

V. RECREATION

SHORELINE ACCESS

Introduction

The public's right of access to the tidelands is guaranteed by the California Constitution. This constitutional right was reaffirmed and clarified by the people of California through the passage of Proposition 20 in 1972. The Coastal Act of 1976 further defines shoreline access policies and establishes a framework for achieving the goal of providing maximum opportunities in public use and enjoyment of the coast.

Constitutional Provisions

Article XV, Section 2 of the California Constitution provides: no individual, partnership, or corporation, claiming or possessing the frontage or tidal lands of a harbor, bay inlet, estuary, or other navigable water in this State, shall be permitted to exclude the right of way to such water whenever it is required for any public purpose, nor to destroy or obstruct the free navigation of such water; and the Legislature shall enact such laws as will give the most liberal construction to this provision, so that access to the navigable waters of this State shall be always attainable for the people.

Coastal Act Policies

30210. In carrying out the requirement of Section 2 of Article XV of the California Constitution, maximum access, which shall be conspicuously posted, and recreational opportunities shall be provided for all the people consistent with public safety needs and the need to protect public rights, rights of private property owners, and natural resource areas from overuse.

30211. Development shall not interfere with the public's right or access to the sea where acquired through use, or legislative authorization, including, but not limited to, the use of dry sand and rocky coastal beaches to the first line of terrestrial vegetation.

30212. Public access from the nearest public roadway to the shoreline and along the coast shall be provided in new development projects except where (1) it is inconsistent with the public safety, military security needs, or the protection of fragile coastal resources, (2) adequate access exists nearby, or (3) agriculture would be adversely affected. Dedicated accessway shall not be required to be opened to public use until a public agency or private association agrees to accept responsibility for maintenance and liability of the accessway.

Nothing in this division shall restrict public access nor shall it excuse the performance of duties and responsibilities of public agencies which are required by Sections 66478.1 to 66478.14, inclusive, of the Government Code and by Section 2 of Article XV of the California Constitution.

30604(c). Every coastal development permit issued for any development between the nearest public road and the sea or the shoreline of any body of water located within the coastal zone shall include a specific finding that such development is in conformity with the public access and public recreation policies of Chapter 3 (commencing with Section 30200).

Access in Sonoma County

Sonoma County's coastline stretches over fifty-five miles. About one-half of the coastline property is in government ownership, but not all of that land is open to the public with appropriate facilities.

Public Ownership. The Sonoma County Regional Parks Department and the State Department of Parks and Recreation own developed facilities and undeveloped land. The University of California owns the Bodega Marine facility which is not generally open to the public.

The availability of coastal tidelands to the public from Gualala to Jenner is quite varied. Some large sections of the coastline are open to the public, including North Jenner Beach, Fort Ross Historic Park, Salt Point State Park, and Gualala Point Regional Park. On other large sections public access is limited, most notably from Gualala Point Regional Park to Stewarts Point and within the Timber Cove Subdivision.

Access to the Russian River between Duncans Mills and the river mouth is limited to certain areas with the mouth accessible from Jenner and the Goat Rock area. From the Bridgehaven bridge to Duncans Mills river access is limited to informal turnout areas. Two fee access points are available in Duncans Mills.

The south coast is very accessible to the public. State Parks and Recreation owns coastal property from the Russian River to Bodega Head, with the exception of Pacific View Estates and Gleasons Beach subdivisions, a few individual parcels, and the Bodega Marine facility. Numerous access points include parking lots, trails, trash receptacles and restrooms.

Private landholdings in the town of Bodega Bay prevent public access to tidelands in some cases. Two accessways within Bodega Harbor Subdivision have been dedicated to the County Regional Parks Department but are not yet open to the public.

Private Recreational Accessways. A number of landowners charge minimal day use access fees that permit the general public the opportunity to reach the shoreline. Fees are similar to those charged at State and County parks for day use. Most of the properties are used for grazing as well as access. By controlling access by fee and location, the property owner can operate the trails in a manner that affords minimum interference with the agricultural operation.

Unfortunately, these fee access points could be eliminated at any time. The Access Plan encourages owners of fee accessways to continue to provide access to the public. However, if a landowner closes a fee access point to the public, an easement should be purchased or otherwise acquired.

