

VII. DEVELOPMENT

HOUSING

Introduction

The major goal of the Housing section is to protect and promote low and moderate cost housing for people who work within the coastal zone to carry out Coastal Act policies on housing, access, and coastal zone priority uses.

Coastal Act Policies

30213. Lower cost visitor and recreational facilities and housing opportunities for persons and families of low or moderate income, as defined by Section 50093 of the Health and Safety Code, shall be protected, encouraged, and, where feasible, provided. Developments providing public recreational opportunities are preferred. New housing in the coastal zone shall be developed in conformity with the standards, policies, and goals of local housing elements adopted in accordance with the requirements of subdivision (c) of Section 65302 of the Government Code.

Other sections of the Coastal Act imply that affordable housing should be provided. Coastal Act policies which encourage visitor-serving commercial development (Section 30220-30223), agricultural production (Sections 30241-30242) and coastal-dependent industry (Sections 30702-30708) call for increasing and maintaining employment opportunities in the coastal zone which generate modest incomes. If workers are unable to find affordable housing in the coastal zone, the viability of such Coastal Act policies would be seriously threatened.

Definitions

Affordable Rental Housing means rental housing which costs not more than 30 percent of 60 percent of HUD median area income for a lower income household, adjusted for household size, and not more than 30 percent of 50 percent of HUD median area income for a very-low income household, adjusted for household size; assuming that the household size will equal the number of bedrooms contained in the unit, plus one.

Affordable Ownership Housing means home ownership housing which costs not more than 30 percent of the maximum income as established by HUD for very low, lower, and moderate income households, adjusted for household size; assuming that household size will equal the number of bedrooms contained in the unit, plus one.

Density Bonus means a density increase of at least 25 percent over the otherwise maximum allowable residential density under the applicable zoning ordinance and land use element of the general plan. In the coastal zone, the otherwise maximum allowable residential density shall mean the maximum density determined by applying all site-specific environmental constraints applicable under the Coastal Plan and Coastal Zoning Ordinance certified by the Coastal Commission.

Housing Opportunity Area means a parcel or parcels of land whereon a project may be proposed that provides affordable housing pursuant to General Plan Housing Element Policy HE-2g as modified by the Coastal Plan. Lower Income Households means a household whose gross annual income is not more than eighty percent of the HUD median income adjusted for household size.

Median income means the median income as established annually and periodically revised by the U.S. Department of Housing and Urban Development (HUD) figure for the Standard Metropolitan Statistical Area, if available.

Moderate Income Households means households whose gross annual income does not exceed 120 percent of the HUD median income adjusted for household size.

Rental Control means a mechanism by which affordable rental units will be maintained in the low and moderate income rental housing stock over time.

Resale Control means a mechanism by which affordable units will be maintained in the low and moderate income housing stock over time.

Very Low Income Household means a household whose gross annual income is not more than 50 percent of the median income for Sonoma County as established by the U.S. Department of Housing & Urban Development (HUD), adjusted for household size.

Housing Needs Assessment

The need for affordable housing is great Countywide, but is particularly acute within the coastal zone because of the great demand for housing near the coast. The two major population centers, where jobs are available, are Bodega Bay and The Sea Ranch. In order to determine housing needs, worker surveys were conducted in these two areas. For the purpose of this needs assessment, one housing unit is assumed for each worker. This may overestimate the need because there may be more than one worker per household.

Bodega Bay

Bodega Bay is primarily a fishing and tourist oriented community. Both activities are high priority uses identified in the Coastal Act, and should be preserved and encouraged by the Coastal Plan. Both industries generate modest incomes for workers. Demand for housing in Bodega Bay is such that even the smallest homes are priced beyond the means of many coastal employees. Two Bodega Bay surveys were conducted. One survey was circulated by four major employers: Bodega Marine Lab, Coast Guard, The Tides, and Bodega Harbor. The second survey was circulated by the Fisherman's Marketing Association to commercial fishermen.

Service and Other Workers. Approximately 190 people are employed by the four major employers. Approximately 30 additional service workers, 10 permanent State and County Park workers without State-provided housing, and 10 seasonal park employees work in the Bodega Bay area making a total of about 240 employees.

A total of 44 percent of the employees responded to the survey. Of those responding, about 66 percent live outside of Bodega Bay and 48 percent of those would like to move to Bodega Bay. Using the sample percentage, an estimated 70-80 workers desire to move to Bodega Bay (See Table VII-1). The vast majority (90 percent) of the workers rent housing.

TABLE VII-1 PROJECTION OF HOUSING NEEDS FOR BODEGA BAY

EMPLOYMENT	EXISTING UNMET NEED (Employees)	PROJECTED NEEDS A.D. 2000 (Employees)
Service and Other	70-80	30 ⁽¹⁾
Fishing:		
1st priority	40-50	60 ⁽²⁾
2nd priority	40	-

⁽¹⁾ Based on expansion of visitor-serving facilities recommended in the Coastal Plan.

⁽²⁾ Based on additional berthing facilities for 300 boats.

Fishermen. Approximately 250 fishermen currently anchor their boats in Bodega Bay. Unfortunately, only 18 percent responded to the questionnaire. Projections made from this small sample must be considered a generalized estimate only. Of the sample received, 76 percent of the fishermen make fishing their principal source of income. Assuming 250 fishermen, the projected total number of full-time fishermen is 190. Housing needs for fishermen have been categorized into two priorities. The first priority includes full time fishermen who live outside of Bodega Bay but would like to move there. According to the survey, 46 percent live away from Bodega Bay, and 50 percent of those would like to move there. Projecting these numbers there would be 40-50 fishermen in this category (See Table VII-1). The second priority category includes fishermen who live in Bodega Bay but are dissatisfied with current housing. An estimated 40 fishermen are in this category.

Sea Ranch

Currently, about 200 workers are employed by Oceanic, The Sea Ranch Association, and private contractors at the Sea Ranch. Building activity was minimal at the time the Coastal Plan was adopted. Now that building activity has resumed, there could be a much greater need for worker housing. Due to high building costs, and high desirability, there are few, or no affordable residential units. Most workers commute from Gualala, Annapolis, and surrounding areas.

Oceanic Properties and the Sea Ranch Association circulated housing survey questionnaires to their employees and at construction sites. Approximately 43 percent of the estimated number of workers responded to the survey. Of those, 81 percent do not live at The Sea Ranch and 52 percent would like to live there. Using these sample percentages, there would be about 160 workers who do not live at The Sea Ranch and 80 who would like to move there (See Table VII-2).

TABLE VII-2 PROJECTION OF HOUSING NEEDS FOR THE SEA RANCH

Existing Unmet Need (Employees)	Projected Need - Year 2000 ⁽ⁿ⁾ (Employees)
80 - 90	160 - 190

⁽ⁿ⁾ Based on expected Sea Ranch buildout and lodge expansion.

Other Areas

No housing needs surveys were conducted outside of Bodega Bay and The Sea Ranch. The North Coast Citizen's Advisory Committee has identified need for low or moderate cost housing in the Stewarts Point-Sea Ranch area for medical center and other workers and in the Fort Ross Store-Timber Cove area for teachers and other workers. The need for housing has been expressed by State Parks and Recreation. Currently five permanent and ten seasonal Park workers are employed at Fort Ross and Salt Point. All five permanent employees are housed on the Park property, and six seasonal employees are housed on the Park property. With the current expansion of Salt Point State Park, there will be seven new permanent employees. State Parks indicated difficulty in finding rental housing for seasonal employees. When the State acquisitions are developed, Northern Sonoma County State Park staffing will increase. There is interest in development of affordable housing in rural areas like Timber Cove and Stewarts Point. Severe physical constraints, lack of services, very high costs, and Coastal Act policies, however, may make such development infeasible. Worker housing needs outside areas with community sewer and water may be provided by employers, like State and County Parks, and on large ranches as long as it is compatible with the Coastal Plan.

Farm worker housing is allowed in the agricultural areas, as specified in the zoning district. Provisions include seasonal and year-round housing, farm labor camps, additional units for full-time agricultural employees based on the type of agricultural use, and farm family units for properties under Williamson Act contract.

Housing Production

In order to encourage new affordable housing within the coastal zone, several strategies will be utilized which can be grouped into four categories. They are incentives, permit and inclusionary requirements, development fee deferrals, and employer housing assistance. These strategies apply primarily to areas with community sewer and water.

Incentives

Housing Opportunity Areas. The County General Plan has established a low income Density Bonus Program pursuant to Government Code 65915 in order to encourage development of housing affordable to very low and low income households.. This program is established in the Coastal Plan in Low Density Residential 1-4 dwelling units per acre and Medium Density Residential 5-8 dwelling units per acre areas and is subject to the following limitations:

(a) This is an incentive program that allows developers of any one of the types of residential projects described in Government Code Section 65915(b) and which complies with all standards set forth in Government Code Section 65915, to build no more than 25 percent more units than a property's zoning would ordinarily allow. In exchange for this density bonus, the owners must make the units affordable for 30 years if an incentive is utilized in addition to a density bonus specified in Government Code Section 65915(b), or for 10 years if a second incentive is not utilized.

(b) In accordance with Government Code Section 65915(f), the density bonus shall be calculated based on the otherwise maximum allowable residential density under the applicable zoning ordinance and land use element of the General Plan. In the Coastal Zone, the otherwise maximum allowable residential density shall mean the maximum density determined by applying all site-specific environmental development constraints applicable under the coastal zoning ordinances and land use element certified by the Coastal Commission. The density bonus shall be applicable to housing development consisting of five or more units.

(c) In the coastal zone, any housing development approved pursuant to Government Code Section 65915 shall be consistent, to the maximum extent feasible and in a manner most protective of coastal resources, with all otherwise applicable certified local coastal program policies and development standards. If the County approves development with a density bonus, the County must find that the development, if it had been proposed without the 25 percent density increase, would have been fully consistent with the policies and development standards of the certified local coastal program. If the County determines that the means of accommodating the density increase proposed by the applicant do not have an adverse effect on coastal resources, the County shall require that the density increase be accommodated by those means. If however, the County determines that the means for accommodating the density increase proposed by the applicant will have an adverse effect on coastal resources, before approving a 25 percent density increase, the County shall identify all feasible means of accommodating the 25 percent density increase and consider the effects of such means on coastal resources. The County shall require implementation of the means that are most protective of significant coastal resources.

(d) The County may prepare an LCP amendment for certification by the Commission for specific areas or subregions within the planning area where density bonuses in excess of 25 percent may be permitted based on a finding that no adverse impacts on coastal resources would result.

(e) In addition to a 25 percent density bonus, a qualifying housing development shall receive one of the incentives identified in Government Code Section 65915(h), unless it is found that the additional incentive is not required in order to provide for affordable housing costs or rents. If the County determines that the additional development incentive requested by an applicant pursuant to this section will not have any adverse effects on coastal resources, the County may grant the requested incentive. If the County determines that the requested incentive will have an adverse effect on coastal resources, the County shall consider all feasible alternative incentives and the effects of such incentives on coastal resources. The County may grant one or more of those incentives that do not have an adverse effect on coastal resources. If all feasible incentives would have an adverse effect on coastal resources, the County shall grant only that additional incentive which is most protective of significant coastal resources.

(f) For the purposes of this section, "coastal resources" means any resource which is afforded protection under the policies of Chapter 3 of the coastal Act, California Public Resources Code section 30200 *et seq.*, including but not limited to public access, marine and other aquatic resources, environmentally sensitive habitat, and the visual quality of coastal areas.

A Density Bonus project approved pursuant to Government Code Section 65915 shall reserve a minimum of 20 percent of all units for rent or sale to lower income households, or at least 10 percent of the total units shall be for very low income households, or at least 50 percent of the total dwelling units shall be for senior residents. Such projects shall comply with all applicable provisions of Chapters 26C of the Sonoma County Code, including development standards and long-term affordability requirements, and shall make the units affordable for 30 years if an incentive is utilized in addition to a density bonus specified in Government Code Section 65915(b) or for 10 years if a second incentive is not utilized.

The density bonus shall apply to housing developments consisting of five or more dwelling units.

In addition to the above Density Bonus Program, the County General Plan Housing Element has established a Housing Opportunity Program in order to further encourage the development of affordable housing. This program is also established in the Coastal Plan and consists of two types; Type A in the Medium Density Residential 5-8 dwelling units per acre if the mapped density is 7 units or more per acre and Type C in the Low Density and Medium Density Residential Areas if the mapped parcel density is 4-6 units per acre. The policies applicable to this program are as follows:

Type A Housing Opportunity Areas: the residential density may be increased 100 percent above the mapped parcel density to a maximum of 16 dwelling units per acre. The project shall reserve a minimum of 40 percent of all units for rent or sale to low or very low income households.

Type C Housing Opportunity Areas: the residential density may be increased to a maximum of 11 dwelling units per acre. The project shall reserve a minimum of 20 percent of all units for rent or sale to low or very low income households and remaining units shall be reserved for sale to low or moderate income households.

The Housing Opportunity Type A and Type C programs shall apply to housing developments consisting of five or more dwelling units and be subject to the following provisions:

The project shall meet all site specific environmental development constraints applicable under the coastal zoning ordinances and land use element certified by the Coastal Commission.

The project shall be consistent, to the maximum extent feasible and in manner most protective of coastal resources, with all applicable certified local coastal program policies and development standards.

The project will not result in adverse impacts on coastal resources.

For purposes of this section, "coastal resources" means any resource which is afforded protection under the policies of Chapter 3 of the Coastal Act, California Resources Code section 30200 *et seq.*, including but not limited to public access, marine and other aquatic resources, environmentally sensitive habitat, and the visual quality of coastal areas.

In addition, the following criteria shall be used to evaluate density bonus projects in the Coastal Zone:
General Plan consistency, including Land Use and Housing Element Goals, Objectives, and Policies.
Coastal Act policies

Community character
 Local Coastal Plan housing component goals, including provisions for both low and moderate cost units available for rental and purchase.
 Environmental suitability
 Local Coastal Plan visual component

Where the Coastal Plan density is less than the General Plan density (due to Local Coastal Plan Policies, site specific constraints, or development phasing), the density bonus shall be applied to the Coastal Plan Density. In no case shall total project density (including bonus) exceed 10 units per acre without a Coastal Plan amendment.

Second Unit Zoning. Zoning which will allow second residential units will be provided in some portions of the Coastal Zone, primarily Bodega Bay and the rural areas. One way to increase rental housing opportunities while preserving community character is to allow second smaller units on single-family lots large enough to accommodate the additional use. This will be implemented by allowing second units in specified zoning districts on lots that are a minimum of 2 acres without public sewer and water, and lots of at least 6,000 square feet in size within an urban service boundary that are served by both public sewer and water. A second unit would be subject to a zoning or use permit and coastal permit, depending on location. Approval would be dependent upon conformance to the standards and policies contained in the Coastal Plan and zoning ordinance.

Deferral of Development Fees

Building and development fees may be deferred subject to compliance with the provisions of Section 26C-457 of the Coastal Zoning Ordinance. Any such deferral shall be subject to the availability of funds and shall be directly related to the construction of housing units reserved for rent or sale to low or very-low income households.

The County General Plan Housing Element identifies a number of Housing Programs available in the Coastal Zone that involve grants or low interest loans to developers of low income housing. These programs include but are not limited to:

Housing Element Program 13: Farmers Home Administration (FMHA) Loans (Section 515)

Program Description: This FMHA program provides construction and permanent financing for multi-family rental housing for low- and moderate-income households in designated rural areas. Interest rates can be as low as one percent but all units financed must be occupied by lower-income households. Eligible rural areas in unincorporated portions of the county include Windsor, the Russian River area, Geyserville, the Sonoma Valley and coastal areas. Both private and non-profit agencies may apply for such funding.

Responsible Agency: Community Development Commission.
 Implementation: (Ongoing)

Housing Element Program 14: Farm worker Housing

Program Description: This program will use funding from two sources: the FMHA Section 514/516 program provides a combination of grants and loans to finance construction, rehabilitation or acquisition of rental housing for farm workers in designated rural areas. Loans are at 1% interest and are repaid over a

33-year term. The State Farm worker Grant program provides funds for land acquisition and site improvements to non-profit and governmental agencies.

Responsible Agencies: Community Development Commission and Burbank Housing
Development Corporation
Implementation: (Ongoing)

Housing Element Program 15: Farmers Home Administration (FMHA) Self-Help Housing Loans

Program Description: This FMHA program provides construction and purchase financing for owner-built and -occupied housing in designated rural areas. Loans are available at rates as low as one percent to lower income households, who provide most construction labor under the supervision of technical advisors. Since most projects are initiated by non-profit sponsors, developer profit and overhead costs are eliminated. Labor contributed by assisted households constitutes the down payment.

Responsible Agencies: Community Development Commission and Burbank Housing
Development Corporation
Implementation: (Ongoing)

Housing Element Program 16: HCD Rental Housing Construction Program

Program Description: This program, administered by the state Department of Housing and Community Development, provides 3 percent loans for the development of rental housing. Additional rent subsidies may be sought from other sources (e.g., HUD Section 8 Rental Assistance).

Responsible Agencies: Community development Commission and Burbank Housing
Development Corporation

Housing Element Program 22: Review of Development Fees

Program Description: This program will result in a review of all County ordinances which propose the enactment of residential use development and impact mitigation fees by the County Board of Supervisors, to consider the required fees for housing to insure that the fees do not exceed the cost of mitigating the actual resulting impact and to establish criteria for reductions or waivers in fees for affordable housing which meets the requirements set forth in Section 2.1. and policy HE-2g.

Responsible Agency: Permit and Resource Management Department.
Implementation: (1992-93)

Housing Element Program 25: HUD Section 202 Loans

Program Description: This program provides low-interest financing for the construction of non-profit rental housing for elderly and handicapped households, and provides rent subsidies for eligible residents. If funding is available at current levels, the county will support financing of up to 300 units in the 1990-95 period.

Responsible Agencies: Community Development Commission and Burbank Housing
Development Corporation.
Implementation: (1991-95)

Permit and Inclusionary Requirements

Resale or rental controls over required affordable units will be implemented by the Sonoma County Community Development Commission. Proportions of low income, moderate income, sale and rental units and other required control measures will be developed on a project-specific basis subject to the approval of the Director of the Permit and Resource Management Department.

Ownership and Rental Requirements

In general, ownership is intended for those moderate income households earning up to a maximum of 120 percent of the median income. Ownership and rental housing is intended to house lower income households earning up to a maximum of 80 percent of the median income. Rental housing is also intended to house very low income households earning up to a maximum of 50 percent of the median income.

Affordable Housing Agreement Required

In exchange for subsidies for construction of housing affordable to moderate, low- and very-low income households, the developer shall execute an Affordable Housing Agreement, pursuant to regulations set out in Chapter 26C of the Sonoma County Code.

