



Minutes for January 6, 2022

The regular monthly meeting of the Gualala Municipal Advisory Council (GMAC) was held on Thursday, January 6, 2022 via Zoom.US. Council Members present were: Kevin Evans, Melissa Finley, Donald Hess, Chair Robert Juengling, and Vice Chair Tom Murphy. Mendocino County Sheriff Matt Kendall and Sheriff's Coast Commander Lieutenant JD Comer. Special guests from *CalTrans* were: Frank Demling, In-house Consultant to all Project Managers for All Projects in District 1; Elias Karan, *Gualala Downtown Streetscaping Project* Design Senior, and; Tariq Chechi, *Gualala Downtown Streetscaping Project* Manager, and; Naphele Barrett, Executive Director of *Mendocino Counsel of Governments* (MCOG). Administrative Secretary Mary Mober and seven members of the public were also present. **Juengling** convened the meeting at 6 p.m.

1. **Resolution Authorizing Teleconference Meetings:**

Murphy noted the *Teleconference Resolution* was required to be voted each month (see attached or GualalaMAC.org).

It was moved by Finley, seconded by Murphy, and unanimously carried that the resolution be approved as presented.

2. **Introductions and Announcements:** Juengling introduced all Members.

3. **Consent Agenda:**

a. **Minutes:** December 2, 2021:

It was moved by Murphy, seconded by Evans, and unanimously carried that the Minutes be approved as amended on page 6, Water Ad Hoc Committee paragraph 3, line1 "Invite David Bower to the Water Forum" would change to read "Invite David Bower to a meeting and dedicate time for him to speak about water. Also, invite him to the Water Forum."

b. **Correspondence:** All were acknowledged as received.

i) **USPS Statement:** P. O. Box Rent: \$62 Annually

ii) **Sonoma County Notice:** Meeting on Rewrite of Local Coastal Plan 01/13/2022

iii) **Mendocino County Notice:** Brown Act & Ethics Training 01/28/22 via Zoom

c. **Approval of Agenda:**

It was moved by Evans, seconded by Murphy, and unanimously carried that the Agenda be approved as amended by adding the correspondence listed in Item 3.b. (above).

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

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

Mendocino County Sheriff Matt Kendall and Sheriff's Coast Commander, Lieutenant J.D. Comer reported.

Comer: There were thirty-eight calls for service from Gualala, three were investigated; there were two arrests. Calls involved: assaults; harassment; disturbing of the peace; mental illness and welfare checks; suspicious circumstances; theft; burglary, and; trespass. There's a high volume of mail theft Countywide, especially in Fort Bragg with arrests made. People should report theft promptly, if the items are found, they can be returned. Neighbors, if you see something, say something.

Kendall has hired new officers. Three will enter the academy; one is from the South Coast. He hired an officer from the Bay Area for mobile response team. He's asking the *Mendocino County Board of Supervisors* for hiring incentives. Refer people to him if they will make a good officer. He has reached out to *Deferred Action for Child Arrivals* (DACA; the "Dreamer's Act") people and has a staff member who will help "Dreamers" with applications and all the paperwork if they decide to join the department. See the Sheriff's website for an application.

There's less crime on the South Coast than other places in the County because it's a close-knit community. Residents really know their neighbors and look out for one another.

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Murphy wished him good luck in hiring. Can Kendall use community service officers rather than peace officers to answer some calls?

Kendall: Unfortunately, some of the staff came down with Omicron COVID.. He uses these officers for counter reports and/or follow-up on reports. He doesn't want to place a person without a partner who isn't adequately trained, armed, or ready to deal with a dangerous situation. Sheriff's officers complete crime reports, Sheriff's Services Technicians complete the follow-up.

He thanked County communities and residents for all their Holiday cards and letters, and the New Year's best wishes that have come to his staff and officers. It really means a lot to them.

6. Permit Applications:

- a. **CDP_2021-0032 (DeWolfe); Location:** 30100 South Highway One; APN 142-031-07. Standard Coastal Development Permit request to construct a new 2,908 square foot two-story single family residence and detached 567 square foot guest room over a 672 square foot two car garage. Install a three bedroom standard design septic tank, perform grading, install new driveway and encroachment, and remove dying Bishop Pine trees.

Juengling and Evans walked the property; Owner Vickie DeWolfe and Matt Goines, County Planner for the project, were in attendance to answer questions.

