceed 20 percent of the total growth anticipated by the plan in any 5-year increment of the plan's existence, a review/update of the plan should be initiated.

3.3 MIXED USE AND PLANNED DEVELOPMENT

Gualala Village Mixed Use District

- G3.3-1 New development in the Gualala Village Mixed Use district shall be designed to create a compact, integrated and walkable shopping district. To achieve this, development of commercial uses with pedestrian amenities shall be encouraged on infill sites within the Gualala Village Mixed Use district (Figure 3.2).
- G3.3-2 New development within the Gualala Village Mixed Use district shall be sited and designed to protect and enhance coastal views.
- G3.3-3 The siting and design of new development on the west side of Highway 1 in the Gualala Village Mixed Use district shall not preclude completion of the Gualala Bluff Trail along the entire bluff as generally shown on the Local Coastal Program Coastal Access Figure in Chapter 2 of the Gualala Town Plan.

Gualala Highway Mixed Use District

- G3.3-4 Restrictions on commercial development on parcels in the Gualala Highway Mixed Use district (Figure 3.2) are intended to limit traffic generation and to ensure that new development is designed and landscaped to minimize the aesthetic impacts of strip development.

Figures 31. and 3.2 (Pages 287
to 290) prepared as seperate
documents

Gualala Planned Development District

- G3.3-5 Comprehensive planning shall be required on properties with a Gualala Planned Development designation. A two-stage planning process requiring a general development plan and a Precise Development Plan shall be established to provide general and specific criteria regulating future development within the Gualala Planned Development districts (Figure 3.2). The Planned Development process allows for community review and participation, while streamlining the County's permit-processing requirements.
- G3.3-6 The area along Church Street, east of Highway 1, is designated Gualala Planned Development and shall be reserved for expansion of commercial and residential uses in Gualala. This area provides an opportunity for development of a concentration of commercial and residential uses and an alternate street network which should decrease Highway 1 congestion and encourage more pedestrian activity in town.
- G3.3-7 The Lower Mill site, located east of Highway 1 and south of Old State Highway, is designated Gualala Planned Development, and shall be reserved for a mixture of residential and commercial uses, including the development of a concentration of visitor-serving facilities. The relatively flat topography of the Lower Mill site establishes it as one of the few sites in town which would permit development of relatively high density residential uses.

3.4 DESIGN GUIDELINES FOR MIXED USE AND PLANNED DEVELOPMENT DISTRICTS

The purpose of these Design Guidelines is to assist property owners, developers and designers in creating projects within the Gualala Village Mixed Use, Gualala Highway Mixed Use and Gualala Planned Development districts that are consistent with the vision for the community of Gualala established by the goals and policies of the Gualala Town Plan. These guidelines are further intended for use by the Gualala Municipal Advisory Council, County planning staff, Coastal Permit Administrator, Planning Commission, and Board of Supervisors as criteria for evaluating the merits of new projects on a consistent basis. The guidelines are intended to result in functional and attractive site and building designs. The guidelines are organized under the following subheadings:

Site Planning, Architectural Form, Vehicle Access & Parking, Pedestrian Access, On-Site Landscaping, Street Landscaping, Exterior Lighting, Signage

Site Planning

- G3.4-1 Natural features, such as hillsides, gulches and mature vegetation, shall be considered important design determinants in siting development. New development shall minimize site disturbance to natural landforms.

- G3.4-2 The siting and design of buildings shall protect river, ocean and hillside views.
- G3.4-3 The protection and restoration of public coastal views is paramount. Buildings shall provide for maximum preservation of coastal views from Highway 1 (for example, by orienting buildings on an axis perpendicular to the highway). Buildings should be sited and designed to maintain access to ocean views from neighboring buildings and parcels.
- G3.4-4 Development within the Gualala Village Mixed Use Zoning District between Highway 1 and the Gualala River shall be sited to provide view corridor(s) to the coast for pedestrians and motorists on Highway 1. At a minimum, one unobstructed view corridor shall be provided across each parcel. View corridor(s) should be placed at the property boundary(s) and adjoin other protected view corridors.
- G3.4-5 Where two-story structures are proposed on the west side of Highway 1, buildings should be stepped to provide a visual transition to view corridors.
- G3.4-6 Siting, design and landscaping elements shall be selected to enhance the pedestrian environment. Site and landscape designs shall incorporate outdoor pedestrian use areas such as courtyards and plazas (which could include amenities such as trellises, raised planters, landscaped berms, and creative and inviting, semi-protected outdoor spaces). These should be visible from street corridors and pedestrian access routes. These requirements are applicable to commercial, industrial and multifamily residential projects.
- G3.4-7 Where nonresidential uses are adjacent to residential uses, special attention shall be given to the design of effective buffering, including appropriate setbacks, landscaping, berms, and fences to prevent noise, lighting and privacy intrusion.
- G3.4-8 Subject to the constraints in the other Site Planning guidelines herein, structures should be oriented to take maximum advantage of site solar access.