A majority of the financial institutions and lenders which make or insure construction and long-term loans on affordable housing projects will not make such loans where a project is subject to locally-imposed long-term affordability restrictions. Therefore, to ensure that the requirements for long-term housing affordability will not impede the financing necessary to ensure the construction of new affordable housing projects, the Board of Supervisors may subordinate the Housing Affordability Agreement is provided for in Chapter 26C of the Sonoma County Code.

Housing Projects- Eleven or More Units. In housing projects of 11 or more units a minimum of 15 percent (and not less than one) of the units must be affordable. Under very limited circumstances, if it can be demonstrated by the applicant through an independent analysis of project data that a 15 percent requirement is not feasible, a lower inclusionary percentage could be considered but not less than 10 percent. If the applicant can demonstrate on-site construction of 10 percent inclusionary units is infeasible, then on-site dedication of land to accommodate at least twice the amount of affordable housing that would be required if constructed by the developer shall be dedicated to the County Community Development Commission or Coastal Conservancy.

Housing Projects, 5-10 units. Developers will be allowed two alternatives - provide 15 percent of the units as affordable, or pay a fee in lieu of providing units. The fee will be 6 percent of the market price of the project and will be paid to a special coastal zone site acquisition and development fund to be administered by the County Community Development Commission.

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TABLE VII-3 COASTAL ZONE EXISTING HOUSING (1979)

Location	Dwelling Units	Permanent Owner-Occupied		Long-Term Rental		Part-Time Owner-Occupied		Short-Term Rental	
		No.	%	No.	%	No.	%	No.	%
Sea Ranch	530	140	26	few	-	195	36	180	33
Timber Cove	28	N/A							
Fort Ross Highlands	8	N/A							
Jenner Area (Total)	(151)	(88)	58	(40)	26	1	-	(23)	15
Goat Rock	21	10	47	10	47			1	4
Bridgehaven	18	9	50	-	11			7	38
River's End Area	12	8	66	1	8			3	25
Jenner	100	61	61	27	27			12	12
Duncans Mills	7	N/A							
Rancho del Paradiso	62	N/A							
West Beach	27	N/A							
Gleasons Beach	27	N/A							
Sereno del Mar	40	21	52	3	7	15	37	1	2
Carmet	61	20	32	10	16	28	45	3	4
Salmon Creek	86	14	16	17	19	52	60	3	3

TABLE VII-3 COASTAL ZONE EXISTING HOUSING (1979)

Location	Dwelling Units		Permanent Owner-Occupied		Long-Term Rental		Part-Time Owner-Occupied		Short-Term Rental	
	No.	%	No.	%	No.	%	No.	%	No.	%
Bodega Bay (Total)	(286) ²	-	(83)	-	(61)	1	(55)	-	(3)	1
West side of harbor	30	33	10	33	9	30	11	36	-	-
Whaleship	33	42	14	42	4	12	12	36	3	9
Shaw Court	14	14	2	14	11	78	1	7	-	-
B. Bay Trailer Park	15				(40 Additional RV Hookups)					
Porto Bodega	34				(14 Additional RV Hookups)					
North of Taylor Tract	29	51	15	51	10	34	4	13	-	-
Taylor Tract	77	44	34	44	22	28	21	27	-	-
East side of harbor	19	42	8	42	5	26	6	31	-	-
Bodega Harbour	152 ³	-	34	-	3	-	41	-	30	-
Valley Ford	27	N/A								
Other Rural (approx.)	175	N/A								
TOTAL	1667									

¹ The available information does not break down part-time and full-time owner-occupied housing in Jenner.

² Status of about 35 residential units in Bodega Bay is unknown.

³ Status of over 40 dwellings in Bodega Harbour is unknown.

Employer Housing Assistance

The main employers in Bodega Bay are the Bodega Marine Lab, Bodega Harbor, The Tides, and the Coast Guard. The fishing industry work force is represented by the Fishermen's Marketing Association. Both State and County Parks employ workers in this area. One or more of these employers and the association should consider embarking on a housing project to assist in attracting and maintaining a competent work force. An employer subsidy could be provided in a number of ways:

1. Provision of employer-owned housing as part of salary.
2. Employer-owned housing rented at an affordable rate to employees.
3. Donation of land for a housing project for the benefit of employees.
4. Other type of subsidy to assist employees in procuring housing.

The Bodega Marine Lab is interested in developing 12 rental units. Such development would assist in implementation of the Coastal Plan housing component and help ease the Bodega Bay rental market.

Provisions for Fishing Related Facilities: The fishing commercial land use category of the Land Use Plan allows vehicle camping facilities for transient fishermen.

HOUSING CONSERVATION

Areas of existing affordable housing which should be preserved and protected are identified. Several strategies for protection and rehabilitation of existing low and moderate income housing are identified.

Areas of Existing Low and Moderate Income Housing. In order to designate areas of existing low and moderate-cost housing, it is necessary to define such areas. Housing costs and availability to people with low and moderate incomes are a function of long-term rental availability, size, and type of unit and location. Areas primarily composed of second home development would not be expected to contain existing low and moderate income units. For the purpose of this analysis, areas with concentrations of small houses are assumed to have the highest concentration of low or moderate income units. A survey of developed areas has identified total numbers of units, long-term rentals, part time rentals, permanently owner-occupied units, and part-time, owner occupied units (See Table VII-3).

Some sections of Bodega Bay provide low and moderate income housing. Houses are older, small village homes primarily occupied by owners who purchased before coastal housing costs escalated and by renters who work in the area. They are the west side of the harbor, Shaw Court and Taylor Tract.

Trailers provide affordable housing in the Bodega Bay Trailer Park and in the Porto Bodega Development. Carmet has a relatively high concentration of renters and full time owner occupants. Additionally, Goat Rock, Jenner, and the Fort Ross Store area provide affordable housing which should be protected.

Housing Element Program 12: Mortgage Revenue Bond Program

Program Description: The Community Development Commission will continue to administer the mortgage revenue bond programs for the county and all incorporated cities except Santa Rosa including the provision of technical assistance to cities, over the 1990-95 program period.

Responsible Agency: Community Development Commission.

Implementation: (Ongoing)

Housing Element Program 17: HUD Section 8 Rent Subsidies (Existing Housing)

Program Description: This program provides rent subsidies to very low-income households which make up the difference between the "fair market rent" of a unit (as determined by HUD) and each household's "affordable" rent (30 percent of household income). In 1990 the Commission (County Housing Authority) was administering over 1500 units. If funding is available, the county will continue to administer the funds for as many units as such funding will support.

Responsible Agency: Community Development Commission
Implementation: (Ongoing)

Housing Element Program 18: HUD Section 8 Rent Subsidies (Moderate Rehabilitation)

Program Description: This program will result in rehabilitation of rental units by increasing the "fair market rent" of a unit following rehabilitation. Units are then occupied by very low-income households, whose rents are subsidized as described under Program 21 (Section 8 Existing Housing). The county will support an application for such funds in accordance with the quantified objectives for this program.

Responsible Agency: Community Development Commission
Implementation: (Ongoing)

Housing Element Program 23: Purchase of Assisted Affordable Housing

Program Description: Use of existing program funding sources to purchase and manage assisted affordable units that will become eligible for conversion to non-affordable status.

Responsible Agencies: Community Development Commission and Burbank Housing
Development Corporation
Implementation: (1991-95)

Housing Element Program 34: HUD Rental Rehabilitation

Program Description: The HUD program provides up to 50 percent of the funds needed to rehabilitate substandard rental units, in exchange for making rehabilitated units available for very low- and low-income households receiving Section 8 rent subsidies.

Responsible Agency: Community Development Commission. 150 units is the quantified objective for the 1990-95 period.
Implementation: (Ongoing)

Permit Requirements. Units currently providing low and moderate-income housing opportunities will not be approved for conversion to condominiums unless the conversion provides a greater affordable housing opportunity.

Demolition of low and moderate income housing shall be done in a manner consistent with General Plan Housing Element policies.

Incentives. Currently, uses that do not conform to existing zoning can continue, subject to several restrictions. They include provisions that: (1) a non-conforming residential or agricultural use damaged by more than 50 percent of the assessed value may be replaced only after a use permit is secured, but may allow for an addition of 10 percent of the previously existing floor area up to a maximum of 400 square feet. (2) if the non-conforming use ceases for a continuous period of one year, such use must meet zoning provisions, and (3) allowable remodeling, maintenance and repair to any legal non-conforming agricultural or residential structure is unlimited. It is recommended that the Zoning Ordinance include provisions to allow a waiver of the above restrictions for non-conforming low or moderate-income units, if the owner is willing to accept resale or rental controls.

RECOMMENDATIONS

Subsidies

1. Encourage the use of subsidy programs administered by the Housing Authority for conservation and production of affordable housing.

Permit Requirements

2. Require in housing projects of 11 or more units that a minimum of 15 percent of the units (not less than one) be affordable. Such units would be subject to resale or rental controls.
3. Require developers of housing projects of five to ten units to provide either of the following: (a) 15 percent of the units to be affordable, or (b) pay a fee of six percent of the market price to a special coastal zone site acquisition and development fund to be administered by the Housing Authority.
4. Encourage a mix of lower and moderate-income units and rental and sale units, when affordable housing provisions are required. The exact proportions will be determined on a project-specific basis by the Director of the Permit and Resource Management Department.
5. Prohibit conversion of rental units currently providing lower and moderate-income housing opportunities to condominiums unless the conversion provides a greater affordable housing opportunity.
6. Prohibit the demolition of housing for persons of low and moderate income unless such demolition would be coupled with subsequent reconstruction of replacement housing of comparable rental value.

Incentives

7. Provide density bonuses and housing opportunities for housing projects which meet the minimum criteria established in General Plan Housing Element Policy HE-2g and HE1-c, both as modified by the Coastal Plan, and Coastal Plan Housing "Incentives" section.
8. Allow second rental units as specified in the Coastal Zoning Ordinance.
9. Include in the Zoning Ordinance provisions for the waiver of nonconforming use restrictions for low or moderate-income units, if the owner is willing to accept resale or rental controls.

General

10. Concentrate housing production efforts in areas where public sewer and water service is available.
11. Encourage development of employer provided or subsidized affordable housing for employees.
12. Prescribe rental and resale controls on a project specific basis subject to the approval of the Director of Housing.

PUBLIC SERVICES

Introduction

Public works and services are vital to implementation of the Coastal Act. In its Public Works policy, the Coastal Act allows (consistent with the General Plan) development of public works capacity to accommodate needs identified by the Coastal Plan. In other words, the policies of the Coastal Plan and General Plan determine the capacity and service areas of public facilities. Where the capacity of basic public works is limited, development of land uses encouraged by the Coastal Act, such as coastal dependent industry or moderate income housing for coastal employees, will receive priority over other uses.

The Coastal Act policies related to public facilities and development are:

30250 (a). New development, except as otherwise provided in this division, shall be located within, contiguous with, or in close proximity to, existing developed areas able to accommodate it, or where such areas are not able to accommodate it, in other areas with adequate public services and where it will not have significant adverse effects, either individually or cumulatively, on coastal resources.

30254. New or expanded public works facilities shall be designed and limited to accommodate needs generated by development or uses consistent with provisions of this division; provided, however, that it is the intent of the legislature that State Highway Route 1 in rural areas of the coastal zone remain a scenic two lane road. Special districts shall not be formed or expanded except where assessment for, and provision of, the service would not induce new development inconsistent with this division. Where existing or planned public works facilities can accommodate only a limited amount of new development, services to coastal-dependent land use, essential public services and basic industries vital to the economic health of the region, state, or nation, public recreation, commercial recreation and visitor serving land uses shall not be precluded by other development.

Water Supply

Summary

Most of the water systems on the coast are small and substandard in some respect. The main problems are insufficient water and limited financial capability (See Table VII-4). Water sources are generally wells or creeks which have a tendency to run low in summer months when demand is highest. Most coastal wells produce only a limited amount of water at any time due to the geology of the area. Small systems cannot afford extensive searches for and development of additional supplies.

Water quality is also a problem with some systems. Surface springs and storage tanks are easily contaminated. The systems are chlorinated but may be monitored only once or twice a week. Tests for chemical content are expensive and are not often performed. Poor maintenance in some cases contributes to water quality problems.

Several older small water systems are poorly designed or maintained resulting in inadequate water pressure. The fire fighting capability of most of the systems is inadequate because of limited water supplies or low water pressure.

No new water systems are planned. Some expansion or improvement of existing water systems to serve existing communities or planned growth, or to correct system deficiencies will be necessary.

Adequate Water Systems

The Sea Ranch, Fort Ross Highlands, Duncans Mills and Pacific View Estates are the only areas with adequate water for all existing and planned development (although The Sea Ranch must develop a supplemental water supply for periods of low river flow). Bodega Bay has more than enough water for existing and some additional development. It will have water for all planned development if the well being drilled by the Public Utilities District is as productive as expected. Bodega Bay also has other potential supply sources if the new well does not provide sufficient supply.

TABLE VII-4 WATER SYSTEMS (1979)

Lots				Meets Standards For:		
				Adequacy of Supply	System Design	Health (Quality)
Water System	Presently Served	Vacant Lots	Source of Supply		Supply	
The Sea Ranch Water Co.	530	1499	Gualala River	Adequate for existing demand and expansion. Supply being developed for low flow periods.	Yes	Yes
Timber Cove Mutual Water	28	245	Wells	New wells connected. Original system not adequate. Applying for new system permits. Moratorium on new connections until improved.	Original System, No.	
Jenner Water Co.	108	174	Springs, Jenner Creek	Marginally adequate for existing homes. PHS moratorium on new connections.	No	Recently, yes Prior, Frequently, No
Duncans Mills Trading Co.	9	-	Russian River Well	More than adequate for existing uses.	Yes	Generally Yes
Rancho del Paradiso Water	62	65	Well	Marginally adequate for existing homes.	No	Recently Yes, Prior, Frequently No
Bridgehaven Water Co.	13	6	Springs, Creek	Marginally adequate for existing homes. PHS order prohibits new connections.	No	Generally Yes
Pacific View Mutual Water	7	46	Wells	Adequate for homes and vacant lots in service area.	Yes	Yes
West Beach Mutual Water	less than 20	-	Wells	Not adequate for existing homes, haul water in summer.	No	Frequently No

TABLE VII-4 WATER SYSTEMS (1979)

				Meets Standards For:		
Water System	Lots Presently Served	Vacant Lots	Source of Supply	Adequacy of Supply	System	
					Design	Health (Quality)
Sereno del Mar Water Co.	61	134	Wells Scotty Creek	Questionable whether adequate for planned buildout.	Yes	No 1979 Yes; Prior, Frequently No
Carmet Mutual Water System	62	10	2 Springs	Marginally adequate for existing homes.	No	No Frequently No
Salmon Creek Water System	87	65	Spring	Marginally adequate for existing homes.	No	No Generally Yes
Valley Ford Water Assn.	16	-	2 Wells	Marginally adequate for existing homes. PHS moratorium on new connections.	No	No Generally Yes
Bodega Bay P.U.D.	460	approx 660	Salmon Creek Rapallo Well	Adequate for existing development. Some unused capacity but not enough for full buildout. New source being developed.	Yes	Yes Generally Yes

Possibly Adequate Water Systems

The subdivisions of Timber Cove and Sereno del Mar may have or be able to develop water supplies adequate for subdivision buildout. As part of a court settlement, no new development at Timber Cove can take place until that water system is improved. The Timber Cove developer has been required to drill enough wells to provide a 41 gallons per minute water capacity. Once this is accomplished and the water system has received necessary permits, up to 100 connections to the Timber Cove Mutual Water Company will be allowed. Presently 28 homes exist in this 273 lot subdivision. Whether the new wells will provide a reliable long term water source is unknown at this time. The developer also agreed to offer to deed land to the Water Company for a future reservoir and for future well sites. The Water Company will be responsible for making any further improvements to the system and developing any additional water supplies.

Sereno del Mar may not have adequate water for planned commitments. Because of this, the County Environmental Health Department has asked the Sereno del Mar Water Company to prove sufficient water capacity for buildout. The water company has drilled several new test wells but has not yet documented adequate capacity.

Inadequate Water Systems

Water supplies are inadequate for only marginally adequate for existing development in all other coastal communities. There are bans on any additional connections to the water systems in Jenner, Bridgehaven, and Valley Ford.

Solutions to Water Constraints

The coast is a water scarce area, and developing reliable water sources for urban development is very difficult. Several wells or springs may be needed to produce even modest water yields.

No additional sources of water supply appear feasible for the communities of Jenner, Rancho del Paradiso, Bridgehaven, West Beach, and Valley Ford. Carmet and Salmon Creek subdivisions also have marginally adequate water supplies for existing development. If adequate water supplies are not available, some lots within the existing subdivisions may be unbuildable.

Water system development and improvement continues at The Sea Ranch, Timber Cove, Sereno del Mar and Bodega Bay. Water supplies sufficient for subdivision buildout, or moderate additional expansion appears limited to these four areas, Pacific View Estates and Duncans Mills.

WASTEWATER TREATMENT

Coastal Wastewater Treatment Problems and Water Quality Standards:

The State Water Quality Control Board has established strict standards for wastewater treatment and disposal to protect water resources and public health. New on-site wastewater treatment systems must meet several criteria before they can be installed including ground slope, soil depth, depth to groundwater, percolation rate, and system setback distance. Obtaining approval for individual wastewater treatment systems in the coastal region is often difficult.

Coast soils tend to have high clay content and high seasonal groundwater levels which limit percolation of effluent. Small lot sizes and steep slopes also contribute to marginal disposal situations. Many vacant lots in approved coastal subdivisions are unbuildable due to such problems (See Table VII-5).

Individual Wastewater Treatment Systems

There are only three subdivisions where new on-site wastewater treatment systems can be installed on most vacant lots: Timber Cove, Fort Ross Highlands and The Sea Ranch. Even at Timber Cove and The Sea Ranch, there is concern about the cumulative impacts of septic system discharges as the areas build out. About 1400 lots in The Sea Ranch are proposed to develop on septic systems, two-thirds of which are vacant.

