



## GUALALA MUNICIPAL ADVISORY COUNCIL

POST OFFICE BOX 67, GUALALA, CALIFORNIA 95445

### Minutes for 6 August 2020

The regular meeting of the *Gualala Municipal Advisory Council* (GMAC) was held on Thursday, 6 August 2020 at *Zoom.us*. Council Members present were: Melissa Finley, Donald Hess, Sharon Maier, George Provencher, Treasurer Lloyd Chasey, Vice Chair Tom Murphy, and Chair Robert Juengling. Special Guests Mendocino County Sheriff Matt Kendall, Sheriff's Coast Commander Lieutenant Michael Dygert, Frank Demling, *CalTrans*' Project Manager for the *Gualala Community Action Plan Project* (GCAP), Nephel Barrett, *Mendocino Council of Governments* (MCOG), Una Wirkebau, Executive Director of *Move-2030*, and Kathleen Chasey Board Member of *Redwood Coast Land Conservancy* (RCLC) also attended. Administrative Secretary Mary Mobert, and nine members of the public were also present. **Juengling** convened the meeting at 18:14.

#### 1. **Introductions and Announcements:**

Council Members were introduced. **Murphy** gave an invocation in memory of Congressional Representative John Lewis.

#### 2. **Consent Agenda:**

##### i. **Minutes: 2 July 2020**

It was moved by **Murphy**, seconded by **Provencher**, and unanimously carried that the Minutes be approved as presented.

##### ii. **Correspondence:**

a. **CDP #2020-0017 (Chasey)**; Location 30230 South Highway One; APN 142-031-05

#### 3. **Approval of Agenda:**

It was moved by **Murphy**, seconded by **Chasey**, and carried 6 YES ( **Chasey, Hess, Juengling, Maier, Murphy, and Provencher**), 0 NO, and 1 ABSTENTION (**Finley**) that the Agenda be approved as amended by adding to *Item 7. Council Matters, h. Update on the Caltrans Highway Paving project Number 440 from the Gualala River Bridge to Point Arena* (**Juengling**), and *i. Gualala Water Moratorium Status Report* (**Juengling**).

#### 4. **Public Input on Non-agenda Items:** None.

#### 5. **Report: Mendocino County Law/Code Enforcement:**

**Sheriff Matt Kendall** introduced Lieutenant Dygert who has been on the force 27 years. He reported: 1) the burglaries along the coast are under control now; 2) there was a SWAT incident in Albion; the man was taken into custody with no injuries anyone on the scene, and 3) due to the COVID-19 situation, the suicide rate has risen substantially, e.g., 25% by drug overdose.

The *Dual Response Model* was presented to the *Measure B Board* and approved. It will go before the *Mendocino County Board of Supervisors* (MCBOS) for approval 18 August. Measure B funds teams to check daily on the mental health, behavioral, and addiction situations of clients in need countywide. This and any outreach must be pro-active in order to be of help.

Officers are working with Butte County Sheriff Kory L. Honea to build their *Dual Response Program*. Since they started last month with one team working eight hours checking clients one day a week, their county-wide, 5150 transports—a person meeting certain and specific criteria can be held involuntarily for 72 hours for treatment and evaluation—have been reduced by 47%.

Officers are writing citations for people who aren't wearing masks on the street or in businesses. It's OK if someone is in their car but not around other people. Most people are using masks.

**Dygert** reported in the last few months, four people have committed suicide jumping off bridges. Response teams have helped lower behavioral problems, hospitalizations, and/or incarcerations.

**Kendall** said the homeless situation also falls under the *Dual Response* outreach via addiction, mental health, ousting by family, and lack of needed services. The federal government is now offering veterans in homeless situations the help they need. Some vets don't want a roofed, living situation and cause no problems where they are.

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**Maier** asked about people living in cars on the highway and on private property. **Kendall** had no problem with those who don't cause trouble. Many people traveling stop to rest before moving on. He works with the CHP on the issue. Homeless people continually seen in an area and trespassers on driveways or private property will be asked to move, no exceptions.