The County has little control over the management of or provision of sanitary facilities and parking at existing fee accessways. In the future, private fee accessways will require coastal permits and be subject to conditions similar to those applied to public accessways.

SHORELINE ACCESS

Types-Lateral and Vertical

Lateral access refers to access paralleling the water's edge, either on the beach or the bluff. The public has the right of use of dry sand and rocky coastal beaches to the mean high tide line. A designated lateral beach accessway clarifies and in some cases increases the area available for public use. When there is a bluff, beach access to the toe of the bluff should be dedicated. If not, a twenty-five foot wide accessway should be dedicated.

Bluff top trails offer hiking and public viewing opportunities as well as shoreline access when connected to stairs or paths to the beach. The bluff top easement should be described as an area beginning at the bluff edge extending approximately twenty-five feet inland.

State Coastal Plan Policy 145 calls for establishment of a coastal trail system. The recreation section describes a Sonoma County coastal trail system. Many of the lateral accessways listed in the Access Plan may be incorporated into this coastal trail.

Vertical access dedications are necessary to provide access from the public roadway to the shoreline. A corridor easement should be a minimum of fifteen feet in width with slope easements plus the additional area necessary for the placement of improvements.

Allowable Activities

A pass and repass right allows pedestrian movement along the shoreline or from the nearest public roadway to the shoreline to the mean high-tide line along a specified route. Passive recreational uses include activities normally associated with beach use (walking, swimming, jogging, sunbathing, fishing, surfing, and nature study) but does not include organized sports activities, campfires or vehicular access. Active recreational uses include the full range of beach-oriented activities including those uses not allowed in passive use area. View access refers to opportunities for the public to view the shoreline. View access is available from blufftop trails and roadside vista points. Handicapped access provides vehicular access to boardwalk or ramp suitable for wheelchairs.

In most cases, vertical access use will be limited to pass and repass. Blufftop accessways will be limited to pass and repass and view access. Passive recreational use will be allowed along lateral beach accesses. Active use of accessways will be allowed only in very limited circumstances. View access should be made available as frequently as possible. Handicapped accessways should be developed to provide handicapped people with the opportunity to enjoy the shoreline.

DEVELOPMENT CRITERIA FOR ACCESS FACILITIES

Among the facilities needed for accessways and shoreline destinations are: safe trails, restrooms, parking areas, trash receptacles and signs. Necessary facilities at a particular site will depend upon expected use and the availability of facilities nearby. Because the level of use is expected to increase over time, facilities may be developed in several phases with new or expanded facilities added as needed.

Trails. A safe, well-defined trail is required at each access open to the public. Often dirt paths will be sufficient. The descent could be paved, stepping stones, or stairways. Improvements should be designed to be safe and to minimize disruption and maintenance costs.

Restrooms. Restrooms are necessary to protect public health and safety as well as coastal resources. Most vertical access trails will need restrooms before they are opened for public use unless restrooms are

available nearby. If expected intensity of use is low, portable chemical toilets will be sufficient. Major recreational areas need more permanent facilities. Long lateral accessways (either shoreline or bluff tops) with vertical access available, should provide restrooms at each end of the trail.

Parking Areas. Parking lots should be located within one-half mile of the trail head. The current practice of parking along Highway 1 is often inconvenient, hazardous, slows traffic, and is visually undesirable. Well designed and screened off-road parking should be developed with a number of parking spaces based on the capacity of the access destination. Existing accessways will need lots sized to accommodate the number of cars parked along the roadway on a typical summer weekend. In areas that have not been used for recreation on a regular basis, lots should accommodate no more than ten to fifteen cars.

Trash Receptacles. Trash cans are needed at all access points with regular trash removal provided by the operating agency.

Signs. All public accessways opened to the public should be clearly signed to indicate location of trail heads, parking, parking capacity, emergency aid information and any other recreational information such as information about natural resources, the need for user cooperation, and possible fires. If the trail begins on Highway 1, only one directional sign on the highway will be necessary. If the trail begins off the highway, there should be a sign on Highway 1 and directional signs to the trail head. Signs should be uniform throughout the coast.