Architectural Form

- G3.4-9 New development shall consider relationships between buildings, open space and building setbacks. The scale and massing of new development shall be appropriate to the context of the community. In new development, clusters of small buildings shall be encouraged as an alternative to large buildings.
- G3.4-10 Building materials shall be selected to harmonize with the natural setting of Gualala.
- G3.4-11 Roofing materials shall be of non-reflective materials. Roof penetrations for vents and ducts shall be grouped and painted to match the roofing materials or

architecturally screened from view. All rooftop mechanical equipment shall be screened from view.

- G3.4-12 Service and loading areas shall incorporate appropriate techniques for visual and noise buffering from adjacent uses. Areas which generate objectionable noise and odors shall be located where they will not disturb occupants within, or adjacent to, the development.

Vehicle Access & Parking

- G3.4-13 Street access points should be consolidated to minimize multiple curb cuts. Shared access between adjoining properties minimizes disruption of traffic flow, reduces potential points of conflict between through and turning traffic, and facilitates the control and separation of vehicles and pedestrian movement.
- G3.4-14 Entrances and exits shall be located at a safe distance from street intersections and shall not create dangerous situations for pedestrians and motorists.
- G3.4-15 Parking shall be permitted within established view corridors, provided that required parking lot landscaping and lighting shall not diminish the coastal views. Parking lot design and orientation of parking aisles should provide for unobstructed view corridors.
- G3.4-16 Off-street parking shall be screened, either by locating it behind buildings or by providing landscaping which separates the parking from the street frontage. A minimum of ten percent of the area within or around parking areas shall be landscaped.
- G3.4-17 Long, straight uninterrupted rows of parking shall be avoided. Parking areas should incorporate internally looped circulation systems, so that drivers will not be dependent on public streets when making multiple passes through a parking area.
- G3.4-18 All parking area lighting shall be positioned to minimize glare and illumination beyond the development. The amount of lighting provided after business hours shall be restricted to the minimum needed for safety and security purposes.
- G3.4-19 Bicycle racks shall be provided as appropriate for the nature and intensity of use.

Pedestrian Access

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

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

On-site Landscaping

- G3.4-22 Landscaping provides many site-specific and community benefits including visual screening, definition of spaces, highlighting architectural features and entryways, shading and wind protection, buffering between properties and wildlife habitats. Developments shall provide for as much landscaped area as feasible. Landscaping should be provided around the perimeter of buildings, in parking lots, along street frontages, and as buffers between neighboring uses.
- G3.4-23 A landscape plan for on-site and street landscaping shall be required for development proposals in the Gualala Village Mixed Use, Gualala Highway Mixed Use, and Gualala Planned Development districts. Each landscape plan shall identify areas where existing vegetation will be retained and areas proposed for landscaping. For landscaped areas, the types and sizes of proposed trees, shrubs, groundcover and other plantings shall be identified. The landscape plan shall include an on-going maintenance program. These requirements are applicable to commercial, industrial and multifamily residential projects.
- G3.4-24 Mature trees are an essential element of the Gualala landscape and can take years to reestablish once removed from a site. Existing groves of trees should be retained and integrated with site development plans, with consideration given to public safety. Trees to be saved shall be noted on site plans and appropriate measures shall be identified to protect the trees during construction activities.
- G3.4-25 Landscape design should incorporate natural looking clusters of compatible plants. Landscape plant selection should have the goal of achieving year-round beauty with consideration given to form, color, texture, and ultimate plant size. Plant species that are native to the Gualala area and well adapted non-native plants requiring minimum maintenance and little or no irrigation are encouraged. A list of plants, trees, shrubs and groundcovers meeting these criteria, as well as a list of invasive species inappropriate for local landscape plans, are included in Appendix B.