**Juengling** reported a mental illness situation that occurred at his office and asked if Kendall wanted to be called about these incidents. **Kendall** said yes, so he can deal with it before it becomes a real problem. His officers will eventually confront the individual but better on the first day they're in an area rather than the fourth day.

**Provencher** asked if campers or vans parked in a utility easement were trespassing. Many people travel away from cities ridden with COVID and are looking for free places to park and camp as long as they can. **Kendall** stated it depends if it's public or private land being occupied.

**Finley** noted the staff at *Jr.s Hardware* are wearing masks that don't cover their nose. How does she report mask violations. **Kendall** said to call the COVID Hot Line 234-6052 to let them know what is happening; Code Enforcement and/or his officers will respond.

6. **CDP #2020-0015 (Graffin)**; Location: 20230 South Highway One; APN 143-161-09: Standard Coastal Development Permit for three (3) test wells on an undeveloped parcel. Chasey and Maier walked the property; neither the owners nor their representative were present. **Juengling** recused himself from this item.

**Chasey** stated the property is 700 feet long and 125 feet wide with a beautiful ocean view. The whole property fills with water during winter rains and parts of it remain boggy during the summer. Riparian grasses and flowers dominate it throughout. The project needs a botanical and biological report before anything is done on it. This looks like an environmentally sensitive property with a significant risk of harming something that shouldn't be harmed when dragging heavy equipment across it to test for a well.

**Maier** agreed the property is beautiful and well situated for views. These reports should be done before work starts. The ground is spongy and needs to be analyzed.

**Provencher** felt a Geological Report with core samples would be better, to ascertain what lies underground before drilling. All these reports need permits as well.

**Finley** asked what sort of study should be done to determine if the property is buildable. If it's not, then wells should not be drilled.

**It was moved by Chasey, seconded by Maier, and carried 6 YES (Chasey, Finley, Hess, Maier, Murphy, and Provencher), 0 NO, 0 ABSTENTIONS, and 1 RECUSAL (Juengling) that no drilling should be allowed before Biological and Botanical studies are done. Chasey will write the letter to Mendocino County Planning and Building Department (MCPBD).**

7. **Update: Mill Bend Project:**

**Kathleen Chasey**, Board Member of RCLC, reported RCLC was presently purchasing the 113 acres at the mouth of the Gualala River; escrow will probably close in December. Presently, their community-funding campaign for \$2.7 million is within \$29,000 of being reached. Next week, an eighteen-month site assessment begins scientific studies with a recommended location for the *California Coastal Trail*. A community webinar and forum will be held 30 August to update the public. A survey by mail will follow asking people and groups about access requests.

**Maier** asked about last month's reported campers, fires, and garbage on site. **K. Chasey** noted over Father's Day, there were eight cars and six fire pits on the beach near dry brush and grass. None could be seen from the Highway. The site can't tolerate that activity. In the future, there may be a bathroom but no camping or vehicles will be allowed.

RCLC is working with *California Coastal Commission* and the *State Coastal Conservancy*—one of their funders—to reinstall a gate where Kayak Road joins Highway One with pedestrian and kayak, but no vehicle access. RCLC is requesting GMAC write a letter of support for the gate; *South Coast Volunteer Fire Department (SCVFD)* Chief Greg Warner will also write. These will be sent to *California Department of Fish and Wildlife* asking for their support; these will eventually accompany a permit application to *MCPBD* for the gate.

*Sonoma Regional Parks Department* has agreed to daily open and close the gate at the time they open and close the *Gualala River Park*. Ms. Chasey will ask Demling if RCLC may place the gate on CalTrans right-of-way. If not, it will be placed 80 feet from the highway's center line.

**It was moved by Murphy, seconded by Maier, and carried 6 YES (Finley, Hess, Juengling, Maier, Murphey, and Provencher); 0 NO; 0 ABSTENTION; 1 RECUSAL (L. Chasey) that the Council write a letter of support for erection of a gate. Maier will write the letter.**

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## 8. Council Matters:

- a. **Report: Gualala Community Action Plan (GCAP) Ad Hoc Committee:** (Council Members Juengling and Murphy)

The rules of discussion were presented by **Juengling**:

- i. those wishing to speak must be recognized by Juengling or Murphy;
- ii. Committee presentations will be held to 15 -20 minutes;
- iii. all speakers will be allowed 3-5 minutes of presentation;
- iv. Murphy will be timekeeper;
- v. the public will speak first, then Council Members, and;
- vi. all attendees will be muted until recognized.