TABLE VII-5 SEPTIC SYSTEM AREAS (1979)

Area	No. Units on Septic Tanks: Existing/Add'l Vacant Lots	Average Size Lots ⁽¹⁾	Common Water System	Septic Tank Operation Comments (from County Health Department Staff)
Windermere Point North of Ft. Ross	14/9	7 are less than 1 ac. 1/2 ac. are smallest	no	May be problems with soil conditions. Would need lot by lot determination. (Note: water supply tends to be a problem.)
Fort Ross Highlands	8/13	1/2 ac. to 3+ acres most are 1+ ac.	no	Usually possible to find suitable location for septic system. (note: good well area.)
Duncans Mill	7/31	1/4 - 1/2 ac. a few larger	yes	Flooding a problem.
Bridgehaven	9/6	Varies from 2400 ϕ to approx. 1/3 ac.	yes	Septic problems. Very small lots.
Goat Rock Headlands	13/14	About half are 1/2 ac. or less; half are 1 ac. or greater	no	Some heavy clay soil, high winter groundwater levels, some slopes more than 30%. (Note: water supply also a problem. Hard to obtain 1 gpm on a sustained yield.)
Valley Ford	20/8	Varies from less than 1/2 ac. to over 2 acres	yes	Unknown.
Sea Ranch	455 systems serving 467 units/963	1/3 to 1/2 ac. (range 1/4 - 1 acre and 30 lots grtr. than 1 ac.)	yes	Soils vary greatly. Some areas where very difficult to support septic systems, but can go onto common areas for leach lines.
Timber Cove	28/245	approximately 1-1/2 ac. 1 - 2-1/2 acres, few larger	yes	Soils vary. Parcels relatively large. Possible to build in most cases. Soils poor on hill for septic systems; better west of highway.
Jenner	104/199	most 1/4 ac. (range 2500 ϕ - 12,000 ϕ and a few larger)	yes	Clay soil, high winter water table, small lots, steep slopes cause severe septic problems.

TABLE VII-5 SEPTIC SYSTEM AREAS (1979)

Area	No. Units on Septic Tanks: Existing/Add'l Vacant Lots	Average Size Lots ⁽¹⁾	Common Water System	Septic Tank Operation Comments (from County Health Department Staff)
Freezeout Road	62/65	5000φ (range 2500φ to 1 ac.)	yes	Usable area of lots too small for leach fields, slopes often greater than 30%, high clay soil, some lots subject to flooding.
Pacific View #1 & #2	7/46	1/3 - 1 acre (some larger)	yes	Based on past experience, expected operation problems. Marine Terrace deposits (2). Health Dept. requires wet weather percolation tests on lot by lot basis. Few lots are expected to pass tests. Soils of Unit 2 are particularly marginal in terms of soil conditions.
West Beach (Cliff Rd. near Wright's Beach)	27/4	5000φ (range 2500φ to 12,000φ)	Part yes (some ind. wells)	Lots too small to find suitable septic sites.
Sereno del Mar/ Gleason Beach	67/162	1/2 - 1 ac. (a few smaller)	yes	Only about 10% of remaining lots are buildable unless a sewage system is installed. Lots small, Marine Terrace deposits (2).
Carmet	62/10	approx. 1/4 ac.	yes	Problems. Lots too small. Soils are Marine Terrace (2) clay with very high winter groundwater levels (almost at ground surface).
Salmon Creek	87/65	4000φ	yes	Have had extensive failures. Eastern area is Marine Terrace (2) deposits with clay soil, shallow groundwater levels in winter. West area is sandy; percolation rates too high. Lots too small.
Notes:				
(1) Need 1/2 acre or more to support system if soils conditions are good and there is a common water system. (County Health Department)				
(2) Marine Terrace very marginal in terms of septic system operation due to clay soils, high groundwater levels.				

Nearly all other developed or developing areas along the Sonoma Coast have severe limitations for installation and operation of individual waste treatment systems. These areas include parts of The Sea Ranch, Jenner, Rancho del Paradiso, Bridgehaven, Pacific View Estates, West Beach, Gleasons Beach, Sereno del Mar, Carmet, Salmon Creek, and Bodega Bay. Septic data on Valley Ford and Duncans Mills are inconclusive: however, soils are generally poor for septic operation.

Possible Solutions to Wastewater Treatment Problems

Sewage Treatment Plants: New community sewage treatment systems are often considered to be a solution to individual disposal systems, but they are expensive and promote urban growth in rural areas. For these reasons such systems are inconsistent with the General Plan. The two existing plants at The Sea Ranch and the one at Bodega Bay are all recently built, well designed, and able to accommodate substantial additional development (See Table VII-6).

There may be interest at Sereno del Mar in constructing a sewage treatment plant since roughly two-thirds of the lots in this 200 unit subdivision are undeveloped and probably unbuildable. Cost of a sewage treatment system at Sereno del Mar would be high, estimated at 1.8 million dollars in 1979. Another alternative, connecting Sereno del Mar to Bodega Bay's sewage treatment system, does not appear to be significantly less expensive. If a community system were constructed at Sereno del Mar, it is possible that adjacent Carmet subdivision could be included in the service area. However, most Carmet lots are presently developed, and it is unlikely residents would agree to substantial charges for such improvements unless health hazards become serious.

TABLE VII-6 WASTEWATER TREATMENT SYSTEMS (1979)

	Active Connections	Potential Additional Connections	Plant Ultimate Design Flow (gal./day)	Existing Plant: Aver. Dry Weather Design Flow (gal./day)	Annual Average Capacity Being Used (6/78 to 5/79) (Gallons per day)		Level of Treatment	Wet Weather Storage Capacity (Mill./gal.)	Per Capita Expansion Use-Gal Per Day Poss.	Capacity for Expected Buildout	
					Minimum	Maximum					
Bodega Bay	420 (610 Resid. Equivalent Units)	580 res. lots B. Harbor + 146 vacant lots B. Bay - 28 vacant lots already served. 698 vacant lots not served	620,000 (corresponds to ≈3100 res. units)	(Existing treatment capacity) 355,000 (corresponds to ≈1775 res. units)	53,000	108,000	74,000	Secondary (Used for golf and greenbelt irrigation)	1 holding pond 4 pond 12 pond 36 pond 53	200 gpd/ res. unit or 75 gpd/ person	Yes to be determined exactly in Breije & Race Study
North Plant - Sea Ranch	5	Up to 1117	400,000 (corresponds to ≈2065 res. units)	160,000 (corresponds to ≈700 res. units)	Negligible		Secondary (Used for golf course irrigation)	8 pond at plant 12 ponds on golf course 20	200 gpd/ res. units	Yes	Yes-without any Plant expansion
Central Plant - Sea Ranch	58	Up to 145	120,000 (corresponds to ≈600 res. units)	27,000 (corresponds to ≈125 res. units)	Estimated <6000 Gallons per day		Secondary (Used for greenbelt irrigation)	1.7 (2 ponds) 6.5 Ultimate storage lakes on plant property	200 gpd/ res. unit	Yes	Yes-Probably will need additional treatment facilities (aerators, filtration)

Alternative On-Site Wastewater Treatment Systems: Of the several experimental individual wastewater treatment systems being tested, the "Wisconsin Mound" system is the most promising for dealing with the common coastal problems of clay soils and seasonal high groundwater levels. This system, however, requires lot sizes of approximately two acres and slopes of less than six percent thus its applicability is limited. Most approved coastal lots are less than an acre in size. Other alternate systems are very unlikely to be developed and approved in the near future.

Septic System Monitoring and Maintenance Programs: On-site wastewater system monitoring and maintenance programs are a third solution to individual wastewater treatment problems. Such programs do not make more lots buildable, but they have the potential for extending the useful life of septic systems and promptly correcting operational problems. A public agency which is authorized to acquire, construct, maintain or operate sewage treatment systems may run such programs. Once an on-site wastewater disposal zone is established, the agency has the power within that zone to acquire, design, own, construct, install, operate, monitor, inspect and maintain on-site wastewater disposal systems. A monitoring and maintenance program is required for The Sea Ranch. Potential applicability of this type of program is widespread.

Waiver Prohibition of Septic Regulations: In areas where failure of septic systems is likely to cause health hazards or water quality impairment, the County Environmental Health Department or the Regional Water Quality Control Board may issue an order to prohibit any waiver of existing septic installation regulations. This would decrease the likelihood of failure of new systems.

LAW ENFORCEMENT

SUMMARY AND RESPONSIBLE AGENCIES

The Sonoma Coast region is a large, sparsely populated area with limited access roads and rugged terrain. As such, provision of emergency services is necessarily limited. Law enforcement along the coast is the responsibility of the Sheriff's Department, the California Highway Patrol, and State and County park rangers. In addition, The Sea Ranch maintains a private security force.

Resident sheriff deputies are stationed at The Sea Ranch, Fort Ross, and Bodega Bay. They investigate criminal complaints and respond to service calls, including search and rescue calls. Each deputy is on call five days a week and deputies alternate days off. Manpower is very limited. One search and rescue call can tie up all deputies for hours. Even if a deputy is free, emergency response times may be long due to distances involved.

The California Highway Patrol (CHP) has no regular coastal beat; the coast is too remote for efficient deployment of manpower, and the traffic levels and accident rates are too low to merit it. The CHP responds to accidents or other service calls on coast roadways, but response times vary depending on where officers are and what else is happening at the time the call comes in. State and County park rangers enforce park regulations which include vehicle parking, camping and park use restrictions. They also render assistance and respond to emergencies on State and County park property. Staffing (1979-1980) is as follows:

Doran Park (County): 4 rangers
 Stillwater Cove and Gualala Point (County): 3 rangers
 Salt Point and Kruse Rhododendron (State): 4 rangers
 Sonoma Coast Beaches (State): 5 rangers

Consequences of Additional Development:

For both the Sheriff and California Highway Patrol, new development along the coast will increase pressure for additional law enforcement protection. Residents in rural subdivisions often do not realize that urban emergency response times cannot be provided at isolated locations, and become dissatisfied with the service levels. Even existing service levels cannot be maintained with an increase in service calls unless additional manpower is available.

The effect of providing additional public accessways as required by the Coastal Act is less clear. Trespass problems result in many service calls to the Sheriff's Department. In part, such problems occur because there are few signed, developed public accessways in some areas. It is possible that trespass problems may decrease with development of adequate public accessways to the coast. If trespass calls do increase significantly, Sheriff's deputies would be hard pressed to respond to them.

Parking management is another law enforcement responsibility which may increase due to the Coastal Act. Potentially it affects all law enforcement agencies. The Coastal Plan recommends closing small or poorly located parking turnouts, prohibiting parallel parking along parts of Highway 1, and enforcing such parking restrictions. Only park rangers presently enforce parking restrictions, and their responsibility is limited to park lands. On peak weekends when they are busiest with service calls (and parking problems are greatest) parking enforcement receives low priority and little attention. The Sheriff and the CHP currently do not enforce parking, since there is only one restricted parking area along Highway 1.

Acquisition and development of additional park land and public accessways will require increases in park rangers and other staff to maintain and operate them. The expected growth in park use will also cause an increase in ranger responsibilities.

All law enforcement agencies are concerned about expected increases in responsibilities due to additional development and recreational travel. However, they have little recourse other than requesting additional manpower when service levels deteriorate.

One partial solution would be to pursue State funds for law enforcement services needed to patrol new parks and accessways. The State mandates acquisition and development of additional accessways and parks with the Coastal Act and it could be argued that the State is therefore responsible for funding necessary expansions of law enforcement services.

FIRE SERVICES

Coastal Fire Protection

All coastal communities are served by volunteer departments except Duncans Mills which is within the Monte Rio Fire Protection District. Homes located outside fire districts receive minimal structural fire protection through the California Department of Forestry. Structural fire protection along the coast has general inadequacies common to many rural areas. The Sea Ranch, Pacific View Estates, and Bodega Bay are the only areas with adequate water supplies and water pressure for fire fighting. Most departments lack paid personnel and up-to-date fire fighting equipment. Fire service areas tend to be large and road access limited. These factors combined with volunteer departments make for relatively long response times (See Figure VII-1).

Fire Districts

The Bodega Bay Volunteer Fire District is typical of many volunteer fire districts. Fire calls ring in four locations from which alarms can be set.

Maximum response times are 15-20 minutes to the furthest points of the service areas. This response time would probably not be adequate to save a structure in an incendiary fire. The District owns four fire trucks. Income from annual donations and from the Bodega Bay Fisherman's Festival supports the service.

Timber Cove and The Sea Ranch have formed County Service Areas (CSA) for fire protection assessments. Timber Cove CSA contracts with a volunteer fire company for fire protection, and pays assessments for equipment. The Sea Ranch contracts with the Department of Forestry for equipment and minimal paid staff at the Sea Ranch Department of Forestry station.

Consequences of Coastal Development

Increases in coastal development are not likely to bring about substantial changes in the organization of coastal fire departments. Costs are simply too high. One fire position, 24 hours a day, seven days a week presently costs about \$70,000 per year plus benefits. Only The Sea Ranch and Bodega Bay are expected to reach levels of development where minimal paid personnel would be possible. However, increased development and public access to the coast will increase fire risks. The fire districts will respond as best they can by increasing their volunteer staff, and adding equipment as necessary.

MEDICAL SERVICES

The coast has limited medical services. It is difficult to attract and keep physicians since rural area physicians face longer hours and lower pay than their urban counterparts. Emergency medical and other support facilities are lacking.

Coast Medical Facilities

The Redwood Coast Medical Services operates the only clinic along the Sonoma Coast. It is located in Stewarts Point and serves residents north of Fort Ross. The clinic was established with the help of State Health funds and it receives operating subsidies from the State as well as private membership dues. The outpatient, primary health care clinic is open Tuesday through Saturday from 9-5 and is staffed with a physician, a family nurse practitioner and support personnel. The Health Center presently (6/80) employs a reserve physician so that it can offer full off-hour emergency care.

No health clinics are located along the south coast, in part because the south coast is less isolated from inland medical facilities. There is some community interest in establishing a clinic, and a county health department survey has documented a need for one; funding is a key problem. A Bodega Bay clinic would provide quicker and easier access to primary health care, including emergency first aid, for south coast residents and visitors.

For areas with less than 3000 population, clinics staffed with only a "physician extender" (such as a family nurse practitioner) and having physician and other backup support are the most efficient. A population of 4000 or more is usually needed to support a clinic with a physician. However, it is possible, were a clinic established at Bodega Bay, that a physician in training could be provided at least part-time through non-community funding sources.

The South Coast does have an ambulance service. Bodega Bay Area Rescue provides ambulance service between Jenner and the Marin County line. This private corporation is staffed by 15 volunteers. The on-duty volunteer has the ambulance at his home. Injured persons are taken to Palm Drive Hospital in Sebastopol, or in more serious cases, to Memorial or Community Hospital in Santa Rosa. Funds for this service come from transport charges, and the proceeds of the Fisherman's Festival. An ambulance

operates out of Point Arena in Mendocino County serving the north Sonoma Coast. However, in a north coast emergency, the Sheriff's helicopter often transports the injured to Santa Rosa hospitals.

Consequences of Coastal Development

Continued urban growth along the coast will create some demand for improved health services. This may result in the creation of a primary health care clinic in Bodega Bay. If the community of Bodega Bay decides it cannot support a clinic, minimal services may be provided on a part-time basis by county health outreach workers, but this would depend on future county health department funding levels.

SCHOOLS

Summary:

With low population densities along the coast, schools are widely spaced and tend to be small with combined classes. Specialized education facilities are minimal. (See Figure VII-2).

All elementary school districts must meet minimum state requirements regarding class sizes (there are no size limits for high school classes). Maximum class sizes for grades K-8 are approximately 33-35 students. When these limits are reached, additional classrooms usually are constructed.

TABLE VII-7 SONOMA COAST ELEMENTARY SCHOOLS

School District Name	Location	# Classrooms	Enrollment	Grades
Horicon	Annapolis	4	80	K-8
Fort Ross	Seaview Road	2	53	K-8
Monte Rio	Monte Rio	8	219	K-8
Shoreline	Bodega Bay	3	70	K-5
	Tomales	8	204	K-8 (grades 6-8 attend from Sonoma County)
Harmony	Occidental	19	419	K-8

Figure VII-1

Figure VII-2

Consequence of Coastal Development: Elementary Schools

Annapolis School has a present enrollment of 80 students; 20 percent are from The Sea Ranch. Assuming similar future enrollments per household, another 50-60 students from The Sea Ranch could be expected to go to Annapolis School when The Sea Ranch builds out. This would require construction of two classrooms or other class arrangements. The Sea Ranch is the main growth area for Horicon School District.

Enrollment at Fort Ross School has increased 34 percent over the last five years. If buildout of Timber Cove subdivision occurs, students from this subdivision alone would require addition of one classroom. Timber Cove is the largest planned development in the Fort Ross School District.

Enrollment in Monte Rio Elementary School has recently declined. Coastal areas are not expected to contribute significant numbers of new students to this district.

Harmony School District includes students from Valley Ford. Coastal areas are not expected to contribute significant numbers of new students to this district.

South Sonoma coast students presently attend Bodega Bay Elementary School for grades K-5, then are bussed to Tomales Elementary School for grades six to eight. Most students attending Bodega Bay Elementary School are from the immediate area, thus Bodega Bay School will definitely be affected by planned Bodega Bay area growth. An addition of two to three classrooms will be needed during the planning period to accommodate expected enrollment increases unless other arrangements are made.

Consequences of Coastal Development: High Schools

Impacts of specific subdivision growth on high schools are not as severe as for elementary schools and are harder to estimate. Class sizes, schools and district areas are larger. The school districts therefore have more flexibility in handling increments of students from specific development areas without adding classrooms or teachers. Students from The Sea Ranch and Stewarts Point attend high school in Pt. Arena. Students from Fort Ross to Jenner attend El Molino High School in Forestville and south Sonoma coast students attend Tomales High School in Marin County.

PUBLIC SERVICES RECOMMENDATIONS

General

1. Expand public works capacities only to accommodate development identified in the Coastal Plan.
2. Establish new special districts only within defined urban service areas as designated in the County General Plan and Coastal Plan.

Water and Sewer

3. Require that new septic systems within the coastal zone conform with the Minimum Guidelines for the Control of Individual Wastewater Treatment and Disposal Systems adopted by the Regional Water Quality Control Board on April 17, 1979, or its updated version. Require septic system clearance from the Environmental Health Department for expansion of existing uses.
4. Prohibit any waiver of Regional Water Quality standards for on-site wastewater disposal in Jenner, Pacific View Estates, Carmet, Rancho del Paradiso and Salmon Creek.
5. Establish on-site wastewater management zones for the following subdivisions: The Sea Ranch, Timber Cove, Sereno del Mar, Carmet and Salmon Creek.
6. Monitor the level of groundwater in all community or mutual water wells annually in early September to determine the effects of withdrawal. Prohibit new water connections to systems not meeting present water supply standards upon a finding that well water levels have dropped for three successive years.
7. Require Sereno del Mar Water Company to prove an adequate water supply (as defined, California Administrative Code, Chapter 5, Title 17, Article 2, Section 7056) for subdivision build out.
8. Require the Timber Cove Mutual Water Company to meet present health standards for system design and supply before any water connections above 100 are allowed.
9. Require that applicants for land divisions demonstrate adequate water to serve the newly created parcels prior to final approval.
10. Within urban service areas, strongly encourage connection of new development to available services.