ACQUIRING ACCESS

Acquisition of public accessways can be accomplished in three ways: purchase, dedication requirement as a permit condition, and establishment of prescriptive rights.

Purchase. Public access can be acquired through purchase. Sources of funds can be state, local or a combination of the two. On the local level, County Parks is likely to be the agency to administer acquisition funds, either from the County budget or grant sources. The Sonoma County Agricultural Preservation and Open Space District may also acquire land in compliance with their adopted acquisition plan. State agencies likely to administer acquisition funds are State Parks and Coastal Conservancy. State funding sources include the General Fund and the Park Bond Act of 1976. A potential new major funding source would be the 1980 Park Bond Act, which earmarks a substantial portion of funds to coastal acquisitions. The Access Plan acquisition priorities will assist in allocation of funds.

Dedication. In order to fulfill the access provisions of the Coastal Act, the County will require that public access be provided as part of new development in many cases. The purpose of the Access Plan is to analyze access in an overall manner to determine where access is appropriate. When a permit is requested on property with a proposed accessway shown in the Access Plan, an offer of access dedication will be required as a condition of the permit. For all new development between the first public road and the ocean, granting of lateral easements to allow for public access along the shoreline shall be mandatory. In coastal areas, where the bluffs exceed five feet in height, all beach seaward of the base of the bluff shall be dedicated. In coastal areas where the bluffs are less than five feet, the area to be dedicated shall be determined by the County. In no case shall the dedicated easement be required to be closer than 10 feet to a residential structure. In addition, all fences, no trespassing signs, and other obstructions that may limit public lateral access shall be removed as a condition of development approval.

Prescriptive Rights. The public may acquire a prescriptive right to use property either by permission of the owner or by using the property without permission. A right of access through use is essentially an easement over real property which comes into being without the explicit consent of the owner. The

acquisition of such an easement by the public is referred to an implied dedication or prescriptive easement. In California, the use must continue for five years before an easement comes into being.

For the public to obtain an easement by way of implied dedication, it must be shown that the public has used the land for the prescriptive period of five years as if it were public land:

Without asking or receiving permission from the owner.

With the actual or presumed knowledge of the owner.

Without significant objection or bona-fide attempts by the owner to prevent or halt such use.

Prescriptive easements can be established through litigation or coastal permit conditions although proving implied dedication through litigation is a very complex procedure. Prescriptive litigation can be initiated by a public agency or by a member of the public.

According to Coastal Act Section 30211, a permit cannot be issued that might interfere with prescriptive rights. The Access Plan identifies access points which may be prescriptive. Further research on accessways identified as potentially prescriptive may show that implied dedication has not been established. The plan is made without prejudice to the existence or absence of said rights.

When a coastal permit application is received, the responsible planner must determine whether prescriptive easements may exist. If an accessway is listed on the Access Plan as potentially prescriptive or if there is reason to believe that a prescriptive easement exists, further research should be conducted using methods described in the Prescriptive Rights Manual published by the State Attorney General's Office. If a prescriptive easement is determined to exist, an offer of dedication will be required as a permit condition. Where a permit would preclude a prescriptive easement, the permit will be denied. One of the following findings must be made when considering a coastal permit on property located between the first public roadway and the shoreline: (a) The evidence does not warrant the conclusion that public prescriptive rights exist, (b) Public prescriptive rights exist, but the development will not interfere with those rights, (c) There is an unresolved controversy as to the existence of public prescriptive rights which requires denial of a permit because of interference with those rights, (d) There is an unresolved controversy as to the existence of public prescriptive rights, but the applicant's dedication of a public access protects the rights of the public and allows an agreement to accept the actual dedication in exchange for giving up the contested claim of implied dedication.

A list of access trails which may be prescriptive is in the Coastal Administrative Manual.

Liability. Liability is a major concern of both public agencies and private property owners regarding accessways. State laws do provide some immunities to liability. Government Code Sections 831.2 and 831.4 provide immunity to public agencies for public recreational use of public lands and recreational trails and roadways, releasing agencies from liability if a person is injured while using an accessway. Civil Code Section 846 grants immunity to private landowners who allow people to use their property for recreational purposes. If a fee is collected, however, the private landowner loses this immunity.