**Maier** objected to the 3-5 minutes allotted to Council Members stating it was not enough time to cover all the information reported on the ICO and the Committee Report. Past rules imposed, allotted the public 3-5 minutes but Council Members had no time limit put on their input. She asked indulgence for a Council Member's discussion on the item. **Juengling** said if more time was needed, he may again recognize a Member after all had spoken.

**Administrative Secretary Mobert** reported three pieces of correspondence were received regarding this Item:

- i. E-mail: Frank Demling of CalTrans: GCAP Project Update;
- ii. Letter: Eris Weaver of Sonoma County Bicycle Coalition: Need for Bicycle Lanes, Follow the *Gualala Town Plan* (GTP);
- iii. E-mail: Mary Sue Itner: Needed Sidewalks, Bicycle Lanes, Landscaping, No On-street Parking, Follow the GTP;

and gave a brief account of what was said in the missives (see attached).

**Frank Demling** reported on the new design, Alternative 3 (Alt. 3), recently issued by CalTrans' Design Department (see attached). Alt. 3 has: 1) kept parking on Highway One; 2) eliminates two-way, left-turn lane along the whole of the project through town and potentially bike lanes, sidewalks, and landscaping, and; 3) adds turn lanes with retaining walls 3-5 ft. high in various locations. Retaining the eliminated features would require widening the access and additional right-of-way acquisition.

When he saw Alt. 3, he knew it wasn't what the community wanted, as discussed during meetings held over several years. Even with continuous turn lanes and no parking on one side of the Highway, there would still be compromises made. Parking is big issue and the Bower property (Surf Center) needs parking. Building turn-lane retaining walls will eliminate landscaping and bring an urban look. Both he and the community want to retain Gualala's rural character throughout; it's the gateway to public access of Mendocino County and its Coast.

CalTrans will present several options to the public, section by section, at a Web-x forum on 14 September. Post cards will be sent to Gualala and The Sea Ranch residents announcing the meeting and asking those not attending for input either by mail or internet. An online map survey created by UC Berkeley called *Street Story* is being used to mark and comment on safety issues, accidents, and/or near accidents regarding vehicles, bicycles, and pedestrians. It presents the highway section by section for marking locations and inserting comments:

<https://streetstory.berkeley.edu/custom/gua27>.

**Nephele Barrett** stated the retaining walls may require hand rails. CalTrans has already received comments on a variety of concerns. Some residents feel there would be a "sea of asphalt" through Gualala. The Alt.3 plan requires less paving than Alt. 1 or 2. She also wants a rural look and urged people attend the 14 September forum and voice their concerns.

MCOG and CalTrans have funding for environmental design and right-of-way, and are jointly applying for a construction grant from the State's *Active Transportation Program for Non-motorized Transport*, due 15 September. They are not expecting local funding for the project due to the COVID-19 pandemic. At present, State funding is in flux because of business closures. Some CalTrans projects may be canceled as in 2008.

**Murphy** stated questions on CalTrans' presentation were relegated to individual commentary time allotted.

**Murphy** thanked Demling for his comments and asked attendees and Council Members to remain calm as he presented the fifteen minute GCAP Ad Hoc Committee power-point report on the Committee's past meetings, history of the GTP that mandated a highway design retaining the scenic element of the Gualala townscape, and the findings regarding the new Alt. 3

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design via power point. He noted the Findings were drafted prior to Demling's update (see full GCAP Ad Hoc Committee Findings text, attached).

Options before the council are: 1) do nothing. Budget and build a four-lane road with large retaining walls; 2) build a four-lane road with smaller retaining walls but not landscaping or bike lanes; 3) follow the Town Plan and build a three-lane road, or; 4) discuss other options.