Law Enforcement, Fire, Medical, Schools

11. Encourage an increase in traffic patrol of Highway 1 through use of a California Highway Patrol helicopter and any other feasible means.
12. Promote state funding of costs for maintaining and patrolling new parks and accessways mandated by the Coastal Act.
13. Support establishment of a primary health clinic in Bodega Bay.
14. Encourage establishment of school impact fees for Shoreline, Fort Ross, and Horicon School Districts.

TRANSPORTATION

Introduction

In 1979 the State Coastal Commission authorized a comprehensive appraisal of the traffic capacity of Highway 1 in Mendocino, Sonoma, and Marin Counties, the Highway 1 Capacity Study.

Sonoma County commissioned a supplemental study of coastal transportation issues specifically for the Sonoma County Coastal Plan. In addition to a more detailed analysis of highway capacity this later study:

- analyzed need for Highway 1 parking improvements
- reviewed the proposed bypass routes for Bodega Bay
- evaluated existing alternative access routes to the coast and the possibilities of upgrading these routes, and
- examined bicycle, pedestrian and transit possibilities

These two studies form the basis for the analysis and recommendations contained in this section.

Coastal Act Policies

Coastal Act Policies encourage maintenance and improvement of access to coast resources. They also require that Highway 1 in rural areas remain a scenic two-lane highway.

30252. The location and amount of new development should maintain and enhance public access to the coast by (1) facilitating the provision of extension of transit service, (2) providing commercial facilities within or adjoining residential development or in other areas that will minimize the use of coastal access roads, (3) providing non-automobile circulation within the development, (4) providing adequate parking facilities or providing substitute means of serving the development with public transportation, (5) assuring the potential for public transit for high intensity uses such as high-rise office buildings, and by (6) assuring that the recreational needs of new residents will not overload nearby coastal recreation areas by correlating the amount of development with local park acquisition and development plans with the provision of onsite recreational facilities to serve the new development.

30354...it is the intent of the Legislature that State Highway Route 1 in rural areas of the coastal zone remain a scenic two-lane road.

Highway Network

Highway 1 is the principal north-south route. East-west routes are Stewarts Point-Skaggs Springs Road in the north, Highway 116, and Bodega Highway and Petaluma-Valley Ford Road in the south. Other roads serve only as minor access routes, but could be important as alternate routes in emergencies (See Figure VII-3).

Background

For the purpose of estimating future traffic volumes, existing and projected land uses were quantified according to the following categories: residences, campsites, hotel and motel rooms, and marina facilities. Traffic forecasts for recreational travel from outside the coastal zone and for locally generated travel were developed. Available highway capacity was compared to traffic volumes on summer Sundays reflecting the fact that recreational travel on the Sonoma coast is considerably higher on weekends than weekdays.

Traffic congestion was identified as a problem along several segments of Highway 1 through The Sea Ranch, Jenner, the Sonoma Coast Beaches section and Bodega Bay.

Issues

Highway 1 Capacity and Safety

Maintaining traffic flows and improving safety along Highway 1 are the major highway issues. Highway 1 through Sonoma County is a highly scenic, low speed highway with winding narrow lanes and limited passing sight distance along much of its length. It provides access to numerous visitor destinations; restaurant and other commercial uses in Bodega Bay and Jenner; park lands, beaches, and vista points; and several second home developments. These characteristics by their nature reduce the traffic carrying capabilities of Highway 1. With traffic congestion a problem along most of its length, the Transportation section concentrates on capacity improvements at parking turnouts and intersections.

Figure VII-3

Road Improvements. Providing turning lanes at intersections and parking areas is the most effective approach to improving the capacity of Highway 1, while maintaining it as a two-lane scenic highway. Turning lanes can be expected to increase the capacity of Highway 1 at any point by 10-40 percent. Turning lanes also provide considerable safety benefits. Along all sections of Highway 1 where turning and parking movements cause significant traffic delays, turning lanes are proposed. These include The Sea Ranch, Jenner, the Sonoma Coast Beaches section, and Bodega Bay (See Figures VII-4 and VII-5). Figure VII-6 illustrates turn-lane standards.

Other minor highway safety and capacity improvements proposed for Highway 1 are selective widening and road alignments; parking management, development and enforcement programs; and other types of road improvements such as roadway striping and marking, bicycle lanes and pedestrian ways. Also, bridges across Salmon Creek and the Russian River require replacement for safety reasons. Both bridges are structurally deficient. Road construction projects should include sufficient shoulder width to accommodate bicycles and pedestrians where off-road facilities are not feasible.

Bodega Bay. Through the community of Bodega Bay, minor road improvements will not be adequate to relieve traffic congestion. This section of Highway 1 has the most critical capacity deficiency along the Sonoma Coast. Side friction effects and vehicle turning movements across the opposing traffic stream seriously reduce the available highway capacity. The section of Highway 1 between The Tides and Johnson Gulch represents the worst case because of the narrow roadway width.

Four highway bypass alternatives were considered for possible highway capacity solutions in Bodega Bay (See Figure VII-7).

1. Bay Hill Road upgraded throughout its four mile length.
2. A parallel route through town on Bodega Avenue or Windy Lane with limited new highway construction between these roads and Highway 1.
3. A new bypass from south of The Tides development to Highway 1 at Johnson Gulch.
4. A longer new bypass from the Harbor Loop Road to south of Bay Hill Road.

Bay Hill Road was discarded as a major bypass alternative since it would require considerable upgrading to serve as a bypass and would not be effective in diverting much traffic because of its length. However, it does provide an existing alternate route to Highway 1 during peak traffic periods and emergencies, and minor improvements to it are appropriate. The local streets alternative presents difficult engineering problems and would seriously affect the community. Both alternatives 3 and 4 would effectively divert traffic around the main part of the community, but Alternative 3 would intersect Highway 1 in an area shown for future development in the Bodega Bay Land Use Plan while Alternative 4 would completely bypass the community. Alternative 4 is considered more desirable from an engineering design perspective allowing higher speed traffic. However, higher speeds are not necessary since Highway 1 is a low speed road along most of its length. The shorter bypass would cost considerably less than the longer new bypass. The bypass is the only major proposed Highway 1 capacity improvement.

Coastal Access Improvement

The two principal access roads to the Sonoma coastal area are Highway 1 from either Marin County or the Petaluma Valley and Highway 116 along the Russian River. The only significant public east-west road in the north coastal area is the Stewarts Point-Skaggs Springs Road.

The feasibility of improving the Stewarts Point-Skaggs Springs Road to serve as a major east-west link to the northern section of the Sonoma coast was assessed. For road improvements to be warranted, it would have to reduce travel time to the north coast and reduce the traffic loads on southern sections of Highway 1. Travel data for the Sonoma Coast show that the Stewarts Point-Skaggs Springs Road would not effectively divert traffic since most visitors come from the south and travel to destinations south of Stewarts Point.

Figure VII-4
Figure VII-5
Figure VII-6
Figure VII-7

Parking Management

Parking along Highway 1 is primarily for recreational purposes. Between Bodega Bay and Jenner, Highway 1 is adjacent to the Sonoma Coast State Beaches. Roadside parking in this area is heavy and generally informal. Parking lots are mostly paved with unmarked spaces and few signs identifying entries and exits. North of Jenner there are several turnouts but parking facilities are not as extensive. Further north, the County and State Parks provide some off-highway parking for developed park areas only. North of Salt Point, public parking areas are presently limited.

Traffic volumes are projected to double in most areas along Highway 1 by 1995. Recreation travel is the largest element of this traffic growth indicating that parking demand will also increase proportionately. The need for development of new parking facilities has already been identified in some recreation areas.

Implementing a parking management program to improve signing, entries and exits to parking facilities, and parking lot circulation, is an issue closely related to increasing Highway 1 capacity since the numerous parking lots and turnouts reduce road capacity and safety. Developing needed new parking is also an important part of parking management programs to reduce hazardous parallel parking and traffic slow-downs as visitors search for parking spaces. New parking facilities are encouraged to be located west of Highway 1. Parking management recommendations focus on the Sonoma Coast State Beaches

area between Bodega Bay and North Jenner Beach, where traffic levels and demand for parking are greatest. Turn lanes and improved entries and exits of parking lots are the primary road improvements needed (see Figure VII-8 and Table VII-8).

Increasing parking in the Salmon Creek Beach area is a high priority. South Salmon Creek parking lot is usually inadequate on weekends, and overflow parking ends up on Bean Avenue, which provides access, and private roads in Salmon Creek subdivision. These roads are very narrow, and access to the parking lot or emergency access is very constrained. State Parks has plans to increase the size of the South Salmon Creek parking lot or to construct new lots further south and develop an alternative access to them. This alternative could have severe environmental effects on the fragile dunes lands. A second alternative is to move the State Parks headquarters and use that area for parking and beach access. This area could accommodate approximately 60 vehicles, however, this lot does not provide direct access to South Salmon Creek Beach. A third alternative would be to provide signs at both the Bean Avenue entrance to South Salmon Creek parking lot and at the entrance to the Dunes Campground directing vehicles to an existing parking area at the Park Kiosk. This lot is further from the beach, but is adequate for some overflow parking. A walkway or walkways from the Kiosk lot or new or expanded lots over the dunes to the beach should be developed to minimize impacts on dunes.

North Jenner Beach is another area where additional parking is badly needed. A parking lot could be constructed east of Highway 1 just north of Maxi Gulch. This would allow elimination of hazardous informal parking turnouts along Highway 1 in the area (refer to Recreation Plan for additional information).

Lower priority long-range parking improvements for the Sonoma Coast State Beaches section include expansion as necessary of some existing parking lots at Rock Point, Duncans Landing, Wright Beach, Shell Beach and Goat Rock North, and possible development of a new land side parking facility as necessary just north of Sereno del Mar subdivision. This site is easily screened and pedestrian visibility for crossing Highway 1 is good. Just south of Gleasons Beach subdivision, Highway 1 is adjacent to North Portuguese Beach. It is the only area where very easy beach access is possible. Enlargement of the existing ocean side turnout would provide opportunities for handicapped access to the beach. In all of these areas, any adverse environmental or visual effects caused by parking area enlargement should be mitigated.

In Bodega Bay, parking management in commercial areas can minimize traffic conflicts caused by parallel or informal parking.

Between Jenner and The Sea Ranch, parking improvements generally would include new and expanded lots in the State Parks as required, new facilities at scenic points along the coastline, and closure of unsafe turnouts. Parking improvements at The Sea Ranch would include development of public parking areas at granted accessways.

Figure VII-8

TABLE VII-8 BEACH PARKING CAPACITY AND SAFETY IMPROVEMENTS (1979)

Beach	Existing Spaces	Mile-post	Short Range Improvements	Long Range Improvements	Type of Beach Other Notes
1. S. Salmon Creek (Dunes Campground)			Signs indicating day use parking available at Campground entrance		Parking lot use should be encouraged in conjunction with development of a walkway over the dunes to the beach
2. Salmon Creek	40	12.8	Increase area parking only if impacts on dunes can be mitigated. Eliminate parallel parking on Bean Ave.		
3. N. Salmon Creek	63	12.85	Develop public parking at parks headquarters site; turn lanes		Long sandy beach
4. Rabbit Ears	10	12.95	Turn restrictions, improve entry		
5. S. Miwok	8	13.1			
6. Miwok	4	13.21			Poor visibility, small turnout
7. Coleman	26	13.46			Small rocky beach; access to Salmon Creek Beach
8. Arch Rock	34	13.7	Turn lane, improve entry		Small sandy beach isolated from other beaches
9. Marshall Gulch	22	14.05	Turn restrictions, improve entry, one-way circulation		Small isolated beach
10. Carmet	57	14.2	Turn restrictions		Narrow, rocky, semi-isolated beach

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TABLE VII-8 BEACH PARKING CAPACITY AND SAFETY IMPROVEMENTS (1979)

Beach	Existing Spaces	Mile-post	Short Range Improvements	Long Range Improvements	Type of Beach Other Notes
11. Schoolhouse	79	14.4	Turn lane		Small, broad and sandy isolated beach
12. Portuguese	68	14.65			
13. No. Portuguese	12	14.9	Enlarge ocean side turn-out so. of Gleasons Beach sub-division for possible handicapped access.	Good site to develop parking just north of Sereno del Mar. Easily screened.	Long, sandy beach
14. S. Gleason	10	15.6	One-way circulation. Improve entry		Long, sandy beach
15. Gleason	10	15.7	Improve entry signing one-way circulation		Narrow, rocky beach. Beautiful views
16. Rock Point	15			Existing lot can be enlarged to connect with small Duncans Cove S. lot. Redesign for one entry	No beach access.
Duncans Cove S.	4	15.8	Improve entry		Beautiful view
17. Duncans Cove	35	16.25	One-way circulation	Turn lane; Entry improvements	Nice-isolated beach Beautiful view
18. Duncans Landing	50	16.35	Turn lane		Large, sandy beach Beautiful views
19. Wright's	60	16.8	Turn lane	Can enlarge parking when necessary	Large, sandy beach

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TABLE VII-8 BEACH PARKING CAPACITY AND SAFETY IMPROVEMENTS (1979)

Beach	Existing Spaces	Mile-post	Short Range Improvements	Long Range Improvements	Type of Beach Other Notes
20. Shell	43	18.23		Can enlarge parking lot when necessary	Narrow beach; semi-isolated
21. Blind	30				Sandy, long beach far below road
22. Arch View	23				
23. Whale Point	4	19.0			
24. Goat Rock S.	71				Large, sandy beaches
25. Goat Rock N.	68			Can enlarge parking lot when necessary	
26. (no beach)			1 way circulation		
South of Jenner	14	20.74			
27. Russian River	10	22.40	Turn restriction	Pave	Narrow, sandy beach
28. Russian River	12	22.47	Turn restriction	Pave	Narrow, sandy beach
29. North Jenner		22.85	Develop new parking facilities east of highway	Close several small turnouts in area	Large, sandy beach

Smaller, scattered lots have the advantage of providing wider accessibility to the numerous beaches, and of generally being visually less obtrusive, but consolidation has traffic safety advantages. Very small (1-4) poorly located turnouts are hazardous for the minimal parking benefits they provide. Elimination of several such lots is proposed (See Table VII-9).

TABLE VII-9

**MISCELLANEOUS SMALL PARKING TURNOUTS
RECOMMENDED FOR CLOSURE**

Milepost:	13.55	13.72	14.50	
	16.00	16.65	17.80	22.20

The California Coastal Commission recommends land side parking facilities where pedestrian safety and feasibility permit to reduce ocean view impacts. Possible sites for new land side parking development are suggested in areas where the need for additional parking is high. Proper design of any new or expanded parking facilities to minimize their visual impacts is required.

Bikeways, Pedestrian Walks and Transit

Improvement of Highway 1 to more safely accommodate bicyclists is a major issue. Although the highway is narrow, winding and dangerous for cyclists, it is increasingly popular as a bicycle touring route. Separated or Class I bike paths are the most desirable option (See Figure VII-9). Through The Sea Ranch the State Coastal Commission has required The Sea Ranch Association and developer to dedicate a fire trail along Highway 1 for use as a bikeway. Where separate paths are not feasible, bicycle lanes adjacent to the travel lane or Class II bike paths are preferable to the existing narrow shoulder. With this option, however, parking restrictions and enforcement may be needed to keep parked vehicles out of roadside bike lanes.

Bikeway development at Bodega Bay is important because of the number of recreational destinations in the Bodega Bay area. Opportunities for bikeway development exist along Bay Flat Road south around the Bay to Doran Park; from Bay Flat Road to the Dunes campground; and along the proposed bypass (See Figure VII-4).

Residents have identified a need for sidewalks in the downtown areas of Bodega Bay and Jenner, since roads are very narrow and there is no safe place to walk. In Jenner, sidewalks along Highway 1 are proposed. In Bodega Bay, citizens feel strongly about the need for sidewalks along Highway 1, Taylor Road, and Eastside Road (See Figure VII-9). A bay front promenade is also proposed as a visitor attraction for use by tourists and residents.

An existing transit service, started in July, 1979, runs from Point Area in Mendocino County to Santa Rosa. The fifteen passenger bus travels Highway 1 from Point Arena to Timber Cove; Timber Cove Road to Seaview Road and Meyers Grade Road until it intersects Highway 1 again north of Jenner; then Highway 1 to Highway 116 and Highway 101 north of Santa Rosa. The Mendocino Transit Authority reports the route has been successful, averaging eight to ten passengers per trip. That service was

expanded in May, 1980, from two to three times a week. The bus makes one round trip on Mondays, Fridays, and Saturdays. Passengers pay three dollars for a one way trip.

Residents in southern Mendocino County initiated the request for service into Santa Rosa. The service was three to four years in planning. The present arrangement is a 50 percent cost split between Mendocino and Sonoma Counties. Total operating costs of \$36,000 for 1979-80 are funded out of State Transit Development Act Funds.

A similar transit service could be considered for the South Sonoma Coast where none presently exists. Although the service could be initiated for use by residents, there would be a possibility of expanding use in the future to provide service to visitors. A preliminary feasibility study by transportation consultants of providing peak weekend transit service was found to not justify costs at this time.

Figure VII-9

RECOMMENDATIONS

Highway 1 Safety, Capacity and Access Improvements

1. Encourage construction of the long bypass (Alternate 4) around Bodega Bay from Lucas Wharf to south of Bay Hill Road.
2. Consider the shorter new Bodega Bay bypass (Alternate 3) alignment from Lucas Wharf to south of Eastside Road as a second option in lieu of no bypass.
3. Initiate a plan line study for bypass routes.
4. Construct intersection improvements illustrated on Figure VII-4 to increase the capacity and safety of Highway 1 through Bodega Bay.
5. Encourage continued maintenance and minor improvements along Bay Hill Road.
6. Implement transportation improvement recommendations for Jenner illustrated on Figure VII-5. Implementation should include consultations with the community.
7. Replace Highway 1 bridges over Salmon Creek and the Russian River and include citizens in the planning process.
8. Provide turn lanes at the following Sea Ranch intersections: Priority I (short range 0-5 years): The Stables and North Recreation Center entrance, Annapolis Road, Longmeadow Road, Moonraker and Whalebone Reach. Priority II (Oceanic implementation if and when additional units are constructed in potential development areas and at the Lodge, when Lodge Road is relocated. Some of these roads are not yet constructed): Lodge entrance, Deer Trail and Halcyon: Priority III (longer range 5-20 years): Leeward Spur, Deerfield Road, Breaker Reach, Vantage Road, Pine Meadow, Whitebluff Road, Headlands Reach, Navigators Reach, and Lodge Entrance and Halcyon if developer does not improve.
9. Encourage continued highway safety improvements such as striping, marking and signing.
10. Eliminate parallel parking at hazardous locations.