Street Landscaping

- G3.4-26 Landscaping along Highway 1 and local roadways shall provide an aesthetic complement to the pedestrian walkways and partial screening of parking areas and/or buildings.
- G3.4-27 Rather than developing a linear tree planting program, cluster landscapes, which form dense "landscape pockets" with tall, canopy trees, smaller understory trees and ground

level shrubs and herbaceous plants, are recommended. Cluster landscapes have the following benefits:

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

- G3.4-28 Existing groves of trees should be retained and integrated with street landscaping plans, with consideration given to public safety.
- G3.4-29 Landscaping along roadways shall be selected and sited to avoid blocking sight lines at intersections and curb cuts. Along utility rights-of-way, plantings shall not disrupt service or access to overhead or underground equipment.
- G3.4-30 Highway 1 medians and embankments should be landscaped with ground level shrubs and herbaceous plants. Plant materials with seasonal foliage and flower changes are encouraged. Plant materials shall be selected, in part, based on low maintenance and irrigation requirements. Landscaping within the Highway 1 right-of-way requires an encroachment permit from Caltrans.

Exterior Lighting

- G3.4-31 An exterior lighting plan shall be required for development proposals in the Gualala Highway Mixed Use, Gualala Village Mixed Use and Gualala Planned Development Districts. The lighting plan shall indicate the location of proposed exterior lighting fixtures and provide either architectural drawings or manufacturer's specifications for all proposed exterior lighting fixtures.
- G3.4-32 Lighting shall be designed to minimize the effects of cumulative night-time illumination on the night sky. Lighting of building facades, pathways and parking areas shall be restricted to that which is necessary for public safety and security.
- G3.4-33 All exterior lighting shall be downcast and shielded to prevent, where feasible, the light source from being directly visible from off-site areas.
- G3.4-34 Lighting standards shall not exceed 20 feet in height.
- G3.4-35 Lighting fixtures shall be non-glare and use non-reflective materials where feasible.

Signage

- G3.4-36 A signage plan shall be required for development proposals in the Gualala Village Mixed Use, Gualala Highway Mixed Use, and Gualala Planned Development districts.
- G3.4-37 Signs shall be compatible with the building's style in terms of location, scale, color and lettering. All signs shall, where feasible, be made of wood.
- G3.4-38 Internally illuminated signs and advertising (including neon, LEDs, etc.) shall not be permitted where visible from public walkways and streets.
- G3.4-39 Freestanding signs relating to an assemblage of businesses (e.g., retail/office plazas) shall be grouped and visually coordinated to reduce confusion.
- G3.4-40 All signage shall comply with the requirements established in the "Sign Regulations" chapter of the Mendocino County Coastal Zoning Code.

Design Review

- G3.4-41 New development shall conform with the above design guidelines, Policies G3.4-1 through G3.4-40. In addition, within the Gualala Planned Development districts, new development shall conform with the criteria established in Chapter 4 of this plan, which provides for the protection of sensitive coastal resources within the GPD district, including views from public areas such as Highway 1 and the Gualala Point Regional Park, and sensitive resources associated with the Gualala River. New development requiring a coastal development permit within the Gualala Village Mixed Use, Gualala Highway Mixed Use, and Gualala Planned Development districts shall be referred to the Gualala Municipal Advisory Council or some similar advisory council for comment prior to action by the Coastal Program Administrator or the Planning Commission. The advisory council shall forward its findings and recommendations to the Coastal Program Administrator or Planning Commission for its consideration.

3.5 INDUSTRIAL DEVELOPMENT

- G3.5-1 Suitable locations for industrial activities shall be provided where transportation facilities and utilities exist or can be provided, and where conflicts with adjacent uses can be minimized. Properties designated for Industrial use within the Gualala Town Plan area shall be included in the Gualala Industrial District.