**Wirkebau** would like to see a "Welcome" sign when entering town from both directions as well as landscaping. Signs indicating parking would be helpful to visitors. On-street parking is dangerous; she saw a near accident at the Farmer's Market when visiting one Saturday.

**Bill Merget**, Gualala resident and Chair of the *Cypress Village Homeowner's Association* (CVHA), appreciated the decades of effort given to streetscaping and read the CVHA letter to CalTrans about Alt. 3. All the changes in Alt. 3 were not wanted by their members. It didn't adhere to the GTP. The letter referred to- and agreed with Mary Sue Itner's e-mail and the article in the August 2020 Point Arena *Peddler* (see attached).

**Harmony Susalla** would like to see implementation of plans in Alts. 1 and 2, not the new changes. She wants a walkable, small-town space.

**Juengling** stated the community felt the Highway needed a redesign as far back in the 90s that lead away from car-centric ideas into a walkable space. Alt.3 presents a status quo for unplanned cityscapes along their economic corridors. He wants the plan to retain a rural not urban feeling. The Surf Market owner's petition blitz set the whole Alt.3 redesign in motion.

**Maier** asked to speak at the end of the Item because her notes were not complete. She didn't like the retaining walls or hand rails. **Murphy** stated this counted as her speaking time. **Maier** stated she had objected to the rules, felt the meeting was just as stacked as the October 2019 Town Hall Streetscaping meeting, and asked her time be reserved till the end. **Murphy** deferred to the Chair for the rules questions. **Juengling** said she could speak now and, if she neexec more time, he would consider her request when everyone had spoken.

**Provencher** felt the October 2019 meeting was fairly diverse with various opinions expressed, including support for no parking. He wanted to hear more from Mr. Demling about why CalTrans can't deliver Alts. 1 or 2 and had to write Alt. 3. Even though the GTP needs overhauling and in places rewriting, GMAC needs to look back at the GTP's intent. It's the lawful plan that will be followed by the authorities. He's against retaining walls and hand rails.

**Hess** thanked. Demling for being present to report and answer questions. He would also like to hear from him on other project options. September's virtual, public meeting is very important. He advised following the GTP on sidewalks, landscaping, bike lanes, etc.; it would be a positive step for the community as well as the tourists on which the economy depends. Bike lanes were essential in the streetscaping plan, not retaining walls with hand rails. He also felt time limitations on speaking were normal in all meetings.

**Finley** wants the project to follow the GTP: sidewalks, landscaping, and native plants. Presently; walking to town is very dangerous; she looks forward to being able to walk in the future.

**L. Chasey** felt the October 2019 meeting presented fair, open, and diverse opinions; a resounding voice for the the changes. He knew ideas from the GTP were being lost in Alt.3. He felt Murphy was lording over the meeting with his ideas and not allowing people to speak contrary to them; this was entirely inappropriate. He yielded his remaining time to **Maier**.

**Demling** understood the differing opinions voiced by attendees and the dangers of cycling, especially in sharrows. He tries to listen to all viewpoints, keep his opinions out of the process, and make compromises where needed. Alt 1 & 2 are the ideal plans. There are options available. Funding is there but there is a question of funding being available due to the pandemic and the project may go on the shelf. This hasn't happened yet but it may. He doesn't like retaining walls either and wants the plan functional for business access and a safe environment for pedestrians and cyclists. It's up to MCOG. All opinions matter and must be considered.

**Barrett** noted the project was for this community, no one else. There are unexpected constraints needed to be considered. The October 2019 meeting did have problems but there were around 200 community members present and their ideas should count as well. The project doesn't have to be done; it's an option no one wants but it's still an option. She looks forward to the 14 September meeting and the ideas it will generate.

**Maier** agrees with L. Chasey about this meeting being a set-up. She had objected to tonight's rules because she had seen them used to silence Finley during the Bylaws Approval meeting and now they were being used to silence those speaking for on-street-parking. GMAC reports

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shouldn't denigrate community members or business owners; that is out of order. GMAC members should have been able to read this report before it was presented in a live, public forum. That should be done concerning all future committee reports. These points need to be considered if GMAC is to remain credible in the community.