DeWolfe purchased the property in 2019. They know it's an ESHA and have been working with *WRC, Inc., Environmental Consultants* of San Rafael, CA. Her Architect is Michael Barren/Wike.

Juengling: The septic system is not standard but a specially engineered system that needs a white-water, aerobic treatment plant and is in County's non-standard program. The water well is older, hard to find, and not shown or on file with the *County Environmental Health Department* as being permitted. It was dug before 2007 and produced five gallons per minute. It needs permitting and inspecting to ascertain whether it's a potable water source. The ESHA is a concern if water tanks go underground.

The Pine Forest lies east along the highway. Cutting trees is a concern in a scenic area. The dead trees in the development's site are OK to cut but not others in the highly scenic corridor with rock formations and ocean views offered from both directions on Highway One.

The *Takings Analyses Report* has the wrong Assessor's Parcel Number (APN) on page 1, and Matt Miller, named as doing the Botanical Evaluation, should be changed to Matt Richmond of *WRC, Inc.* For a highly scenic area, the project's scale is too big; a smaller footprint is needed.

Evans: The ESHA is a concern; he couldn't discern the trees to be removed from those that wouldn't be. The house is not indicated; no footprint, no leach field. He wasn't sure what impact the leach field would have on the forest or the project would have on the entire area. Saplings are present in the forest. Are these replacements for the trees to be cut? Where is the runoff for and impact of the leach field?

DeWolfe: The leach field and septic are set back 104 feet from the ESHA. It's considered a standard septic system and has been approved. Cypress trees will be removed in the septic and leach field area. The well is the old one indicated; she didn't know when it was dug. Water tanks will be out of the ESHA. If *California Coastal Commission (CCC)* doesn't allow them to be buried, they'll be above ground. Dead trees will be removed; they're unsafe and a fire hazard. They'll be replanted with seedlings from the property. Most homes in the area are two story. This house would be only one bedroom if held to one story. Two stories is a better plan and keeps a smaller footprint than a one story plan. Its height is 28 feet. Julia Acker saw the property.

Goines: Planning for two stories is less impactful on the environment than a larger footprint, one-story house. Julia Acker-Krog saw property and felt the area shouldn't be tagged as Scenic. He agreed the size is over-average but there are many two-story homes in the area. The highly scenic height limit is 18 feet; non-scenic is 28 feet. There are mitigations in place to allow for replanting, visual impacts, and screening along the highway.

Juengling: The bulk of the structure, it's design—especially the way the garage is tucked behind the house—, and the height of the house was worrying. Could story poles be erected?

Goines will erect story poles and string layout for the house and septic system showing what it would look like from the highway. The project will impact 2.3 acres of pine forest, .07 acres from the 100 foot buffer for one stream and is set ¼ acre away from a second ESHA-stream. It doesn't impact the environment at all. The house may have to be scaled back.

Juengling: Of the eight pine trees in the leach field, five will be removed; three in that area are alive and won't be removed, only the dead ones. The well and leach fields should be 100 feet

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apart. Why are there two, 2,500 gallon water tanks? They look like they're in the ESHA. If they need to be underground, could they be put under the driveway instead?

DeWolfe: Barren/Wike recommended tanks of that size; he needs to answer that.

Finley felt large houses were history; there was too much building for a scenic area.

Hess shared a photo slide taken at Iversen Point showing where the house will be located and asked if it would be visible from the Point? To what use would the house be put? He also felt the house was too large; neighboring houses are substantially smaller. The bigger the house the more materials are needed, the footprint is larger, costs are higher. If a smaller house will still fill the owner's needs, it's better for the environment. He requested a smaller footprint and square footage with less disruption to the environment.

DeWolfe: The house will not be seen from Iversen Point its screened by trees. They plan to re-tire there; it won't a vacation home. The apartment above the garage will be rented.

Murphy: There's a housing crisis here where workers can't afford to rent or buy housing. He ask Goines to please comment on average sizes of houses; is this one in the parameters of other housing in the area?

Goines: Wouldn't comment on house sizes; there's no "bulk" requirement in this case. It's based on "lot coverage." There's no "average home" in the area to which to compare it. It's larger than its neighbors but that will be addressed.

Evans: Table the item, erect then see the story poles and other indicators, and vote 4 February.

It was moved by Evans, seconded by Finley, and unanimously carried that the project be tabled until 4 February.