3.6 CIRCULATION, PARKING AND PEDESTRIAN ACCESS

Circulation

- G3.6-1 Public and private improvements to the Highway 1 corridor shall be required to help make Highway 1 a scenic element of the Gualala townscape, to decrease traffic congestion and reduce potential safety hazards, and to encourage more pedestrian activity in the town of Gualala. Figure 3.3 provides a map illustrating the streetscape concept for Highway 1 in the Gualala Village Mixed Use and Gualala Highway Mixed Use districts. The "Design Guidelines for Mixed Use and Planned Development" chapter provides guidelines for the development of road improvements.
- G3.6-2 To help mark the southern entry or gateway into Gualala, a planted median shall be provided in the taper south of Old State Highway. The gateway on the north end of town shall be comprised of ornamental landscaping on the Highway 1 embankments between the Old Milano Hotel and Pacific Woods Road.
- G3.6-3 Caltrans' corridor preservation setback in the Gualala Village Mixed Use and Gualala Highway Mixed Use districts shall be a minimum 40 foot half-width, as measured from the centerline, unless otherwise approved by Caltrans. Consideration of a reduced half-width would be dependent upon a review of constraints associated with topography, drainages and existing development. Required building setbacks, parking areas, and landscaping shall be designed to accommodate the final Highway 1 right-of-way, as shown on the Highway 1 Streetscape Map (Figure 3.3). Street landscaping and pedestrian walkways shall be provided within the corridor preservation setback. Parking areas, buildings, and associated landscaping shall be located outside of the corridor preservation setback. No building setbacks from the Highway 1 corridor, other than those mandated by Caltrans' corridor preservation setbacks, are required. All development within the Highway 1 right-of-way requires an encroachment permit from Caltrans.
- G3.6-4 The Highway 1 streetscape cross-section in the Gualala Village Mixed Use and Gualala Highway Mixed Use Districts shall include the following elements within a minimum 80' right-of-way, as shown on Figure 3-4:
- 12' landscaping (minimum) on each side
 - 5' sidewalk (continuous on west side of Highway 1, extending from Old State Highway to Gualala Mobile Court on east side of Highway 1)
 - 5' bike lane/shoulder on each side
 - 12' travel lane in each direction
 - 12' continuous left-turn lane from Bakertown to Old State Highway, southbound left turn pocket at Pacific Woods Road)

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

- G3.6-5 To discourage development of commercial uses which generate high traffic volumes and would result in high peak hour turning movements, no “drive thru” commercial facilities shall be permitted in the Gualala Highway Mixed Use District.
- G3.6-6 Curb cuts along Highway 1 and local roads shall be minimized. Numerous curb cuts slow traffic flow and create conflicts between through traffic and turning vehicles. Site accessways shall be designed for safety and convenient turning. Shared driveway access between neighboring parcels shall be encouraged and driveway access to Highway 1 shall be limited to one driveway per parcel except in instances where more than one access point is necessary for safe ingress and egress and/or efficient on-site circulation.
- G3.6-7 School bus and public transit stops shall be provided in appropriate locations along Highway 1. Bus stops shall be provided within the corridor preservation setback, in lieu of a portion of the required landscaping. The school districts shall be encouraged to identify preferred sites for school bus stops within the Gualala Town Plan area.
- G3.6-8 A local road network shall be developed in the Gualala Village Mixed Use, Gualala Highway Mixed Use and Gualala Planned Development districts east of Highway 1 to provide alternatives to travel on Highway 1. A network comprised of the elements shown in Fig. 3.5 has been demonstrated to effectively mitigate traffic congestion resulting from anticipated development permitted by this Plan; however, other road network configurations demonstrated to be equally or more effective in mitigating the traffic impacts of new development may be proposed by developers and adopted in lieu of road extensions listed below:
- Church Street extension (south)—connects to Center Street.
 - Center Street extension—connects to Church Street and Moonrise extension.
 - Moonrise extension—connects Ocean Drive, Moonrise, and Center Street to Old Stage Road on the ridge.
 - China Gulch Bridge—connects Center Street to Old State Highway.

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

Figures 3.3 through 3.5
(Pages 299-301)
prepared as seperate
documents

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

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

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

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

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

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

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

Figure 3.6 (Page 303)
prepared as seperate
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State Route 1 and Sundstrom Mall, Ocean Drive, and Pacific Woods Road consistent with the findings of the Gualala Traffic Study - February, 1995.

Parking

- G3.6-12 No on-street parking shall be permitted on Highway 1. County staff shall coordinate with Caltrans to develop appropriate signage.
- G3.6-13 Off-street parking shall be provided in accordance with the standards established in the "Off-Street Parking" chapter of the Coastal Zoning Code. The "Design Guidelines" chapter of the Gualala Town Plan provides additional policies for vehicle access and parking design.