11. Implement turning lanes and entry improvements at parking areas as specified in Table VII-8.
12. Develop turning lanes according to standards illustrated in Figure VII-6.
13. Encourage road improvements on Highway 116-River Road, Bodega Highway and Petaluma-Valley Ford Road to improve east-west access to Highway 1.

Parking Improvements

General

14. Mitigate environmental and visual impacts in parking lot development or expansion.
15. Locate parking areas to provide wide accessibility to coastal beaches rather than consolidating parking facilities.
16. Close small, poorly located turnouts.
17. Restrict turning movements at parking areas where necessary to promote safe entry and exit.
18. Institute one-way circulation patterns in small, narrow parking areas.
19. Develop new parking facilities in conjunction with development of new parklands and public accessways.
20. Develop new parking lots and other recreational support facilities (such as public restrooms) generally on the landward side of Highway 1.
21. Develop a parking management program for Bodega Bay commercial areas.

Specific

22. Consider expanding parking opportunities in the Salmon Creek Beach area by providing signs to direct overflow parking from the South Salmon Creek parking lot to the existing Dunes contact station lot and by moving the Salmon Creek Parks Headquarters and developing that area for parking.
23. Allow expansion of the South Salmon Creek Bean Avenue parking lot or other new lots further south and a new access road to these lots only if impacts on the fragile dunes can be adequately mitigated.
24. Implement the other short range parking improvements specified in Table VII-8; as a lower priority the long range improvements specified in Table VII-8.
25. Close the small, poorly located turnouts specified in Table VII-9.

Bikeways - Pedestrian Walks - Transit

26. Pursue bikeway projects as part of Highway 1 and Highway 116 road improvement projects.
27. Pursue bikeway funding for bicycle lane construction projects and to correct identified hazards for bicyclists.

28. Where off-road facilities are not feasible, provide adequate shoulder width to accommodate bicyclists and pedestrians on Highway 1 through Sonoma County.
29. Where engineering problems or gradient differences prevent standard four foot shoulders, a minimum of two foot shoulders on both sides of travel lanes is acceptable for bicyclists.
30. Provide periodic bicycle turn-out lanes along Highway 1.
31. Include four foot wide striped shoulders on both sides of travel lanes of the proposed new Bridgehaven and Salmon Creek bridges.
32. Provide off-road bicycle lanes through The Sea Ranch.
33. Encourage Cal-Trans to cut and clear weed growth alongside Highway 1 at the earliest feasible date annually to improve safety for bicyclists.
34. Construct the sidewalk projects illustrated on Figures VII-4 and VII-5 in Bodega Bay and Jenner.
35. Encourage a bay front promenade in Bodega Bay.
36. Encourage implementation of daily transit service between Santa Rosa and Point Arena, and explore the possibility of a bus originating in Santa Rosa.
37. Reinvestigate the feasibility of implementing transit service along the South Sonoma Coast.

VISUAL RESOURCES

INTRODUCTION

Sonoma County's coast is beautiful, rugged and varied. A typical coastal cross-section west to east would show ocean with a rocky intertidal zone, steep vertical bluff, coastal terrace, hillside, and ridge. The landscape is divided by the Gualala and Russian Rivers, and by numerous creeks and gullies with riparian vegetation, and by coastal villages and independent subdivisions.

The beauty and accessibility of Sonoma County's coast have made it a heavily used tourist and recreational area. A survey of travelers prepared as part of the Highway 1 Capacity Study revealed that for the majority of travelers, sight-seeing is the primary purpose of the trip to the Sonoma Coast. The goal of the Visual Resources section is to prevent blockage or degradation of scenic views and to assure that development is compatible with the existing natural and man-made landscape.

Coastal Act Policies

The following Coastal Act policies support protection of the scenic qualities of the coast.

30251. The scenic and visual qualities of coastal areas shall be considered and protected as a resource of public importance. Permitted development shall be sited and designed to protect views to and along the ocean and scenic coastal areas, to minimize the alteration of natural landforms, to be visually compatible with the character of surrounding areas, and, where feasible, to restore and enhance visual quality in visually degraded areas. New development in highly scenic areas such as those designated in the California Coastline Preservation and Recreation Plan prepared by the Department of Parks and Recreation and by local government shall be subordinate to the character of its setting.

30253. New development shall, where appropriate, protect special communities and neighborhoods which, because of their unique characteristics, are popular visitor destination points for recreational uses.

Visual Resources

Scenic Corridors. The primary impression of any area comes from what is seen while driving, cycling, or hiking along a roadway. One of the most effective methods of protecting visual resources is to protect scenic corridors along a system of scenic roads.

Designated scenic corridors in the General Plan are Highway 1, Stewarts Point-Skaggs Springs Road, Highway 116, Coleman Valley Road, Petaluma-Valley Ford Road, and Bodega Highway. In addition, the Coastal Plan designates Fort Ross Road, Meyers Grade/Seaview Road, paved portion of Willow Creek Road, and Bay Hill Road as scenic corridors.

Major Views. Major views are long views of unique visual interest, focus, or variety. Major views are abundant along Sonoma County's coast and include islands, rock headlands, coves, lagoons, estuaries, riverways, expansive beaches, white water, and historic settings.

Vista Points. Vista Points are roadside areas suitable for parking with exceptional views. Designated vista points should be developed with safe ingress and egress, parking areas, interpretive signs, and

restrooms where appropriate. The view shed from a vista point is even more sensitive than a major view since the viewer is stopped and can take full advantage of the visual experience.

RURAL ISSUES:

The most important rural design issues are preservation of coastal views, and visual quality and compatibility of development with the natural landscape. The two major components of the natural landscape are landforms and vegetation.

Landform

The coastal zone can be classified into eight predominant landform types. Each landform, while containing variations, has readily recognizable characteristics upon which recommendations for future development can be built. These are beaches, dunes, cliffs and bluffs, terraces, hillsides, ridges, wetlands, and inland valleys. Development guidelines for beaches, dunes, cliffs and bluffs, and wetlands are included in Chapter III, Environment. Development guidelines for terraces, hillsides, ridges and inland valleys are included below.

Terraces. Terraces are the broad, level areas between coastal hills and bluffs. They are generally covered with grasses and sometimes dotted with trees or divided by windbreaks. Lines are horizontal except where trees create a vertical influence and break up the open landscape. Terraces are particularly visually sensitive. Appropriate terrace uses are agriculture and recreation.

Hillsides. Along the coast, hillsides are the interface between the coastal terrace and the ridge. Many of Sonoma County's hillsides begin east of Highway 1, have few trees and shrubs, and are highly visible. Other coastal hillsides are forested, particularly on the north coast and therefore are not as visually vulnerable. Hillsides are especially sensitive to grading activities that do not conform to natural land contours.

Ridgelines. Ridgelines are the most visually vulnerable of the landforms in Sonoma County. Ridgelines are often seen from great distances. The contrast between the land and the sky makes structural intrusions very obvious. The high locations of ridges cause any alterations to be seen from a wide area and may affect many view sheds within the coastal zone.

A primary example of ridgeline sensitivity is the subdivision east of Russian Gulch called Muniz Ranch. While winding up Highway 1 from Russian Gulch to the High Cliffs, it is clear that spectacular views to the east have been significantly degraded by ridge top development.

Inland Valleys. The two inland valleys in Sonoma County's coastal zone are at Duncans Mills and Valley Ford and are characterized by historic villages surrounded by agricultural land.

VEGETATION

Many vegetative alterations have occurred on Sonoma County's coast. Logging in particular has eliminated forest land close to the shoreline. The characteristic landscape along Highway 1 is the prairie grassland. Other vegetation changes include planting of windbreaks, mainly of cypress, and the planting of pine trees between Highway 1 and the shoreline. Landscape planting can add complexity to the view and screen unnatural elements. On the other hand, the planting of some types of trees west of Highway 1 blocks shoreline views. The planting of non-native species can detract from the natural coastline landscape.

URBAN ISSUES

Background

Structural (man-made) features which have special cultural, historical, architectural, and aesthetic qualities are as important to the coastal zone as its natural features. Many historical structures have been identified by the Western Sonoma County Historical Survey. These historical resources are listed in Appendix A, along with methods for protecting them. Several of these structures are located within three historic communities: Stewarts Point, Duncans Mills, and Valley Ford. Maintaining and preserving these communities adds to the visual character of the coast.

Bodega Bay is a vital coastal village, with a range of services and employment. The scale and character of Bodega Bay is worthy of protection.

Independent subdivisions are relatively new and contain large lot second home developments with few or no support services. Because of their visibility, they have strong impact on the attractiveness of the coast.

Urban Design Concerns

Design Compatibility with Natural Features. New development should respect the natural setting. Except for Bodega Bay, and other historic areas, construction materials, colors, and architectural features should be carefully chosen to blend with landscape features of the site so that structures and nature compliment one another and development has a minimum impact on the site. In Bodega Bay, Duncans Mills, Stewarts Point, and Valley Ford, site impacts should be minimized, but integration of new buildings with the existing character of the town is the overriding concern.

Building Scale. An issue closely related to integration of structural design with the physical conditions of the site is that of scale, the relationship of the size of the structure to its surrounding features, both natural and man-made. In the past, many houses have been built which are not out of scale with their surroundings. They may be too massive for their lot size, block light and air for smaller neighboring homes, and destroy the harmony and character of the community.

Design Compatibility with Existing Structures. In many of the coastal subdivisions there are few unifying features. The design guidelines address this issue. In older communities, traditional building styles of early coastal buildings are encouraged. In newer communities, roof lines and building exteriors should be compatible with surrounding buildings.

Commercial Design. Commercial development in and near Bodega Bay encompasses a wide variety of styles and colors with few common traits except most are single story, wood frame construction. With the absence of a predominant architectural style in the community, it would be appropriate for new commercial construction to reflect the nautical character of the harbor with wooden buildings of simple design.

Structural and Community Features

In order to help preserve structural and community features which distinguish coast communities and subdivisions from other areas, and to develop coherent visual guidelines for new development, it is helpful to review the origins and common features of Sonoma's coastal communities.

The Sea Ranch. For over 100 years this spectacular ten mile stretch of the Coast was used by sheep ranchers who added to it only the cypress windbreaks on the lower meadows west of Highway 1. Oceanic Properties bought the 5200 acre Del Mar Ranch in 1963, intending to create a low density residential community where development would have a minimum impact on the natural environment and would blend harmoniously with it. To some extent these goals have been achieved under the design guidance of

The Sea Ranch Review Committee. Design review guidelines apply to all development at The Sea Ranch and include the following provisions:

1. Homes are sited to take advantage of natural landforms and vegetation while preserving views from neighboring lots.
2. Buildings are clustered in some areas to achieve screening and greater open space.
3. Landscaping is informal and utilizes indigenous plant materials.
4. Roof slopes are governed by a roof slope direction plan to achieve building to building unity.
5. Sea Ranch homes tend to be simple and dramatic with no roof eaves.
6. Natural wood exteriors and shake roofs or suitably colored asphalt shingles are strongly encouraged.
7. Property line fences are discouraged; fences are used primarily for screening parking areas, service yards and trash areas.

The overall effect is of subdued, modern structures at times very well integrated with the existing landforms and vegetation. The strict design approach will be even more important as The Sea Ranch builds out.

Stewarts Point. Stewarts Point was founded in 1857 at Fisherman's Bay by A.L. Fisk, who erected a store and hotel building and put both in operation. This community contains a collection of very good simple early Greek Revival structures. The buildings include a store, the hotel, the one room school and a series of barns and out-buildings which together illustrate a very strong sense of a nineteenth century coastal town. Stewarts Point is recommended as a historic district. District boundaries and design guidelines will be developed prior to actual designation.

Timber Cove. Timber Cove is a second home low density subdivision established in the early and middle 1960's which remains mostly undeveloped. A partial buildout is expected in the near future when water system problems are resolved.

Few Timber Cove lots are visible from Highway 1. The most visually vulnerable are along Ninive Drive west of Highway 1, and in meadow areas. Most of the subdivision is heavily forested. Few design features unify existing homes. However, the homes tend to have subdued exterior colors, indigenous landscaping, and are generally well screened behind trees and landforms. In two cases, high fences adjacent to Highway 1 block views towards the ocean and are therefore incompatible with visual guidelines.

Jenner. Jenner was originally platted in 1914 as a second time home development. The town has grown slowly over the years, but new development is now halted due to restrictions on water system connections.

The community is located on south facing steep hillsides at the mouth of the Russian River. Most homes are one and two story conventional construction with large windows overlooking the river and ocean. Roofs are pitched and exteriors are painted wood except at the north end of town where some newer homes are unpainted with flat roofs. Densities vary but lots tend to be quite small. Landscaping includes terraced gardens, vines and flowers. Roads are narrow and steep with no curbs, gutters or sidewalks.

The commercial uses adjacent to the Highway, except for the gas station, are one-story unpainted wood structures.

Although its development potential is very limited, it is important that any new construction in the community be compatible in design and scale with existing structures since the community is highly visible from Highway 1.

Duncans Mills. Duncans Mills is a Railroad Depot and commercial center dating back to the 1880's. The western false front commercial buildings have been preserved and several new buildings of similar design have been constructed to serve the summer and weekend tourist population. Commercial uses have been developed by private interests who wish to continue to expand development along the old west theme. Duncans Mills is recommended for designation as a historic district.

Rancho del Paradiso. Rancho del Paradiso, a small lot second home development, was platted in the 1930's. It is located along the south side of the Russian River, and has low visibility from the highway. Additional development potential is very limited due to septic and water constraints.

Bridgehaven. Bridgehaven Resort, which dates from the 1930's, has summer cabins, a store and cafe, and a trailer park with permanent residents. The campground is no longer in use. Located on the south bank of the Russian River near the junction of Highways 1 and 116 and visible from Highway 1 vista points, the trailer park is not screened from view. Although the possibility of new development is severely limited by inadequate water supplies, any modifications to the existing development should include design and landscaping improvements.

Pacific View Estates. Pacific View Estates was subdivided in 1968 and 1970 and remains mostly undeveloped. The subdivision is located on coast terraces west of Highway 1 between the highway and undeveloped state parklands and is highly visible. Development here would block major coastal views. Because of this, Pacific View Estates is the object of a Coastal Conservancy project to transfer development potential to another, more suitable site.

If this Conservancy project is not completed, strict site and design guidelines will be necessary to minimize visual impacts.

Sereno Del Mar. Sereno Del Mar is an independent residential subdivision platted between 1970 and 1972. Only about one-third of the approximately 200 lots have been developed.

The subdivision is highly visible on gently sloping hills east of Highway 1. Existing homes are sited randomly with minimal landscaping to provide screening. Previous design control attempts have not created a consistent design theme. While the majority of homes have unpainted wood exteriors, some exteriors are of painted stucco. Architectural forms range from modern cubes, triangles, and octagons to barn and contemporary ranch styles. The structures compete with each other for dominance. Most have pitched shake roofs but roof lines have no relation to one another. Homes are large on large lots and are generally one to one and a half stories in height due to a 16 foot height limitation. Some six foot fences delineate property lines and detract from the open flow of the hillside.

It is uncertain when major new construction will occur due to septic and water constraints. Because of its highly visible nature, however, design guidelines are important for any new development.

Carmet. Carmet is a 60 lot residential subdivision developed in the late 1940's. Homes are one-story, with flat gravel roofs and painted wood exteriors. Landscaping is suburban with lawns and flowers, and a few trees. Density is approximately four units per acre with homes set squarely on the gently sloping lots east of Highway 1.

Most of the remaining lots are unbuildable. However, any new development should be compatible with the existing homes, since there is a distinct design unity to the subdivision.

Salmon Creek. Salmon Creek is a compact second home subdivision developed in the 1920's and 1930's. Although vacation home use still predominates, many of the dwellings house full time occupants.

Homes generally have painted wood exteriors and gable roofs. The private subdivision roads are very narrow and poorly surfaced. Landscaping is minimal since yards are small and used primarily for parking, gardens, flowers and shrubs. Community boundaries are well defined by Salmon Creek, Highway 1 and State Park property.

Sewer and water constraints limit new development, but some additional development is likely to occur. The scale and type of new development should be compatible with the existing character of the community as well as to the area's very sensitive natural features.

Bodega Bay. Bodega Bay has a long and varied history. In 1809 Russian fur traders built warehouses on Bodega Head, farmed the land, and caught seal and sea otter for furs. In 1841 the Russian colony was offered for sale. The Bodega Bay area was then resettled and farmed. During the 1850's Bodega Bay became a deep water port for exporting lumber and agricultural products to San Francisco, but was soon displaced. By the 1900's only a few shallow draft fishing vessels and resident fishermen used the Bay.

In the early 1900's a new element came to Bodega Bay as Sonoma County coast and river areas became popular visitor destinations. Taylor Tract was subdivided in 1914 and 1922 as a second-home community.

The commercial strip along Highway 1 was subdivided in 1921. During the 1920's and 30's vacationers built the small cottages that characterize the community today and some commercial services were developed. The U.S. Army Corps of Engineers dredged a deep water channel at Bodega Bay in 1943. Almost overnight a major fishing industry sprang up. By the early 1950's, Taylor Tract was largely developed, and many of the homes were rented to fishermen. Bodega Bay had become a thriving fishing village, but tourism and recreation continued to play an important role in its development.

Bodega Bay continued to grow steadily with larger homes being constructed north and west of the main town. The large Bodega Harbour development resulted in a sewer system for the whole area and a better water system.

Over the years the original Bodega Bay town developed a distinctive character. The narrow straight streets climbing the hills east of the Bay provide views of the harbor. Most homes are similar in scale, design, and construction. They are modest, single-story structures with pitched roofs, vertical windows, and vertical front elevations. Most Bodega Bay homes are painted brown, beige, green and white with contrasting trim. Small informal yards are devoted to lawns, gardens, and parking areas. Many yards are bordered by traditional picket fences.

The small scale of its bay oriented development, historical significance and importance to recreation and the fishing industry all qualify the town of Bodega Bay as a special coast community worthy of protection. To maintain and protect the fishing village character of Bodega Bay and to provide needed affordable housing, new residential development adjacent to the original town is proposed to be similar in scale and design to that in the existing town.

Commercial buildings in Bodega Bay are predominantly single story wood structures with gable roofs. There are no consciously unifying design features. Signs clutter businesses north of town. With Bodega Bay expected to absorb the bulk of new commercial growth along the Sonoma coast, it is important to promote good design in keeping with the scale and character of the existing town.

Bodega Harbour. Bodega Harbour Subdivision located just south of Bodega Bay is a second home development begun in 1969. Development is proceeding at a steady pace.

This subdivision has a design review procedure which is evident in the development which has occurred. The residences relate to one another with few homes dominating.