**Murphy** stated residents are contacting him regarding their concerns about retaining walls and sharrows. Two lanes of parking aren't possible but one lane is. The October 2019 meeting did not allow all information on the project to be presented. Letters have been in ICO and received by GMAC. More than 230 people have signed petitions asking for a three-lane road-way, separated bike lanes, landscaping, and *American Disabilities Act* (ADA) compliant side-walks. Some businesses don't want parking in front of their property for safety and accessibility reasons. If on-street parking is planned, there should be 25 foot gaps between the last parking space and a driveway to assure safety when entering traffic. Retaining walls are needed in some areas because the town is built on a hill, e.g, in front of the Gualala Hotel.

He noted **Maier** was the one wanting the constraints at the Bylaws Approval meeting to restrain Finley from taking over the meeting. Other Members requested discussion on topics be held at a reasonable time because of the length of the Agenda.

**Juengling** has been on GMAC since 2003 and seen projects come before the Council and go on to a conclusion. He is bothered by how the GCAP plan has reversed course from what was proposed in past meetings backed by years of work. GMAC has done everything it can since before 2012 to get this finished. The project has gone astray because of the Surf owner's public scare tactics. On-street parking should be there until parking is built for the Surf Center; temporary, not permanent. When that parking is in place, revert to the GTP mandates of no on-street parking, turn lanes, and bike lanes.

**It was moved by Murphy, seconded by Hess that, based on the findings of the GCAP Ad Hoc Committee and the latest reports from CalTrans of engineering issues and encountered by the Alt. 3 concept, CalTrans and MCOG develop a three-lane, highway concept that fits within the previously-allotted, sixty (60) foot right-of-way and incorporates elements of the Gualala Town Plan including the separated bike lanes, landscape, ADA-compliant sidewalks as described in Alt. 2.**

**We further recommend that CalTrans and MCOG incorporate an Interim Constraint Option that will guarantee parking for the Surf Center stores for a fixed interim of time so the Center may complete its long-planned parking and redevelopment project, hopefully before any part of the highway project is begun. The GCAP Ad Hoc Committee Report would be attached for clarity and not as a finding of GMAC as a whole.**

**Maier** stated she would support the motion with the exception of it being based on the committee report issued by two people, not the whole Council. She felt it was deeply flawed and inappropriate in its characterization and denigrations of community members, businesses, and the October 2019 meeting. If the provision was removed, she would support the motion.

**Provencher** felt it was not GMAC's role to recommend a conceptual, highway design. He was blindsided by the Committee's report and should have been able to read it beforehand. CalTrans should propose the plan, not GMAC. GMAC should listen, not recommend. Stay with the process and let Demling come back with a plan after the September meeting.

**L. Chasey** agrees that GMAC is ahead of itself. Let CalTrans do its job with no declaration from GMAC. CalTrans should get input from the community, not GMAC. Tonight's process was being rammed down everyone's throat; it's inappropriate.

**Finley** read the reason GMAC was formed by the MCBOS in 1991 (see MCBOS *Resolution No. 91-076, 26 March 1991*). It was definitely GMAC's business to state what the GTP is and how to adhere to it.

**Murphy** said GMAC isn't telling CalTrans what to do, only recommending what should be included in the plan. The committee findings reflect took hundreds of hours of work over the past year, and disagreement is OK.

**Upon voting, the motion carried 4 YES, (Finley, Hess, Juengling, and Murphy), 3 NO (Chasey, Maier, and Provencher), and 0 ABSTENTIONS.**

**Provencher** wanted the record to show he voted NO because GMAC hadn't heard what options CalTrans will propose and shouldn't recommend what the options should be before they have even been developed. GMAC needs to step back and let CalTrans do their job. Later on,

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if GMAC wants to pass a resolution based on what CalTrans proposes or presents, it would then be appropriate but not now.

**L. Chasey's** vote was for the same reasons Provencher stated.

After much discussion on whether to continue the meeting or recess to another on 13 August, it was mutually agreed to continue.