7. Council Matters:

a. Old Business: None

b. GCAP Ad Hoc Committee: Caltrans Streetscape Alternative 4C Discussion/Possible Action

Murphy: gave a background of project and showed slides of the December MCOG meeting (see report attached).

Demling introduced his CalTrans colleagues. It won't take ten years to change the *Gualala Town Plan*. CalTrans staff had met with CCC staff who felt it would only take two years. There may be no new research needed or public input on the new 4A Plan. Recirculation of the document is scheduled in May, 2022. CalTrans goes back to public in September for additional input. Project approval should come in October.

Juenging: Why the Shift in parking from *Surf Market* to the *Breakers Inn*?

Karam: Parking is located south of *Surf Market* where the highway is 66 feet wide, the only place that would accommodate interim parking and a turn lane. It's a better location than in front of the market. Landscaping could go in front of the sidewalk. Five parking spaces would be about a hundred feet of designated parking. The most shoppers would have to walk from the corner of the market property to the first parking space is perhaps forty feet.

Murphy: The walk to the parking would be about a hundred yards when the market is remodeled and the entrance is moved to the north side of the building.

Karam: If the market is remodeled, the parking can be removed and landscaping can replace it.

Murphy: Parallel parking on the highway adds to congestion. Originally, this is not wanted by CalTrans and community. The owners of *Breakers Inn* strongly oppose parking there. The *Gualala Town Plan* requires any width available be used first for landscaping, not parking. If parking goes in, put a time limit on it, fix the interim time limit to 4-5 years, then, at end of that interim, turn it into a planted area.

Demling: Parking will be defined by public/community input in September when the plan's approved. If public opinion is split on parking or no parking, CalTrans will make the decision. The sooner the market gets its parking plan in place, the better. If it's finished before construction begins, there will be no parking there, only landscaping. Signage would show parking time limits and be hard to enforce. At present, CalTrans can't put a time limit on how long the interim spaces will re-main in the area.

Barrett agrees the entrance to Gualala is in front of the *Gualala Community Center* (GCC) and the area should have an inviting, community-like feel. There's no room in front of the market, the *Surf Motel*, or north for parking. The turn lane in front of the market is very important. It's harder to demolish and rebuild than to build it right the first time. A time-length on parking could be address-

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sed by a downtown parking association working on the area's parking details. If GMAC issues a request to *CalTrans* related to interim parking, it will be considered.

Murphy was told changing town plans takes ten years, and amendments six years. This is how long the *Mendocino Town Plan* took to be approved. Taking parking to the CCC would only be chancy. Interim parking is not presently part of the *Mendocino County Local Coastal Plan*. Implementing parking would trigger an amendment process to that Plan. The *California Environmental Quality Act* (CEQA) allows minor adjustments. Northern, up-town parking hasn't been addressed yet. It's also interim parking and was added as a consolation when a two-way turn lane was added due to congestion in front of the market. He doubts the GMAC, CCC, or the community will support on-highway parking; the *Gualala Town Plan* certainly does not.

Juengling: Interim parking had been considered for a long time. In the beginning, it was called an "interim constrained plan." No matter where it's located, GMAC wants to know if it could be an obstacle to construction when it goes before the CCC. The sidewalk in front of the *Gualala Hotel* is wider by five more feet and that's better.

Murphy: The CCC will want to know how long the fixed interim parking is in place; *CalTrans* should set a limit. Mr. Bower has been thinking about his parking plans since 2002 when the *Gualala Town Plan* was approved. His first plans were presented to GMAC in 2009 and nothing has happened since. Stating a parking time limit will help keep people from exploiting the area for commercial purposes and/or abandoning cars there. If we want people parking off the highway, it should be encouraged by not having parking there. The highway jogs east in that area to accommodate parking; that's not a good idea. A planted strip should be there rather than parking.

Hess: wants assurance that any proposed interim parking wouldn't interfere with the use and functionality of the planned sidewalks and bike lanes.

Karam: No, it won't interfere with these. They are permanently fixed in the plan.

Juengling: Would a wider sidewalk and planting strip be built at the market?

Karam: Yes, that would happen.