Structures are large one-and-a-half to two-story structures with unpainted wood exteriors and varied modern architectural designs. To establish a continuity of design between homes, the design guidelines require that roof slopes conform to those established by existing adjacent structures. The community also encourages architectural forms of new homes to relate to adjacent structures. This strategy goes a long way toward providing a sense of design unity. Other unifying features are a 16 foot height limit, size limits, and indigenous landscaping guidelines. Fences are used for screening of service yards and not to delineate property boundaries. Grading must be minimized. Roofs, trim, and driveways are of dark, non-reflective materials. Garages and other accessory buildings must relate to the main structure on the site and be physically connected.

Valley Ford. Valley Ford received its name from the fact that an old Indian and Spanish ford across the Estero Americano was located there. This historic community has evolved over the years and has no distinct architectural theme. Styles include Greek Revival, Queen Anne, Western Falsefront, Italiante, and bungalow. Many of the existing buildings date to the 1870's and 1880's. Several have been identified as worthy of landmark status.

RECOMMENDATIONS

View Protections

1. Prevent development (including buildings, structures, fences, paved areas, signs, and landscaping) from obstructing views of the shoreline from coastal roads, vista points, recreation areas, and beaches.
2. Prohibit development which will significantly degrade the scenic qualities of major views and vista points.
3. Except in rural community and urban service areas, require a minimum setback of 100 feet from the right-of-way along scenic corridors and greater where possible. However, permit a 50 foot setback when sufficient screening exists to shield the structure from public view. Where the General Plan policies and standards are more restrictive than the above standards, development shall comply with the General Plan or Coastal Plan policies, whichever are more restrictive, provided that no development shall be approved which does not comply with Coastal Plan policies.

Alterations of Landforms

4. Minimize visual destruction of natural landforms caused by the cutting, filling, and grading for building sites, access roads and public utilities by:

Concentrating development on level areas so that steeper hillsides are left undisturbed.

Prohibiting new development which requires grading, cutting, or filling that would significantly and permanently alter or destroy the appearance of natural landforms

Restoring landforms as completely as possible after any permitted temporary alteration during construction, timber harvesting, or mineral extraction

Constructing roads, buildings, and other structural improvements to fit the natural topography

Sharing private roads and driveways

Landform Guidelines

5. Minimize visual impact of development on hillsides by:

Requiring construction or grading to follow the natural contours of the landscape

Prohibiting development and grading on hillsides with grades more than 30 percent

Designing structures to fit hillside sites rather than altering the landform to accommodate buildings designed for level sites

Concentrating development near existing vegetation

Promoting roof angles and colors which blend with hillsides

6. Minimize the visual impacts of development on terraces by:

Prohibiting development in open fields in rural areas

Minimizing the number of structures and clustering them near existing natural or man-made vertical features

Designing structures to be in scale with the rural character of the region

7. Minimize the visual impact of development on ridges by:

Prohibiting development in rural areas that projects above the ridgeline silhouette

Locating development adjacent to existing vegetation

Prohibiting the removal of tree masses which destroy the silhouette of the ridgeline form

8. Minimize the visual impact of development on inland valleys by:

Concentrating development within existing communities

Requiring development outside of communities to be located on the edge of the valley or within existing tree clusters leaving the valley floor and agricultural land open

Natural Landscape Compatibility

9. Locate and design development to fit the setting and to be subordinate to the pre-existing character of the site.

Community Compatibility

10. Design structures to be compatible with existing community characteristics.
11. Relate structures in size and scale to adjacent buildings.
12. Locate and design all development to minimize the impacts of noise, light, glare, and odors on adjacent properties and the community at large.

Utilities

13. Require that all new distribution line extensions be placed underground.

Vegetation

14. Discourage the removal of significant trees except through legitimate logging operations.
15. Locate and design new development to minimize tree removal.
16. Prohibit removal of windbreaks unless required because of the disease.
17. Prohibit the planting of vegetation west of Highway 1 which could block coastal views.
18. Encourage the use of appropriate native plants for landscaping. A Native Plant List for the Sonoma County Coast will be made available at Sonoma County PRMD.

Procedure

19. Require design review for all new development in Urban and Rural Community Service areas. This requirement may be waived by the Director of PRMD on parcels not visible from and east of Highway 1.
20. Require design review for:
 - A. All new development within designated scenic view shed areas as depicted on the Coastal Visual Resource Maps (incorporated herein by reference and on file in County PRMD. The following criteria shall be used in evaluating the projects:
 1. New structures proposed within a scenic view shed area shall, to the maximum extent feasible, be designed and sited to preserve existing views of the ocean and shoreline as viewed from scenic corridor routes.
 2. New structures proposed within a scenic view shed area shall, to the maximum extent feasible, be screened from scenic corridor route view by existing topography and vegetation.
 3. Development authorized within scenic view shed areas shall be subject to the condition that neither topography nor vegetation shall be altered or removed if doing so would expose the development to view from any scenic corridor route.

4. New structures shall not be located on ridgelines or prominent hilltops, as viewed from scenic corridor routes, unless screened by existing topography and/or vegetation.
 5. Agricultural structures are exempted from scenic view protection policies if they are to be located landward of scenic corridor routes from which there are ocean or river views.
 6. Development proposed upon a parcel mapped in more than one view shed rating category shall, whenever feasible, be located within the area with the lowest view rating.
 7. Any satellite dish that requires a building permit shall be sited so that it is not visible from scenic corridor routes.
 8. Subdivisions proposals within scenic view shed areas shall be subject to the following: a) lots shall be clustered where potential visual impacts can be reduced (unless clustering is prohibited in agricultural districts), b) building envelopes shall be established so that residences are located upon the least visually sensitive areas, and c) driveways and access roads are hidden from public view whenever feasible.
- B. All new projects in areas mapped as Outstanding and Above Average View Areas on the Coastal Visual Resource Maps (incorporated herein by reference and on file in the County Planning Department). The following criteria relate to landform and vegetation categories identified on the View shed Composition Maps, and shall be used in evaluating the projects. Figures on Figure VII-10 graphically depict a number of the View shed Protection Criterion and policies.

Hillside/Woodland Location

1. Locate structures within or behind existing wooded areas such that they are screened from scenic corridor routes.
2. Retain existing trees to the maximum extent possible when locating structures. Removal of tree masses, which would interrupt or destroy ridgeline or hilltop silhouettes, is prohibited. Permits shall specify that existing vegetative screening shall not be pruned or removed if doing so would render the structure more visible from a scenic corridor route.
3. In order to ensure structures are integrated well into the landscape and to minimize the incidence of unsightly erosion scars, the applicant shall demonstrate that the amount of grading proposed is the minimum necessary to site the structure.

Cliffs and Bluffs Location

1. Locate structures within or behind existing tree cover such that they are screened from scenic corridor routes. When there is limited opportunity to screen proposed structures from scenic corridor routes, design review shall ensure that:
 - a) the structure's design compliments and is in scale with the surrounding environment.
 - b) if possible, structures shall be screened by using alternative siting or existing landforms,
 - c) when no other measures to screen development from scenic corridor routes are feasible, a landscape design is developed that relies upon native tree and shrub species to (1) screen the structure but not grow to block ocean or coastline views, (2) integrate the man-made and natural environments, and (3) effectively screen the structure from the scenic corridor route within 5 years.

Terrace/Grassland Location

Inland Valley Location

1. Locate structures near existing vegetation or topographic relief to screen them from the scenic corridor routes. When there is limited opportunity to screen proposed structures from scenic corridor routes, design review shall ensure that:
 - a) the structure's design complements and is in scale with the surrounding environment and existing community characteristics.
 - b) if possible, structures shall be screened by using alternative siting or existing landforms,
 - c) when no other measures to screen development from scenic corridor routes are feasible, a landscape design is developed that relies upon native tree and shrub species to: (1) screen the structure but not, over time, grow to block ocean or coastline views from scenic corridor routes, (2) integrate the man and natural environments, and (3) effectively screen the structure from the scenic corridor route within 5 years.

Terrace/Woodland Location

1. Locate structures within or behind existing wooded areas such that they are screened from scenic corridor routes.
2. Retain existing trees to the maximum extent possible when locating structures. Permits shall specify that existing vegetative screening shall not be pruned or removed if doing so will render the structure more visible from a scenic corridor route.

Hillside/Grassland Location

1. Locate structures near existing vegetation or topographic relief to maximize screening from the scenic corridor routes. When there is limited opportunity to screen proposed structures from scenic corridor routes, design review shall ensure that:
 - a) the structure's design compliments and is in scale with the surrounding environment and existing community characteristics.
 - b) if possible, structures shall be screened by using alternative siting or existing landforms,
 - c) when no other measures to screen development from scenic corridor routes are feasible, a landscape design is developed that relies upon native tree and shrub species to: (1) screen the structure but not grow to block ocean or coastline views, (2) integrate the man-made and natural environments and, (3) effectively screen structures from the scenic corridor route within 5 years.
 2. When structures are proposed near ridgelines or prominent hilltops where there is insufficient vegetation to screen them from scenic corridor routes, they shall be located and designed so that they do not project above ridgeline or hilltop silhouettes.
 3. In order to ensure structures are integrated well into the landscape and to minimize the incidence of unsightly erosion scars, the applicant shall demonstrate that the amount of grading proposed is the minimum necessary to site the structure.
21. Require compliance with community design guidelines, when applicable, or the overall Coastal Zone Design Guidelines.
 22. Apply Coastal Zone Design Guidelines to all new coastal zone development in areas described in 19. and 20. except Bodega Harbour subdivision and The Sea Ranch. The guidelines apply to Bodega Bay town with the amendments described in 26.
 23. Encourage formation of local design review committees to apply the Coastal Zone Design Guidelines.
 24. Encourage adoption of local design criteria to augment or replace the Coastal Zone Design Guidelines, subject to County Design Review Committee review and approval.

Design Guidelines

25. Coastal Zone Design Guidelines

General. Design and site structures to preserve unobstructed broad views of the ocean from Highway 1 and to minimize visual impacts. Cluster structures to the maximum extent feasible.

Height. Limit residential building height to 16 feet west of Highway 1. However, an increase in height, to a maximum of 24 feet, is permissible if (1) the structure is no higher than 16 feet above

the corridor route grade directly across from the building site, and (2) the structure will not affect views to the ocean or be out of character with surrounding structures.

Limit building height to 24 feet east of Highway 1. However, an increase in height to a maximum of 35 feet is permissible if (1) the structure is no higher than 24 feet above the corridor route grade directly across from the building site, and (2) the structure will not affect water views, or be out of character with surrounding structures.

Height for residential structures is measured as the vertical distance from the average level of the highest and lowest point of that portion of the lot covered by the building to the topmost point of the roof. (See Figure VII-11.) Where these requirements conflict with the height, site, and bulk criteria of Appendix B (Bane Bill), for those properties listed, the requirements of Appendix B shall be followed.

Bulk. Keep buildings in scale with their natural and man-made setting.

Siting. Utilize natural landforms and vegetation for screening. Minimize the alteration of natural landforms caused by grading, cutting, or filling. Prescribe building envelopes for lots west of Highway 1 in Timber Cove and other appropriate areas.

Building Materials and Color. Use natural materials and earth colors which blend with the vegetative cover of the site unless the building is a historic reproduction, in which case colors should be in keeping with the historic style. Encourage use of non-reflective exterior surfaces. Encourage composition shingle and shake roofs in harmonizing colors with the building exterior. Dark colors are preferred. Discourage tar and gravel roofs. Discourage metal window frames unless they are bronze anodized aluminum or baked enamel. Encourage dark and non-reflective driveway materials. To maintain natural drainage flows, the use of impervious material should be minimized.

Architectural Form. Encourage traditional architectural styles of the coast in older development areas and contemporary styles in newer subdivisions. Encourage pitched roofs and relate roof slopes to existing nearby buildings. Relate the architectural shape and style of new buildings to existing nearby structures and natural features. Design accessory buildings to be consistent with the main building architectural character, materials, and finishes.

Landscaping. Use indigenous plant materials in areas visible from public roads. Protect existing vegetation where possible. Utilize plant materials to integrate the man-made and natural environments and to screen and soften the visual impact of new development. Use landscaping to screen parking areas from public view. Landscape, grade, and fill areas as soon as possible to minimize soil erosion.

Fences. Discourage property line fences to minimize visual disruption of the natural terrain. Design fences as extensions of the main house. Materials should be the same as, or complimentary to, the building. Six foot fences are intended to be used only for screening of service yards, etc., and for privacy purposes.

Commercial. Design buildings which are compatible with the predominant design of existing buildings in the area and are of wood or shingle siding. Buildings should employ natural or earth colors, and use pitched, non-reflective roofs unless they are historic reproductions. Require that exterior lighting be functional, subtle, and architecturally integrated with the building style, materials, and colors. Limit maximum height to 24 feet unless the greater height will not have effect on coastal views and there are overriding considerations. Height for commercial structures

is measured as the vertical distance between the average level of the highest and lowest point of that portion of the lot covered by the building to the topmost point of the roof. Screen parking areas from view through use of plantings, design, and siting.

In Bodega Bay, reflect the nautical character of the harbor with wooden exteriors, stained or painted white or subdued earth colors. For heavy, commercial structures, permit textured metal in subdued colors with proper architectural detailing and landscaping to add visual interest and soften building lines.

Agricultural Structures. Locate large agricultural structures out of public view when possible. Encourage designs and materials which blend with the natural vegetative cover.

Signs. Relate signs to their surroundings in terms of size, shape, color, texture, and lighting so that they are complimentary to the overall design of the building and are not in visual competition with other conforming signs in the area. Insure that signing is subtle, unobtrusive, vandal proof and weather resistant, and if lighted, not unnecessarily bright. Avoid using struts, braces, kickbacks, or guy wires to support signs.

26. **Bodega Bay Core Area** (includes Taylor Tract and the residential area between Taylor Tract, Highway 1 and the proposed bypass). In addition to the Coastal Zone Design Guidelines, the following guidelines will be applied to Bodega Bay development. (Where conflicts occur, these guidelines supersede the general guidelines).

General. Site and design structures to take advantage of bay views without blocking views of neighboring structures.

Architectural Form. Encourage traditional building forms of coast buildings including Greek Revival, Salt Box, and simple cottage styles similar to existing homes. Encourage pitched roofs. Flat roofs may be appropriate where compatible with existing structures. Where a building is between two existing structures, the design should act as a transition between the two existing structures.

Height. Limit building height to 16 feet except that in major developments up to 15% of the units may exceed the height limit. Height for residential structures is measured as the vertical distance from the average level of the highest and lowest point of that portion of the lot covered by the building to the topmost point of the roof. (See Figure VII-11.) Where these requirements conflict with the height, site, and bulk criteria of Appendix B (Bane Bill), for those properties listed, the requirements of Appendix B shall be followed.

Fences. Discourage property line fences over three feet in height and encourage traditional picket fences.

Materials and Colors. Encourage wood board or shingle siding. Encourage painted exteriors in colors similar to those existing in the town of Bodega Bay (i.e., rust, red, white, green, beige, brown, gray, yellow, and blue). Other colors must be approved by the Design Review Committee. Natural wood exteriors may be intermixed but should not dominate the new development area. Encourage wood trim windows painted in a contrasting, harmonizing color.

Streets. Encourage minimum paved street widths consistent with circulation, safety, and parking requirements to provide a sense of continuity between the new development and the original town.

Pedestrian Access. Require separated bike paths and walkways on one side of the street in new development areas.

Setbacks. Encourage some variation in setbacks.

Garages. Encourage use of detached garages in and adjacent to Taylor Tract. Single car garages may be appropriate.

27. **Bodega Harbor.** Continue to enforce Design Guidelines and Construction Regulations for Bodega Harbor Subdivision. Where homes within view corridors do not meet Bodega Harbor height, bulk and location conditions, the County Design Review Committee will review proposed plans for conformance with Coastal Plan view protection objectives.
28. **The Sea Ranch.** Continue to enforce The Sea Ranch Design Guidelines, incorporating the specified Height, Site, and Bulk Criteria provided for in Section 30610.6 (d) of the Public Resources Code. If a proposed residence does not meet the Height, Site and Bulk Criteria, the County may issue a variance as allowed in the adopted Height, Site and Bulk Criteria.

LAND USE

Introduction

Description of Land Use Plan

The Land Use section of the Coastal Plan formulates development policies that, together with the Land Use Plan maps, indicate the type, location, and intensity of land uses permitted in the Coastal Zone. Development policies take into account resource and environmental protection issues development constraints, and recreation, access, and housing needs. However, the Land Use section does not summarize all policies from other chapters. The Coastal Plan chapters must be considered together, and not as separate, distinct units. The Land Use, Open Space, and Recreation/Access Maps each constitute an official portion of the land use designation for any site.

In the County context, the Coastal Plan is consistent with the General Plan, but more specific in nature. Its detailed Goals, Objectives, and Policies further define and guide the permitted development with the Coastal Zone area.

Within the Coastal Zone, the Land Use Plan replaces earlier area plans for Stewarts Point - Gualala, County Service Area 4, and Bodega Bay. However, the plan incorporates, to the maximum extent possible, policies from these plans which are consistent with the Coastal Act.

Coastal Act Policies

Most coastal act policies relate at least indirectly to land use. Policies concerning protection of coastal resources, provision for public access and recreation, and encouragement of coastal-dependent uses, which directly affect land-use decisions, are cited in other sections of this report. All of these policies were evaluated even though only Coastal Act references to new development and subdivision are listed here.

30250(a). New development, except as otherwise provided in this division, shall be located within, contiguous with, or in close proximity to, existing developed areas able to accommodate it or, where such areas are not able to accommodate it, in other areas with adequate public services and where it will not have significant adverse effects, either individually or cumulatively, on coastal resources. In addition, land divisions, other than leases for agricultural uses, outside existing developed areas shall be permitted only where 50 percent of the usable parcels in the area have been developed and the created parcels would be no smaller than the average size of surrounding parcels.

Land Use Categories

The Land Use Plan contains fourteen land use categories which are used on the Policy maps. Figure VII-12 is a matrix that designates which General Plan/Coastal Plan/Coastal Zoning Districts are consistent with one another. The land use categories are:

Agriculture: Agricultural resource lands including small parcels within agricultural areas. Residential and other land uses must relate to resource production. Specific permitted uses are further defined in the Coastal Zoning Ordinance.

Timber: Timber resource lands, including small parcels within timber areas. Residential and other land uses must relate to resource production.

Sensitive and Hazardous: Areas with major physical or biological constraints to development. Development is prohibited unless constraints can be mitigated.

Dedicated Open Space: Common areas in planned developments that are committed to perpetual open space.

Recreation: Private recreational lands and facilities (i.e., golf courses, campgrounds, beaches, overnight trailer parks, stables, day use accessways).

Institutional: Land accommodating institutional or public uses.