At this point, **Maier** resigned from the Council, for she refused to endorse the *Gualala Community Action Plan (GCAP) Ad Hoc Committee's* report that denigrates two local, prominent businessmen (Steve May and John Bower), both of whom have made enormous contributions to the community, and characterizes their constituents as an "unruly mob." She left the meeting. **Finley** also left the meeting at this time.

- b. **Report: PSPS and Emergency Preparedness Ad Hoc Committee:** (Council Members Hess, Maier, & Provencher).

**Provencher** noted the committee met Tuesday, 23 June to review the *Gualala Disaster Preparedness Guide (GDPG)* sent to all members and posted on GMAC's website (see 2 July Minutes and attachments). It's a work in progress and can be amended when useful information becomes available. The community needed to use it before wildfire season begins.

**Hess** noted **Maier's** resignation was very sad and unfortunate. He asked the GDPG be published and made available now. SCVFD Chief Warner liked it, as did many community members who have read it. It may be modified over time but release it now. He requested it be moved from GMAC website's Minutes section to the Resources section and highlight it in some manner to make it more visible to the public.

**K. Chasey** felt the meeting had proven very embarrassing for the Council. Maier had something to say and she was never allowed to do so. She is a thoughtful person, yet was bullied, as was done at the October 2019 Streetscaping meeting. The community has been disadvantaged by her leaving GMAC. She requested members watch this meeting's recording and re-think their future actions.

**Murphy** felt Maier had plenty of time to express her views. She agreed to the rules and then wanted to set them aside regarding her input. The time allotted for speaking was discussed.

**Juengling** requested the phone number of the *Gualala Community Service District* be put into the Guide. **Provencher** will do so. **Murphy** also sent several pages of additions for the Guide.

**It was moved by Murphy, seconded by Hess, and unanimously carried that the Gualala Disaster Preparedness Guide be released to the public before the planned PG&E PSPS event occurs, and to continually update it through the fire season.**

- c. **Report: Housing & Economic Development (HED) Standing Committee:** (Council Members Finley & Murphy)

- i. **Move2030 Update:** Una Wikebau,

**Murphy** announced the HED Committee has received some Personal Protection Equipment (PPE) from the County for local businesses; he has distributed over 1,100 masks, 20 large bottles of hand sanitizer. PPE is available at Juengling's office and the Visitor's Center. He will deliver PPE to businesses if ask. He posted PPE information on several community social-networking sites.

**Wirkebau** of *Mendocino Opportunities for a Vibrant Economy (MOVE 2030)*, stated Mendocino County doesn't have an economic development or resiliency plan. After the large fires of 2018, a grant was received to prepare a plan to develop the County's economy. Move 2030 began in February 2020 and is working throughout the County. GMAC is far ahead of other communities at present. She announced a meeting on Monday, 10 August to share gathered data on the effects of the pandemic, the challenges it has imposed on businesses, and offer solutions. Success stories from all over the State will also be shared. Those interested in attending may request link information through her e-mail: [una@move2030.org](mailto:una@move2030.org).

She stated Murphy attended several MAC meetings throughout the County presenting the HED report as a prototype for their community's Economic Plan, which was very helpful. (see 4 June and 2 July 2020 Minutes and attachments).

- ii. **Transit & Homeless Issues in Gualala:** (Maier & Juengling)

**Juengling** noted Maier had requested the Item be on the Agenda. There are several homeless transients in town who have become a concern to business owners.

**Murphy** stated he and Finley will present a report 3 September.

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**It was moved by Hess, seconded by Murphy, and unanimously carried that the item be tabled until 3 September.**

- d. **Report: Public Electric Vehicle Charging Station in Gualala Report:** (Council Member Hess & Juengling)

It was unanimously agreed to table the item.

- e. **Telecommunications Committee:** Report on GMAC You Tube Zoom Meeting Update. (Council Members Hess & Murphy)

**Murphy** noted there were 65 views of the 2 July meeting for average of 14 minutes. The 4 June meeting has had 105 viewings.

- f. **Discussion: Release of GMAC Reports, Guides, Etc.:** Procedures of Release (Council) None.