Dave Shpak, Gualala-area resident: Include federal, *Complete Streets Directive* ideas into this plan. The shifting of sidewalk to the east at the GCC and the new crosswalk there is a good idea. The center of town is north, around the *Surf Market*. Allocate that area to a *Complete Streets Directive* guidance. Five parking spaces here are a distraction from the "gateway to Mendocino" ideal. Larger sidewalks and landscaping/planting where people can congregate is needed. Make lanes larger—up to thirteen feet—North from the *Surf Motel* to Ocean Drive with, again, no parking. For safety reasons, a center turn-lane is needed at Ocean Drive with increased landscaping. A bus stop shouldn't be on the highway. Continuing to use the *Sundstrom Mall* for buses is safer and more traveler friendly.

Dave Bower, Gualala-area resident: The old *Surf Market* parking plan isn't viable now. The family is still developing the idea. They are working with new architects and a market designer. There is no time frame on the project presently.

Will Merget, representative of the Cypress Village Home Owners Association: The process has taken too long and been too divisive on parking issues. There was no need for another community meeting. Follow the *Gualala Town Plan*, reach a consensus now; don't delay for years more.

Murphy: The *Mendocino Transit Authority* bus stops at *Sundstrom Mall*. Though the school bus stops on the highway, it would be safer for all concerned if it would go to the mall. He noted today's *Independent Coast Observer* article on the project and GMAC's meeting (see attached). People don't want another public meeting on another similar proposal to the last ones presented and discussed. Last April, everyone thought it was a done deal. Then, the proposal was supported by a majority of residents, the stakeholders, and the *Save Gualala* group. *CalTrans* should start construction; twenty-four years if talk is too long. *CalTrans* is now looking for more and more exceptions to *Gualala Town Plan*. Get on with it.

Finley: *Sonoma County Library's* Book Mobile pulls into the *Sundstrom Mall* twice a month with no problem. School buses will also fit. Stop talking about this and just build it.

Karam: *CalTrans* received lots of public comments on parking and a new plan was designed. The *Complete Streets Directive* and the area around Ocean Drive were also concerns. Funding is dependent on public input and the project's approval; it needs to be secured and locked in now for construction in 2025.

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Barrett: It's hard for the community to give further input but it's part of the requirements governing the process. Realignment of sidewalks is a positive change that residents like.

Mary Moberg, Gualala-area resident: didn't want parking anywhere on the highway. Parked cars block driver's views of the highway when trying to pull out of parking lots. The car has to pull almost halfway onto the highway to see oncoming traffic. Parking is a danger to pedestrians and should be eliminated everywhere. Allowing truck parking in front of the GCC is ugly and totally blocks a driver's view of traffic, pedestrians, and bicyclists. Install bike lanes, landscaping, sidewalks, bench seating, and a continuous turn lane from Ocean Drive all the way to the south end of the project to make the town environmentally friendly and inviting to residents and visitors alike.

Karam: The GCC sidewalk will be *American Disabilities Act* (ADA) compliant.

Murphy: About the *Negative Declaration* process, CEQA Section 1507, Subsection 3.05C, Parts 3 and 4 clearly state that, if there are minor adjustments to a plan, the plan doesn't need to be recirculated. These are all minor adjustments.

Evans agreed about sidewalks, no parking at *Breakers Inn*, and no large vehicle parking at the GCC. Large vehicles there will block current events happening at the GCC—the Farmer's Market, community activities, etc. This area is the "gateway" to Gualala. Parked trucks, motorhomes, and/or campers isn't the picture we want to project to visitors. There are many fine artists in residence, put public art on display instead of landscaping to save on water and maintenance. When was the last Traffic Survey; what are the latest numbers? Between the population growth of Gualala and The Sea Ranch, and vacation home rentals, traffic has increased of late. Drivers making turns and those backing into parking spaces block and hold-up traffic. We need to know what the impact of traffic is now.

Demling: Will send last year's traffic survey to the Council.

Juengling: Put apron-like, ADA crosswalk ramps at both the south and north end of town. Murphy showed slides of these.

Demling: There's no issue in doing that. He will also remove large vehicle parking at the GCC.

Murphy: The Breakers Inn parking lot has lots of cars pulling onto the highway. If interim parking goes there, a red-painted curbing negating parking there should be installed.

Demling: He will discuss it with Karam to make sure it's installed if parking is present.

Julie Bower, Gualala-area resident: If the plan will be based on a majority of the community's support, how is that majority determined?

Demling: *CalTrans* will take into consideration all comments from the public and consult with MCOG, *Mendocino County Planning and Building Department*, CCC and others to determine it. *CalTrans* has time to hold a public comments meeting before the October approval deadline.