Visitor Serving Commercial: Land to accommodate visitor-serving facilities (i.e., restaurants, lodging).

Village Commercial: Land to accommodate the day-to-day shopping and service needs of local residents.

Commercial Center: An area potentially appropriate for general commercial uses including local serving and limited visitor serving uses. Contains existing commercial uses.

Fishing Commercial: Land to accommodate a variety of commercial, light industrial and service uses which support the commercial fishing industry. Campsites for transient fishermen could be accommodated in this zone with a coastal permit.

Rural Residential: Very low density residential development of from one to twenty acres per dwelling unit.

Low Density Residential: Residential development with densities ranging from one to four units per acre. Where the mapped parcel density is 4 units per acre, the residential density may be increased to a maximum of 11 units per acre provided that the project qualifies as a Type C Housing Opportunity project.

Medium Density Residential: Residential development with densities ranging from five to eight units per acre. Some areas may be zoned to accommodate more than one unit per parcel where feasible. Where the mapped parcel density is 7 or 8 units per acre, the residential density may be increased 100% above the mapped density to a maximum of 16 units per acre provided that the project qualifies as a Type A Housing Opportunity projects." Where the mapped parcel density is 5 or 6 units per acre, the residential density may be increased to a maximum of 11 units per acre provided that the project qualifies as a Type C Housing Opportunity project."

Planned Community: An area which may accommodate a variety of residential densities and mixed uses. A precise plan is required prior to development.

GENERAL LAND USE ISSUES

Urban Development Boundaries

The Coastal Act mandates that new development be located in close proximity to developed areas with public services and facilities. In order to delineate the areas appropriate for development, Urban Service Boundaries have been established on the County General Plan and Coastal Plan land use maps. Expansion of public sewer beyond these areas is prohibited except as allowed by General Plan Policy LU-3c, PF-1d, PF-1e, OS-1c, and OS-2c.

The Coastal Plan also establishes Rural Community Boundaries in areas that were previously subdivided or developed with public water and private septic systems. Expansion of Public Water beyond or public sewer into these areas is prohibited, except as allowed by the above described General Plan Policies.

Urban infill is expected where water and septic regulations can be met. As part of an urban infill strategy, consolidating adjacent lots in high hazard areas or visually and environmentally sensitive areas is encouraged in accord with Coastal Act policies for view preservation, protection of coastal resources, and to minimize risks to life and property. All new development must meet appropriate Coastal Act provisions.

Rural Development

Rural areas are those lands generally suitable for only relatively low intensity land uses which are consistent with maintaining open space in order to: (1) preserve natural resources; (2) manage the production of resources; (3) provide outdoor recreation; and (4) protect public health and safety. Two existing rural residential subdivisions without community services are recognized in the rural areas: Fort Ross Highlands and Goat Rock Headlands.

Proposed resource recommendations in rural areas would allow land divisions at low densities related to the resource production capabilities of the land. They would also allow up to four dwellings per resource parcel, consistent with maximum residential densities for housing family members and employees. As in urban areas, new development must meet applicable Coastal Act provisions. The Resource Plan is the basis for designations of land outside urban service boundaries on the Land Use Plan. Some of the demand for rural homesite may be satisfied by vacant parcels in the coastal zone since each legal parcel is entitled to one home if standard development conditions can be met.

Resource production in the coastal zone is primarily agriculture and timber related. Beef cattle and sheep grazing from Bodega Bay north dominate coastal agriculture while dairy ranches extend south to the Marin County line. These are extensive agricultural activities and require large parcels of land for operation. Timber resources are also managed most efficiently on large parcels. Land divisions below certain designated sizes are inconsistent with Coastal Act policies to protect coastal resources.

Sensitive and Hazardous Lands

Some areas have been identified in the Environment Chapter as not suitable for development. These include areas of very steep slopes and severe geologic instability, floodways, riparian corridors, wetlands, dunes land, coastal bluffs, and locations of endangered plants. This information has been utilized in locating urban service and rural community areas and also designating sanctuary preservation areas where no development is to occur. Other areas have been identified as conservation areas or high hazard areas.

Recreation and Visitor Serving Facilities

The Recreation chapter discusses location, type and intensity of recreation and visitor serving facilities. Generally, new recreation and visitor serving facilities are proposed only where water and sewer services are available. Expansion of existing commercial uses and minor new commercial development is encouraged in already developed commercial centers if water and wastewater disposal requirements can be met. Except as specified in the Recreation chapter, new isolated commercial development outside of urban services boundaries should be prohibited.

Industrial Development

The Sonoma coast, with its limited work force, road system, and exceptional scenic resources and recreational potential, is generally not a good location for industrial uses. Only coastal dependent industrial uses would be considered acceptable in the coastal zone, although some coastal dependent industry could be inappropriate because of size, work force requirements or service needs. In Sonoma County, coastal dependent industrial uses would be primarily fishing-related, although it might include some industry which is timber or agriculturally-related, or minor facilities related to offshore drilling (see

Outer Continental Shelf Development section of Coastal Plan). Bodega Bay will accommodate most industrial uses required on the coast.

Design Review

The Coastal Act mandates protection of scenic coastal resources, particularly shoreline views. Visual resource protection will occasionally be a reason for prohibiting development in visually sensitive areas. Usually, however, visual resource protection will take the form of design guidelines for development located in view corridors. Design guidelines are presented in the Visual Resources section.

Compensation

Local government has strong legislative and judicial support for enacting strict ordinances regulating development in environmentally sensitive or hazardous areas. Many areas are also regulated by state and even federal legislation. A valid ordinance which would severely restrict the development potential of a property is not an excessive use of police power constituting the taking of a landowner's property by eminent domain.

Landowners may be entitled to reimbursement for publicly initiated special assessments levied in anticipation of future permitted development if the sole basis for a permit denial is to refuse to allow the property owner to connect to the system for which they are assessed. The reimbursement would usually be the responsibility of the service district.

Local government may be legally obligated to purchase a person's property if several development proposals which meet all standards without variance are denied and it is deemed that a person has been denied reasonable use of their property. The determination of when a local government is obligated to purchase property is the product of specific litigation for each case.

Any time land is acquired for public purposes, such as parks or roads, the property owner has the right to just compensation. A local entity may also compensate landowners for unbuildable land, even if it is free from any legal obligation, particularly if the property serves a public purpose. Various local land trusts or the Coastal Conservancy could facilitate such a project. "Bargain sales," purchase of less-than-fee interest, gifts, dedications, and easements are among the techniques available to reduce the burden of government restrictions. However, the implications of any compensation program are far reaching and must be undertaken with great care.

Coastal Conservancy Projects

The State Coastal Conservancy was established to implement programs to protect or restore coastal resources. The major Coastal Conservancy project in Sonoma County is the Furlong Gulch Restoration Project, which involves purchasing and transfer of development potential of 38 undeveloped lots in and adjacent to the Pacific View Estates subdivision to one or a combination of receiver sites, including The Sea Ranch and Bodega Bay, or for a possible project design on site (Clustered residential development or visitor serving commercial facilities). The purpose of this project is to preserve the site for its unusual scenic and visual qualities.

The Coastal Plan designates a 100 unit transfer site on Assessor's Parcel Number 122-050-15 at The Sea Ranch. This designation is consistent with the General Plan Land Use Category of Rural Residential applied in the Sea Ranch Area, because the intent of the plan was to establish a total maximum number of units in the Sea Ranch development, which included the density transfer site. The Furlong Gulch project is expected to require only 38 of the 100 sites. Other Conservancy projects could use transfer

credits up to the 100 total of The Sea Ranch. The transfer site shall be annexed to The Sea Ranch Association and will be subject to The Sea Ranch Restrictions and Design Guidelines.

The Coastal Plan identifies a few additional areas where coastal views, recreation potential or sensitive biological resources are threatened. Some of the identified lots have extremely limited development potential because of their small size or other constraints. Programs which would recognize the limited development potential of such lots but would compensate the owner in some fashion to assure that the property remains undeveloped are strongly encouraged. Possible lots for inclusion in such programs are:

TABLE VII-10 CONSERVANCY PROJECTS

Area	Public Benefit	Lots
Bodega Bay (waterfront lots between Windy Lane and sewage treatment plan)	visual, recreational access	18
Salmon Creek (between Bean Avenue and Salmon Creek)	visual, marsh protection	7
Pacific View Estates	visual	38
Timber Cove	access	2
Gleasons Beach	access	3
Stillwater and Ocean Coves	visual, recreational access	4
Windermere Point	visual	1

These are not the only possible Conservancy Projects in Sonoma County. Certain other resource areas may require further public attention to ensure their protection and enhancement:

- Environmentally sensitive habitat areas such as Willow Creek Marsh, the Russian River, and other wetlands which are degraded or under conflicting use and development pressures;
- Agricultural lands that have a history or potential of productive use, including traditional grazing areas, prime and non-prime lands, and large ranch areas;
- Appropriate accessways; and
- Areas where unused land or subdivided lots require consolidation or redesign to permit appropriate land uses.

SMALL COMMUNITIES LAND USE ISSUES

Background Information

Most of the small communities on the coast have limited water supplies and wastewater disposal problems which severely constrain future development potential. Internal roads are generally narrow, private roads inadequate for major new development.

Year round populations in each of the communities is less than 150. Average lot sizes in all of the communities are less than two acres. The small lot sizes contribute to difficulties in meeting the septic regulations.

Urban Service and Rural Community Boundaries recognize existing subdivisions or developed areas. Inclusion of vacant smaller parcels in Duncans Mills recognizes plans for commercial expansion there, and that community's adequate water supplies. The Valley Ford Boundaries include the entire town, although further development hinges on development of new water supplies.

Construction of Timber Cove Subdivision has been halted for several years because of a court ordered building moratorium. Timber Cove was approved on the basis of individual wells and septic systems. When landowners could not drill adequate producing wells, the developer constructed a substandard water system without necessary permits. In 1974 property owners brought suit against the developer to improve the water system. The court ordered the developer to provide a certain quantity of potable water from new wells. Once the necessary permits have been obtained and the system is operational, the county must allow up to 100 connections to the water system. Twenty-eight existing homes may be connected. Another 72 could be issued building permits and connection to the system.

To insure equity, the following procedure in issuing building permits will apply. The applicant must obtain a County Coastal Permit and building permit from the Planning and Building Departments. (This would be subsequent to Design Review approval if design review is required for the site). Any permit shall lapse and become null and void two years following the date on which the final design review approval or waiver of design review occurs unless, prior to the expiration, construction is commenced and diligently pursued toward completion on the site for which the permit was obtained. Following permit lapse, the applicant must reapply. If there is a waiting list of other persons desiring permits, the applicant will be placed at the end of the list.

The Sea Ranch Issues

Background Information

The Sea Ranch is a 5000 acre planned second-home and retirement community located along the northern ten miles of the Sonoma County coast. Originally, County Planned Development ordinances in 1964 and 1968 approved in concept a 5200 unit development. By the time Proposition 20, the original Coastal Act, went into effect in 1972, 2106 single family lots and 18 condominium lots had been approved by the County at The Sea Ranch. One thousand seven hundred lots are owned by individual owners; the remaining lots are still held by Oceanic Properties, Inc., the original developer. East of the highway, large tracts of The Sea Ranch timber land are un-subdivided and undeveloped.

About half of the land in subdivided areas is reserved for common open space. Private hiking and equestrian trails on these lands are maintained by The Sea Ranch Association. Recreation facilities included a public golf course, the lodge, private stables, and recreational centers. A house rental program and the Lodge allow visitors to enjoy the spectacular views, bluffs, and beaches at The Sea Ranch.

The Sea Ranch Lodge contains the post office, a small convenience store, and a restaurant. A general commercial area which contains professional offices, building supplies, and the fire station, is located along Annapolis Road at the eastern boundary of The Sea Ranch. Most retail commercial development serving The Sea Ranch is in the town of Gualala about one mile north of The Sea Ranch. Stewarts Point, two miles south of The Sea Ranch, contains a general store and a medical clinic.

After passage of Proposition 20 in 1972, The California Coastal Commission began negotiating with The Sea Ranch Association and Oceanic Properties, Inc. In 1979, the Coastal Commission established Overall Conditions to Development at The Sea Ranch which recognized 2029 lots, including the condominium lots developable at 1 unit per lot.

The Coastal Commission required that the Overall Conditions, dealing with water supply, septic monitoring, highway capacity, visual impacts, and public access, be met prior to any additional building on unbuilt lots. The Sea Ranch Association chose to continue ongoing litigation against the Coastal Commission rather than to fulfill the Overall Conditions. In order to resolve this impasse, The State Legislature passed the Bane Bill during the 1979-80 legislative session. This exempts single family residences on existing lots at The Sea Ranch from Coastal Act provisions if certain requirements were met. Issues dealt with by the legislation were public access, scenic view easements, criteria for height, site and bulk, transportation adequacy, water supply and septic monitoring. The Bane Bill gave The Sea Ranch Association until July 1, 1981 to exercise this option by depositing escrow, deeds and other necessary documents to establish public easements for access and scenic views. When the U.S. District Court ruled in favor of the California Coastal Commission, The Sea Ranch Association voted to implement the Bane Bill.

The Bane Bill left open the questions of ultimate buildout at The Sea Ranch and of constructing more than 1 unit on undeveloped condominium lots.

Water Supply Although the Sea Ranch has more than enough water for expected buildout, Term 14 of the present Sea Ranch water permit requires no diversion of water from the Gualala River South Fork diversion point when river flows are less than five cubic feet per second between June and December. This requirement is intended to preserve river flow for steelhead spawning. Several alternate water sources have been proposed to meet this condition; the two primary alternatives are storage reservoirs and a Gualala Lagoon diversion. Oceanic has filed for an amended water permit application to implement the latter.

The reservoir alternative would divert river flow during the rainy season to storage reservoirs located on The Sea Ranch property. Since the projected demands of The Sea Ranch are less than 1000 acre feet, and mean annual runoff in the south fork of the Gualala River is approximately 300,000 acre feet, it is evident there is ample water to satisfy requirements on an annual basis. The main drawbacks of this alternative are high costs, possible adverse visual impacts, lengthy construction times, and geological aspects of reservoir construction.

The lagoon diversion project would involve construction of an offset well or wells from the lagoon area of the Gualala River near its mouth. A pipeline, pump and possible treatment facility, would be installed to provide potable water to The Sea Ranch system.

The State Water Resources Control Board, Division of Water Rights, has determined that there is an adequate water supply from the diversion project to serve a buildout of up to 3000 units. An Environmental Impact Report is being prepared for this alternative.

The Bane Bill specified that no coastal development permit could be required for the development of supplemental water supply facilities determined by the State Water Resources Control Board to be necessary to meet the need of legally permitted development within The Sea Ranch. The legislation did provide for participation by the Executive Director of the Coastal Commission in proceedings before the State Water Resources Control Board relating to such facilities and that the Director may recommend terms and conditions that the commission deems necessary to protect against adverse impacts on coastal zone resources. The State Water Resources Control Board has the authority to decide whether such terms and conditions are reasonable.

Septic Monitoring Septic system discharges may have cumulative impacts on coastal waters as the area builds out. Approximately 1400 lots at The Sea Ranch are expected to develop on individual septic systems. Soils at The Sea Ranch vary greatly; in some areas soils are marginal for septic operation. To minimize the possibilities of future operation problems and possible adverse impacts on coastal waters, a septic maintenance and monitoring program is proposed but has not yet been implemented.

The Sea Ranch is bisected by Highway 1, the main access route. Minor east-west access is provided via Stewarts Point-Skaggs Springs Road. Water from the Gualala River is provided to the entire development by The Sea Ranch Water Company, a private utility. Two sewage treatment plants serve units at the north end and two subdivision units in the central area of The Sea Ranch. 1430 of the homes are expected to develop on septic systems.

Public Access Dedication of public access has been the most controversial issue at The Sea Ranch. The Bane Bill required that The Sea Ranch Association and Oceanic California, Inc. dedicate public access easements for five new vertical accesses with lateral connections to beaches and a bluff top trail in the northern three units. The required offers of dedication have been made to the Coastal Conservancy. The Coastal Conservancy and Sonoma County Regional Parks are negotiating over ownership and operation.

Traffic Constraints The Coastal Act required that coastal development not reduce the capacity of Highway 1 so that recreational travel is impaired. The Coastal Plan traffic study identifies future highway capacity deficiencies at The Sea Ranch and it recommends intersection improvements along Highway 1 to increase highway capacity. This solution is acceptable to both The Association and Oceanic. The Bane Bill parallels these Coastal Plan provisions.

Scenic View Easements The Bane Bill provided that the Executive Director of the Coastal Commission would identify areas along Highway 1 where scenic view easements should be established to allow for removal of trees in order to restore and preserve scenic views. These view easements were established and dedicated to the Coastal Conservancy (see Appendix C).

Height, Site, and Bulk The Bane Bill provided that the Executive Director of the Coastal Commission would specify design criteria for height, site, and bulk of development visible from scenic view areas, to be enforced by the County of Sonoma. The adopted Height, Site, and Bulk Guidelines include height limits, limitations on gross square footage of structures, and siting requirements on specified lots west of Highway 1. The Guidelines have been incorporated into The Sea Ranch design review process (see appendix B). The County does have the authority to grant a variance of up to 25 percent of height or bulk limits if no feasible alternative exists and the variance is consistent with the Coastal Act view protection objectives.

Additional Development Issues

Ultimate Buildout. The Bane Bill established 2029 units as the buildout level for The Sea Ranch subject to its provisions. The impacts of 2029 units are not fully known. The cumulative impacts from increasing numbers of septic systems is a concern. Traffic loads on Highway 1 will increase but to what degree depends on the future character of the community. Even with the assumption that The Sea Ranch is primarily a retirement community with low levels of traffic generation, peak hour traffic congestion will require improvements to Highway 1 through The Sea Ranch. Demands for public facilities and services such as school classrooms, a library, health facilities, increased police and fire protection or better public access roads can be expected to intensify as more people reside at The Sea Ranch. For these reasons, and in accord with Coastal Act policies to preserve and protect coastal timber lands, 2029 units is proposed as the maximum buildout of The Sea Ranch in the Coastal Plan unless there is a clear public benefit outweighing the risks of additional development.

Provision of moderate income housing units and a transfer of development potential from less suitable areas are considered to be clear public benefits. The Sea Ranch is an isolated subdivision near no major urban centers. It is a major employer presently employing approximately 200 service workers. This number is expected to nearly double during the planning period, yet no provision has been made at The Sea Ranch to house any of these workers. Estimated existing need for such housing derived from a housing survey was for 80-90 units, and 160-190 units during the planning period. Providing some moderate cost housing units would help meet housing goals.