- g. **Discussion: Gualala Town Plan** (Council)

**It was moved by Hess, seconded by Provencher and unanimously carried that the item be tabled until 3 September.**

- h. **CalTrans Paving Project Number 440 from the Gualala River Bridge to Point Arena**

**Juengling** spoke with CalTrans' Area Construction Engineer who stated the project will start as soon as the weeks of 10 or 17 August; Granite Construction is the contractor. He asked the ICO be notified so people will be aware of the major paving project with flaggers and delays.

- i. **Report: Status of the Gualala Water Moratorium:**

**Juengling** noted the current bypass flow on the Gualala River at the *US Geological Survey* gage is again at an historic low. Last month at this time, the gage read 5.63 cubic feet per second (CFPS). This month it reads 4.09 CFPS. Mandatory water restrictions may come shortly due to low rainfall amounts received this winter and CFPS flow numbers.

**9. Administrative Secretary Mober's Report:**

**Mober** reported working 23.15 hours; materials were \$4.46, for a total of \$351.76.

**10. Treasurer Chasey's Report:**

**L. Chasey** reported that, after he writes the Graffin CDP letter and submits Mober's statement, he is resigning because Juengling has given control to Murphy who manipulated meetings and curtailed other's speech so he could have his own agenda. GMAC is supposed to serve community needs; in-stead it's serving Murphy's right now. That wasn't appropriate.

**11. Council Vice-Chairman Murphy's Report:**

**Murphy** deeply regrets Maier's and Chasey's resignations; it was very sad. The speaking rules were agreed upon at the last meeting and are written in the Bylaws. They are similar to MCBOS rules. Everyone spoke for more than the five minutes allotted them. The Chair has long experience on GMAC and does a good job running meetings. The Chair made the rules, not he. He thanked those who remained through the meeting.

**12. Council Chair Juengling's Report:**

**Juengling** stated he was not a strong chair in the sense of slamming down the gavel but instead prefers to hear everyone's viewpoints. He has al-ways been impressed by the expertise of Council Members. It was sad that two fine Members have resigned. He appreciated Murphy's help during meetings and the interesting and important input of each Member. Long meetings containing tough subjects wear on people.

**13. Walk/See: CDP #2020-0017 (Chasey);** Location 30230 So. Hwy. 1; APN 142-031-05

**Provencher** felt this situation could appear as conflict of interest and didn't want to comment on a GMAC member's CDPs. He suggested returning the CDP form with the NO COMMENT box checked. GMAC is a body recommending for approval or disapproval of projects and the public may see it in a bad light if a Member's CDP is approved when someone else's is not.

**It was moved by Juengling that the Council recuse itself from the Chasey CDP and send NO COMMENT to the MCPBD; the motion failed for lack of a second.**

**Murphy** felt GMAC can decide on all CDPs as they come before the Council. Members are able to put aside their feelings and weigh the issues fairly. If Members feel they can't comment, they can recuse themselves. **Hess** agreed he could remain neutral and fair.

**K. Chasey**, property owner and CDP applicant, saw it could be perceived as inappropriate due to the tonight's fractious meeting. GMAC's comment would be one of twenty. Most send NO COMMENT. MCPBD would make the final decision.

After discussion, Hess and Juengling will walk the property.

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*The Mendocino County Board of Supervisors established the Gualala Municipal Advisory Council (GMAC) to advise them on planning issues that affect or have the potential to affect the Gualala area. The GMAC's role is advisory only.*

Public Attendance and Participation is Encouraged at GMAC Meetings.

**14. Agenda for 3 September 2020:**

- i. CDP #2020-0017 (Chasey);** Location 30230 So. Hwy. 1; APN 142-0361-05 (Hess & Juengling)
- ii. Discussion:** Release of GMAC Reports, Guides, Etc. Process of Release (Council)
- iii. Discussion:** *Gualala Town Plan* (Council)

**15. Adjournment:**

**It was moved by Murphy, seconded by Hess, and unanimously carried that the meeting adjourn at 22:10.**

DRAFT Minutes prepared by Administrative Secretary Moberg

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