Pedestrian Access

- G3.6-14 A continuous pedestrian walkway shall be provided on the east side of Highway 1, from Old State Highway to the Gualala Mobile Court and on the west side of Highway 1 from Old State Highway to Robinson Reef Road. Additional pedestrian walkways may be necessary to serve future development on the east side of Highway 1 between Gualala Mobile Court and Pacific Woods Road.

Pedestrian walkways may be located anywhere within the designated landscaping/sidewalk area, but shall connect with existing walkways on adjoining parcels or provide for a reasonable connection to future pathways on adjoining parcels. Policies in the "Design Guidelines" chapter of the Gualala Town Plan provide guidance for the development of pedestrian walkways.

- G3.6-15 Pedestrian walkways and landscaping shall be provided along local roads within the Gualala Village Mixed Use, Gualala Highway Mixed Use and Gualala Planned development districts as illustrated on the Local Roads Streetscape Cross-section (Figure 3.6). Where feasible, walkways and landscaping shall be located in the public road right-of-way. An encroachment permit from the Mendocino County Department of Public Works is required for all improvements within County road rights-of-way.

All pedestrian walkways shall be a minimum of five (5) feet in width and shall be constructed of concrete. Exceptions to the strict application of these standards may be granted by the approving authority if it is found that strict adherence is not feasible or would have significant adverse impacts on natural resources, aesthetics, or other environmental factors.

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

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

Sundstrom Center entry	Ocean Drive
Seacliff	Center Street

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

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

3.7 RECREATION FACILITIES, COASTAL ACCESS & TRAILS

Recreation Facilities

G3.7-1 Within two years of Plan certification, the County should initiate preparation of a feasibility study for the acquisition and development of public parks and recreation facilities in the Gualala Town Plan area.

Coastal Access and Trails

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

G3.7-3 The parcel located on the north bank of the Gualala River, immediately north of the Gualala River Bridge and west of Highway 1, should be acquired for protection of natural resources and public access purposes by the County, State Parks, Caltrans, a non-profit land trust, or some other public agency or private association, or managed for protection of natural resources and public access purposes by its owners. Potential development on the site includes development of the Gualala Bluff Trail; fish and wildlife habitat management; limited parking for public fishing; and access for launching small craft such as canoes, kayaks, rowboats or small boats utilizing trolling-type motors.

If and when such acquisition occurs, the parcel shall be classified as Open Space in the Land Use Plan. Prior to development of any public access facilities on the site, a management plan shall be prepared, in accordance with Coastal Element public access policies, to ensure the long-term protection of natural resources and

maintenance of the property. Development of the Gualala Bluff Trail on this parcel may involve use of the Highway 1 right-of-way or acquisition of an easement along the bluff of the Lower Mill site east of Highway 1 to ensure the protection of environmentally sensitive habitat areas along the Gualala River estuary.

- G3.7-4 A pedestrian and bicycle trail which links Gualala and Anchor Bay and connects to coastal access trails shown on the Land Use Plan maps shall be developed within Highway 1 and Old Coast Highway (CR #513) rights-of-way and easements acquired for public access.
- G3.7-5 A pedestrian trail providing public access for fishing, hiking, and swimming shall be developed on the north side of the Gualala River from Highway 1 to the easternmost boundary of the Gualala Arts Center property. Offers to dedicate easements for lateral access shall be acquired consistent with Coastal Element access policies and Section 66478.1 et.seq. of the California Government Code. If feasible, this trail shall connect to the Gualala Bluff Trail.
- G3.7-6 Based on an inventory of existing and potential trail alignments, a network of trails shall be designated which connects commercial areas, neighborhoods, visitor accommodations, areas of scenic beauty, and recreational facilities. Priority for trail alignments shall be along public and private road rights-of-way and trails that are currently in use. Access easements shall be acquired from property owners on a voluntary basis (i.e., gifts, open space and conservation easements) as conditions associated with development (i.e., deed restrictions, offers to dedicate), or by direct property acquisition. Trails shall be developed and maintained by the County, State Parks, Caltrans, a non-profit land trust, or some other public agency or private association.
- G3.7-7 GMAC shall review, evaluate, and prioritize the Offers to Dedicate (OTDs) and Deed Restrictions which the Coastal Commission has obtained through the coastal permit process within the GTP planning area.