Barrett: It would be a recommendation from the *CalTrans Project Team* to MCOG, then MCOG would endorse that. It was disappointing to find that, after the initial plan was approved, parking comments and constraints were needing to be addressed by yet another plan.

Murphy thanked *CalTrans* and MCOG staff for their attendance and reports.

Finley left the meeting 9 p.m.

c. Housing & Economic Development Standing Committee:

Murphy: The *Redwood Valley Mac* forming an alternate MAC group; GMAC won't take part in it.

d. Public Electric Vehicle Charging Station in Gualala Report:

Hess: The Federal Infrastructure Bill of \$7.5 billion is moving forward but it will take time. Local charging stations must wait for the feds reports on how and where they will spend the funding. No public funding is available at this time, so businesses must foot the bill themselves. The *CalTrans* pullout south of the *Vu Restaurant* has to be ceded to the County but the County needs to be interested in authorizing building a station or leasing the site to a business.

e. Telecommunications Committee:

Murphy: There were 68 views of the December 2, 2021 meeting. The total viewers who watched 2021 GMAC meetings were 1,615. The total minutes viewed were 15,600. Meetings should be shorter and held to a minimum. He showed a slide of a 5G cell tower on the ski slope at Incline Village that was well hidden in a tree.

f. Water Ad Hoc Committee: Update on Water Forum and Distribution:

Juengling: The committee needs to look at the forum idea again. There's been plenty of rain to date. That doesn't mean it will continue to total a large amount for the year

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Hess: Does *North Gualala Water Company* have a new storage tank on Pacific Woods Road?

Julie Bower: The tank is 225,000 gallons; its up but the project isn't completed and officially sanctioned as yet. She doesn't know when it will be filled. It's a settling tank for surface water from Big Gulch and Robinson Gulch to be used now and for future needs, and to help the area get out of the water moratorium.

Juengling: There was a proposed site for a reservoir on the south-west corner lot at the intersection of Fishrock and Old Stage Roads. Is that still being discussed? **Julie** didn't know.

Juengling: The Water Committee will meet this coming month.

8. Permit Review Assignments:

a. CDP_2019-0023 (Caltrans/Demling) Permit to complete guard rail improvements along the State Route One corridor between Schooner Gulch and the Gualala River (Cherry/Due 1/6/22). Juengling and Hess will walk the project.

b. CDP_2021-0043 (Cahill/Rousseau) CDP for replacement septic system for an existing 4 BR home. Location: 32290 South Highway One (Gronendyke/Due 12/31/21). Juengling and Murphy walk the project.

c. CDP_2021-0052 (Alwan) Permit for 1,300 sq. ft. house, 165 sq. ft. deck, 493 sq. ft. accessory building, 1,200 gallon pump chamber, 1,200 gal. septic tank, NGWC Water, 200 sq. ft. driveway, possible standby electric service and/or propane tank, and vegetation removal. Location: 34620 South Highway One (Switzer/Due 12/21/21). Evans and Hess walk the project.

d. CDP_2020-0023 (Sebio/Zhang/Curtis) Elapsed permit for home within 40 ft. Bishop Pine ESHA 30735 South Highway One. (Cherry/Due 12/20/21). Murphy and Evans walk the project.

9. Administrative Secretary Mobert's Report:

Mobert worked 23.75 hours in December. Materials were \$13.12 for a total of \$431.16. The year-end-closing of records for 2021 and beginning of 2022 is almost complete.

10. Vice Chairman Murphy's Report:

Murphy showed a slide of the parking area in front of *Breakers Inn*. The hedge will be eliminated by parking so, from the Breakers Inn building across to the GCC lot will be all pavement; a giant plaza with no landscaping involved. That's antithetical to the *Gualala Town Plan*. He will talk to the property owner and include the photo, and one for the north of town eliminating all plantings, to the recording of tonight's GMAC meeting and to CalTrans.

Juengling: This is existing vegetation slated to be eliminated by parking; it's also true at the mall in the north of town. All the delay is due to one property owner's objections to the streetscape's progress and elimination of on-highway parking.

11. Chairman Juengling's Report: None

12. Adjournment:

It was moved by Hess, seconded by Murphy, and unanimously carried that the meeting adjourn at 9:30 p. m.

DRAFT Minutes prepared by Administrative Secretary Mobert

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