Transfer of development potential from less suitable areas is another public benefit. The State Coastal Conservancy is presently exploring the possibility of transferring development potential from Pacific View Estates, a largely unbuilt, small subdivision, to protect high quality coastal views at that location. The Coastal Plan proposes similar development transfers to protect certain visual, recreational, or environmentally sensitive coast resources.

The Coastal Plan would allow a certain number of additional residential and lodge units above and beyond the 2029 units already agreed upon on the conditions that 15 percent affordable housing units are constructed and a transfer site for 100 units is designated. Access and intersection improvements related to additional development would also be required. For additional development The Sea Ranch Design Guidelines would also have to be met.

BODEGA BAY - BODEGA HARBOR

Bodega Bay is the largest general commercial center on the south Sonoma Coast with a permanent population, including Bodega Harbour subdivision, of approximately 600.

The Bodega Bay Public Utilities District (PUD) provides wastewater treatment and water for the community. The wastewater treatment plant is adequate for substantial additional development and is not a constraint to moderate future development. Water supplies are adequate for existing and some additional development, but probably are not sufficient for total approved development. Additional supplies are being sought.

Approved development potential totals about 580 unbuilt residential lots in Bodega Harbour subdivision and approximately 50 vacant lots in the older town and west side.

Issues:

Sensitive and Hazardous Lands. Bodega Bay is built on the San Andreas fault zone and is subject to major seismic activity. The surface geology of much of the area is unstable. Sand dunes, riparian habitats and wetlands are among the sensitive areas found in Bodega Bay. Development must be carefully located to avoid disturbance of such areas.

A sensitive and hazardous designation means development is prohibited unless the specific project proposed on such lands can be undertaken without adversely affecting or disturbing sensitive natural resources, is engineered to minimize risk of geologic hazards, and meets the requirements of local ordinances and state and federal regulations. Waterfront lots west of Highway 1 are so designated because of geologic instability, visual sensitivity, and recreation potential. Other designated sensitive and hazardous areas include undeveloped dunes land and beach deposits west of Eastshore Road, and a riparian corridor and freshwater marsh east of the junction of Eastshore and Bay Flat Roads. Although existing subdivided lots west of Eastshore Road are recognized and are not designated sensitive and hazardous, no further land divisions for residential use are proposed in this area.

Water Supply. Water supply is a constraint to development at Bodega Bay. The proposed new dunes well could increase PUD water supplies by 50 percent. This would be enough for planned growth. If the new well does not provide the expected quantity, additional water supply sources will be needed or development will be limited.

Traffic. Traffic congestion is already severe on summer weekends through Bodega Bay. Traffic volumes on Highway 1 will continue to increase through Bodega Bay due to recreational traffic on the coast generally. The Highway 1 bypass recommended in the Transportation section would provide significant relief to congestion problems in Bodega Bay and allow for expanded development in the community. Significant additional development in Bodega Bay without a bypass would lead to growing levels of congestion.

Salmon Creek. Salmon Creek is an isolated older subdivision just north of Bodega Bay. It has severe water supply and septic problems. Some lots may be undevelopable due to these concerns.

Porto Bodega. Porto Bodega is a commercial dock and trailer housing area designated fishing commercial. It is located on the San Andreas fault and the geology of the site is not stable. A special study of Porto Bodega is being conducted to determine future potential uses of the site, taking into account geologic and seismic problems.

Harbor Loop Road (aka Smith Brothers Road) Area. The Harbor Loop Road is designated Recreation and Visitor Serving Commercial. Although the land is best suited for open space and passive recreational uses because of its size, location, visual sensitivity, and use as a wildlife habitat, a tourist commercial use which adequately addresses these limitations and mitigates traffic impacts could be considered. Any proposed project is to be considered only in conjunction with a comprehensive development plan for the complete Loop Road Area.

Proposed Bodega Bay Land Use Plan

A phased land use plan (as specified in General Plan Policy LU-10b) is proposed to coordinate the growth of Bodega Bay with the development of a bypass. The plans assume that additional water supplies will be produced by the new well. If actual water production falls short of the expected 216,000 gallons per day, total water connections may need to be limited. This would be accomplished through an allocation program, affecting all PUD customers.

The Phase I Moderate Development Land Use Plan proposes a level of development consistent with current traffic constraints. The Phase II Expanded Development plan presents a level of development that could eventually be accommodated with a Highway 1 bypass (See Policy maps)

The following parcels as designated on the 1988 equalized rolls are appropriate for Phase 1 development:

AP 100-180-30 and 53
AP 100-180-22 (+4 acres adjacent to and south of the Tides)
AP 100-100-01 & -02

The following parcels as designated on the 1988 equalized rolls are appropriate for Phase 2 development:

AP 100-180-22 (residual + 8 acres) & -51 (portion)
AP 100-210-35 (12.5 acres)

Phasing is accomplished by placing a holding zone RR-B8 (Rural Residential - frozen lot size) on all Phase II development lands. In no case shall the Phase II lands be rezoned to their maximum potential under the land use plan until all requirements for Phase II development have been met.

Three types of commercial development are being recommended for Bodega Bay: fishing related, visitor serving and village commercial. The Coastal Act requires that visitor serving commercial facilities have priority over private residential, general industrial, or general commercial development, but not over agriculture or coastal dependent industry.

The Phase I Land Use Plan for Bodega Bay accommodates a marina expansion of up to 300 berths, including Spud Point Marina and designates 20 acres as Fishing Commercial for fishing support facilities. The Phase II plan recognizes a maximum of 700 berths in the harbor. Fishing facilities generally are located on the north and west sides of the Bay, away from visitor serving facilities to minimize conflicts between commercial fishing and tourist activities.

Additional visitor serving facilities are accommodated in the tourist commercial land use category. The Phase I and Phase II Land Use Plans recognize existing facilities including expansion of the Tides east of Highway 1, and designates six acres on Eastside Road as Tourist Commercial.

Commercial facilities to meet the needs of local residents are currently inadequate. Both phases of the Land Use Plan call for development of a small Village Commercial center between Taylor Tract and the major proposed residential development area. The center would accommodate a post office, fire station,

retail shops, a bank, community center, and similar uses. This location minimizes need for vehicular travel.

Residential development in Bodega Bay is accommodated through buildout of existing vacant residential lots in the community, and through designation of several new residential areas.

To encourage construction of new affordable housing in Bodega Bay, several methods are proposed in the Coastal Plan. First, the primary residential development area south of the old town can be used as a Housing Opportunity Area where the developer gets a density bonus (consistent with the General Plan Housing Element) for providing affordable housing units. (The developer will be required to provide at least 15 percent moderate cost units). Second unit zoning and provision for temporary vehicle camping for transient fishermen in fishing commercial areas are other techniques for providing affordable housing.

Design guidelines for the area adjacent to Bodega Bay town propose to maintain the character of the existing town in the new development area by limiting building size and height, road widths and improvements.

Rural residential designations on the Bodega Bay fringe areas are proposed for several reasons: public facilities in the fringe areas are not designed for high density development; low density residential provides a transition between agriculture and urban levels of development; and this accommodates a need for a variety of housing opportunities. The rural residential designation with five acre densities between the older town and Bodega Harbor is essentially to reserve this area for possible future urban development once planned development areas build out.

Formation of a Bodega Bay Municipal Advisory Council is encouraged to assist in implementation of the Coastal Plan and to provide a forum on community issues.

Urban Service Boundaries

The urban service boundary for Bodega Bay generally includes the approved units of Bodega Harbor subdivision, developed areas of Bodega Bay, newly designated residential areas south of the existing town between Highway 1 and the proposed bypass route, and land within the PUD service area between the bypass route and Bodega Harbor. (See Bodega Bay Land Use Plan Maps).

OUTER CONTINENTAL SHELF DEVELOPMENT

The Department of Interior has proposed Outer Continental Shelf (O.C.S.) oil and gas leases off the central and northern California Coast. The sale will take place in May 1981 after the Bureau of Land Management completes environmental review, and final lease sale decisions are made by the Secretary of the Interior. The Bodega Basin is part of the proposed sale area and contains eight tracts southwest of Bodega Bay. If Bodega tracts remain in the lease sale, and offshore development proceeds, onshore impacts could occur.

The Sonoma County Coastal Plan does not contain land use recommendations that encourage industrial or energy development in the coastal zone. Long range protection of coastal agriculture, forestry, commercial and recreational fishing, and enhancement of tourism and recreation are the Coastal Plan priorities.

The Bodega Bay area because of its proximity to offshore tracts and existing harbor facilities is the likely location for an onshore service base. The risk mean estimate of eight million barrels of oil for the Bodega tracts would require construction of one offshore production platform. An onshore service base to support

offshore activities would also be necessary. Distance from the platform and the availability of land, housing, harbor facilities, and public and commercial services all influence site location.

The size of the support base varies with the resource estimate used. A temporary base of some five to ten acres, would be necessary for platform construction during the exploration phase. During the development phase a permanent facility could use the same location but additional land may be necessary based on the size of the resource find. Ultimately a 10-20 acre site with wharf and loading facilities, a heliport, and a channel depth of 15-20 feet could be needed. Land for residential expansion, commercial fishing, and commercial services has been designated in the Land Use Plan for Bodega Bay. No land has been allocated for industrial or energy facilities.

Housing to accommodate a major increase in employment related to O.C.S. development is not available in the Bodega Bay area or surrounding inland rural communities. A major increase in employment requiring housing would have to be absorbed in the larger inland communities such as Sebastopol, Petaluma and Santa Rosa, or provided by the leaseholder. If housing is provided at an onshore facility this would increase the acreage necessary for such a site.

The projected community services for Bodega Bay should be able to accommodate the increased employment, and general population increase associated with O.C.S. Development. However, adverse traffic and road impacts on the community may be significant at various stages through the exploration and development phases. These impacts would depend on the amount of offshore development necessary to extract the resource.

Vessel traffic associated with O.C.S. development would compete with commercial and recreational fishing for necessary dock space and support facilities. The harbor may not have enough remaining area to accommodate 200-400 feet additional dock space. Again, the amount and types of activities in the harbor would relate to the amount of resource found.

Air and noise pollution would be increased particularly during the exploratory stage of development and in the construction of the onshore service base. If the Lease Sale reached the production stage, air and noise pollution would not be as acute as in the exploratory period.

The Point Arena Basin is also part of the Lease Sale and if it remains it could affect Sonoma County. Traffic loans on Highway 1 from Point Arena south could be expected.

O.C.S. development and location of facilities would have significant effects on the community of Bodega Bay and its economy. Onshore facilities would require physical, political, economic, and institutional expansion that would require a change in the County policy of not supporting offshore exploration and production.

The above described concerns led to the approval of Ordinance 3592R, a Countywide ballot initiative that requires voter approval of any proposed Coastal Plan Amendment, to allow on-shore facilities that would support off-shore Oil and Gas Exploration or Development. Following adoption of Ordinance 3592R, the county initiated a more detailed study of the potential impacts of onshore support facilities in the Coastal Zone. This study, entitled "Offshore Oil Development: Onshore Support Facilities Feasibility Study", was completed in January of 1991 and is incorporated herein by reference. One of the primary findings of the report indicated that:

No suitable sites exist within the coastal zone for industrial onshore oil and gas support facilities.

Based on a review of the coastal zone and application of screening criteria, no suitable sites for onshore Outer Continental Shelf (OCS) facilities were identified. Within the coastal zone, it is clear that onshore facilities for offshore oil and gas are inappropriate due to a number of constraints. These constraints include the following:

- Bodega Bay, the only existing harbor on the Sonoma coast, has insufficient space and infrastructure to accommodate a crew or supply base;
- There is a lack of adequate public services such as water and other utility hook-ups;
- Over 50 percent of the coast is in State and County parks, where development could preempt coastal access and conflict with recreational activities;
- County and State policies protect sensitive biological habitats and scenic corridors, which could be adversely affected by development;
- There is a lack of affordable or market housing to accommodate a substantial new employment force;
- LCP policies support coastal-dependent uses over other uses in the coastal zone; Sonoma County's coastal-dependent industries include commercial fishing, recreation and tourism; and
- There is currently no land use designation in the LCP which allows development of onshore oil and gas support facilities.

The report did note that Bodega Bay might be considered as a site for a very limited and restricted crew or supply base in the Fishing Commercial area. However, a complete environmental analysis and Coastal Plan amendment (including voter approval pursuant to Ordinance 3592R) would be required.

Recommendations

General

1. Prior to submittal of the implementation program, designate the principal permitted uses for each land use category in the Land Use Plan, including any desired changes in the uses presently identified for the resource area land use designations. The designated uses shall be reviewed for consistency with the policies of Chapter 3 of the Coastal Act and approved.
2. Designate as within rural community boundaries: land within the existing residential subdivision boundaries of Jenner, Rancho del Paradiso, West Beach, Sereno del Mar, Gleasons Beach, Carmet, and Salmon Creek.
3. Designate the Timber Cove rural community boundary as the subdivision, the Timber Cove Inn, and existing developed areas adjacent to the subdivision south to the Fort Ross Store area.
4. Designate as within rural community boundaries the existing developed areas at Duncans Mills, Valley Ford and Stewarts Point. Stewarts Point and Duncans Mills Rural Community boundaries may be changed in the future to reflect Historic District boundaries.
5. Designate as within urban service boundaries those lands shown inside the urban service boundaries on the General Plan Land Use Maps for Bodega Bay and The Sea Ranch.

6. Designate as rural those lands shown outside the urban service and rural community boundaries on the Land Use Maps.
7. Limit expansion and formation of public sewer services to within designated urban service boundaries. Existing facilities outside of the Sea Ranch Urban Service Boundary may continue to be served, but no expansion is permitted.
8. Allow service extensions to public parklands although they may not be within urban boundaries, only where consistent with General Plan Policies PF-1d and PF-1e.
9. Allow residential development on existing legally subdivided lots if water, septic and other applicable regulations are met.
10. Require that land divisions and development proposals outside urban service boundaries conform to the resource capabilities of the land as recommended in the Resources chapter.
11. Allow new and expanded commercial development consistent with the Coastal Plan within urban service and rural community boundaries if water, septic and other applicable regulations are met.
12. Provide for commercial development only within designated urban service and rural community boundaries except where consistent with development recommendations in the visitor serving facilities section.
13. Only coastal dependent industrial land uses are appropriate along the Sonoma Coast. Locate such uses in urban service areas able to accommodate them.
14. Apply site and design guidelines contained in the visual section to development in urban areas and coastal zone scenic view sheds.
15. Encourage Coastal Conservancy projects or other programs to protect certain lands having high public benefit.
16. Encourage consolidations of lots in high hazard areas and visually or environmentally sensitive areas.

The Sea Ranch

16. Enforce the Height, Site, and Bulk Guidelines adopted pursuant to Public Resources Code Section 30610.6 (e) (see Appendix B). Incorporate these Guidelines into The Sea Ranch Design Review process.
17. Allow Oceanic Properties, Inc. 300 additional residential units and up to 100 lodge units on the conditions that:

Fifteen percent of the total 300 are constructed affordable housing units.

Intersection improvements at Highway 1 and Halcyon, Deer Trail and the Lodge entrance are constructed as recommended in the Transportation section.

Two accessways in Units 34-A and 36 are improved as recommended in the Access section.

Sites which would accommodate 100 units for the purpose of transfer programs are designated.

Land Use Recommendations for Bodega Bay

18. Prohibit development on Sensitive and Hazardous lands unless the project can be accomplished according to criteria specified in the preceding Sensitive and Hazardous Areas discussion.
19. Prohibit further residential land divisions west of Eastside Road due to the unstable nature of the area's surface and bedrock geology.
20. Stage development and annexation to the Public Utilities District in accordance with the phased Land Use Plans.
21. Require PUD service to all new development within the Urban Service Boundary.
22. Encourage provision of affordable new housing units.
23. Explore possible sites for temporary vehicle camping.
24. Implement Stage II of the Bodega Bay Land Use Plan only upon resolution of present traffic and water constraints.
25. Relate new development to water capacities: If adequate water is not available, develop a building permit allocation system to limit development, and pursue development of additional water supplies.
26. Insure that adequate water capacity is reserved to serve the first three priority developments listed below as they are proposed in the Phase I development plan for Bodega Bay, by requiring that if water supplies do not prove adequate to all land uses designated in the Phase I plan, a minimum of 30 percent of the projected available amount shall be reserved for the designated priority uses. A similar standard shall be applied to Phase II development if necessary:
 - moderate expansion of marina facilities and fishing-related commercial facilities
 - local serving commercial facilities
 - affordable housing projects (50 units)
 - Bodega Harbor and other existing residential commitments
 - expanded general commercial and residential uses
27. Require completion of the Porto Bodega Study prior to any land use changes in the area.
28. Allow a tourist commercial project in the Recreation-Scenic Design category in Bodega Bay if it can meet visual design guidelines, preserve on site trees for wildlife habitat and mitigate adverse traffic impacts. Any proposed project is to be considered only in connection with a comprehensive development plan for the complete Loop Road area.
 - a) Allow a land use designation of "Visitor Serving Commercial" and a zoning of "CT - Tourist Commercial" on Assessors Parcels 100-080-25 and 100-080-15 only to

accommodate the historic and ongoing use of the property as a 15-unit motel. To insure compatibility with the surrounding residential area, other uses permitted within the Tourist Commercial District shall not be permitted, nor any structures permitted to exceed a 16 ft. height. Design Review should be required on any new construction outside of the existing building footprints

29. Consider requiring intersection improvements at Highway 1 and Eastside and/or Bay Flat Roads in conjunction with development along Eastside Road.
30. Require a precise development plan for any development in the area south of Taylor Tract, except that a single family subdivision at 4 units per acre with 15 percent affordable units shall not require a precise development plan. The precise development plan may include a variety of housing types in accordance with Core Area Design Guidelines.
31. Require a master plan of the entire Tides complex (both sides of Highway 1) prior to approval of any new or expanded uses. The master plan should provide a parking solution for the total development, maximum hillside development of 104 units, and a minimum of 16 units of affordable employee housing all conforming to Coastal Plan Design Guidelines. If a reduction in the intensity of use is necessary, that reduction should be from Commercial or transient housing, not employee housing or necessary parking.
32. Require traffic improvements including signalization, left turn lanes, and improved access from the bayside parking lot in connection with any new or expanded uses at the Tides.
33. Encourage the formation of a Bodega Bay Municipal Advisory Council.

Outer Continental Shelf Recommendations

34. Delay the entire lease sale so that all pertinent studies may be completed and included.
35. Delete the Bodega Basin from Lease Sale #53.
36. Delete the Point Arena Basin from Lease Sale #53.
37. Require a Coastal Plan Amendment for any proposed on-shore facility to support off-shore oil and gas exploration or development. Any such amendment shall not be effective until a majority of the electors in Sonoma County, in a general or special election, approve the proposed amendment, unless such amendment is approved by the Commission pursuant to Section 30515 of the Coastal Act.