Visitor-Serving Facilities

- G3.7-8 Lower cost visitor and recreational facilities shall be protected, encouraged, and, where feasible, provided. Developments providing public recreational opportunities are preferred.
- G3.7-9 The use of private lands suitable for visitor-serving commercial recreational facilities designed to enhance public opportunities for coastal recreation shall have priority over private residential, general industrial, or general commercial development, but not over agriculture or coastal-dependent industry.

3.8 PROTECTION OF ENVIRONMENTAL RESOURCES

- G3.8-1 The County shall encourage and support the protection of fisheries habitat through coordination with responsible State and/or Federal permitting agencies regulating water supplies to facilitate compliance with permits which are intended to ensure the viability of the North Fork of the Gualala River. The County shall encourage a joint effort with Sonoma County as well as State and Federal agencies to develop a comprehensive fishery restoration plan for the Gualala River.
- G3.8-2 Any wood-burning appliance to be installed as a primary heat source in residential or commercial development shall be an EPA certified unit. The County shall encourage the use of low pollution heating devices instead of wood-burning heat sources.
- G3.8-3 New development shall be permitted only if the infrastructure and resources to support it are available, or are made available as part of the developer's project plan.
- G3.8-4 New development shall:
- (1) Minimize risk to life and property in areas of high geologic, flood, or fire hazard;
 - (2) Assure stability and structural integrity, and neither create nor contribute significantly to erosion, geologic instability, or destruction of the site or surrounding area or in any way require the construction of protective devices that would substantially alter natural landforms along bluffs and cliffs.
- 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.

3.9 PUBLIC IMPROVEMENTS FINANCING

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

- G3.9-2 Streetscape improvements on Highway 1 identified in the Gualala Town Plan should be financed by a combination of developer impact fees or a new transient occupancy tax for these specific services proposed which should be placed before the voters in the GMAC area. These fees/taxes should be assessed on all properties within the GMAC area of jurisdiction, and the County shall make every effort to have a corresponding assessment/tax adopted by Sonoma County for all parcels on the Sea Ranch. Streetscape improvements off of Highway 1 shall be paid for by developers whose development benefits from said improvements.
- G3.9-3 Special districts may be established to help fund the public improvements identified in the Gualala Town Plan. Assessment districts must be structured to levy an assessment on each property which is directly related to the proportional benefit received.
- G3.9-4 Gifts of parkland, public access easements, conservation easements and open space easements are encouraged and shall be accepted by appropriate managing agencies, when consistent with Coastal Element and managing agency policies.

3.10 WATER AND SEWER SERVICES

- G3.10-1 When the North Gualala Water Company reaches 80 percent of service capacity, as defined in the Development/Constraints Table found in Section 2.5 of this Plan (or any amendments in this capacity due to new facilities), the County shall not approve coastal development permits for developments that require water hookups unless one or more of the action(s) listed below have already been taken to expand water service capacity without violating the Endangered Species Act or any other state or federal law:
- Development of new water supply source (NGWC).
 - Development of increased storage capacity for water supply during low flow periods (NGWC).
 - Increase water conservation efforts (water users).
 - Restrict the amount of new development which increases water usage (County).
- G3.10-2 Either a hook-up to the North Gualala Water Company or an adequate on-site water system, as approved by the Division of Environmental Health, shall be available to serve any new development.
- G3.10-3 Either a hook-up to the Gualala Community Services District or an adequate on-site sewage disposal system, as approved by the Division of Environmental Health, shall be available to serve any new development.

- G3.10-4 At such time as a utility company, such as the North Gualala Water Company, or the Gualala Community Services District, proposes to expand its capacity, the County shall require as a condition of the coastal development permit that a certain percentage of the new capacity be reserved for visitor-serving uses. The percentage of the new capacity to be reserved for visitor-serving uses shall be commensurate with the percentage of existing visitor-serving uses as compared to non visitor-serving uses. This percentage should be calculated at the time the service expansion is proposed.

The capacity of any new infrastructure development shall not exceed the buildout potential of the Town Plan.

- G3.10-5 A review and possible update of the Plan shall be initiated five years after adoption of said Plan. The review should include an analysis of development constraints/thresholds for water connections and sewer capacity ESDs.