County Responsibilities. The County shall take all necessary steps to protect and defend the public's constitutionally guaranteed rights of access to and along the shoreline. At a minimum, County actions shall include:

- (a) Appropriate assistance in State or private legal action to acquire easements to beaches and access corridors for which prescriptive rights may exist consistent with the availability of staff and funds.

- (b) Accepting or finding other public agencies to accept offers of dedication which will increase opportunities for public access and recreation consistent with the County's ability to assume liability and maintenance costs.

The County shall also make the following findings in conjunction with applications for coastal and development permits. For all development between the first public road and the ocean, granting of an easement to allow vertical access to the mean high tide line shall be mandatory unless:

- (a) Another more suitable public access corridor is available or proposed by the land use plan within a reasonable distance of the site measure along the shoreline, or
- (b) Access at the site would result in unmitigable adverse impacts on areas designated as "Sanctuary-Preservation" by the land use plan, or
- (c) Findings are made, consistent with Section 30212 of the Act, that access is inconsistent with public safety, military security needs, or that agriculture would be adversely affected.

This policy shall not apply to the following kinds of development replacement of structures destroyed by natural disasters, remodeling of existing structures, repair and maintenance activities as defined in Section 30610 of the Act.

ACCESS PLAN CRITERIA

The Coastal Act requires that public access be provided in new development projects except where (1) it is inconsistent with public safety, military security needs, or the protection of fragile coastal resources, (2) adequate access exists nearby, or (3) agriculture would be adversely affected. Utilizing these limitations and criteria relating to access management, potential accessways were evaluated for inclusion in the Access Plan. Additionally, acquisition and development priorities are recommended for the accessways to be included in the Access Plan.

Accessway Criteria

Adequate Access. Adequate access has not been defined in quantitative terms. In an optimum sense, adequate access will exist only when all tidelands are accessible to the public. Practically, access availability will be limited by land use and resource conflicts, topography, and the ability of public agencies to develop and operate accessways. Given these constraints, the Access Plan represents adequate access in Sonoma County.

Public Safety. Few areas along Sonoma County's coast are without some hazard. However, some areas are more hazardous than others. In most hazardous areas, like the high cliffs, access points are not recommended. In other areas, improvements are recommended to minimize public hazards.

Environmentally Sensitive Habitat Areas. All potential access points have been evaluated for sensitive resources including wildlife habitat, rare or endangered plants, archaeological sites and other biological resources. Some accessways have been eliminated from the Access Plan due to sensitive resources. Others will require further environmental study prior to development. These specific studies may reveal that access is inappropriate or that access can be developed with adequate mitigation measures. Examples of mitigations are: limit access to scientific and nature study purposes only, restrict public access to certain times of the year, close sections of a trail periodically to allow revegetation, or site trail to avoid sensitive resources..

Agricultural. Sheep and cattle grazing are the two main agricultural activities along the shoreline. No accessway should be sited on property utilized for agriculture unless adequate protection of the agricultural operations is provided. Where possible, access trails should be located along fences and property lines. At a minimum, there should be physical separation, either natural or man-made, between agricultural operations and access trails.

Any potential accessway not so designated because of concern for agriculture should be reconsidered through a Coastal Plan amendment procedure, for inclusion in the Access Plan, if the land is converted from agricultural use. The following accessways were deleted from the Access Plan at least partially due to concern for agriculture:

1. Vertical access along the boundary between The Sea Ranch and the Richardson property.
2. Blufftop access from The Sea Ranch to Stewart's Point Cove to be added to the Sonoma County Coastal Trail.
3. Lateral access parallel to the Russian River between the intersection of Highway 1 - Goat Rock Road and Bridgehaven.

Quality of Destination. The desirability and capacity of shoreline destinations are important considerations. Areas with few attractions and limited space will not justify the cost of development and operation.

Residential Conflicts. Accessways must be designed and managed to minimize residential conflicts. The distance between bluff and vertical accessways and residences should be as large as possible and a minimum of twenty feet.

ACQUISITION PRIORITIES

All proposed accessways have been designated I, II, or III acquisition priority. Acquisition criteria include safety, quality of destination, stability of bluff, distance from other access points, environmental suitability, compatibility with agricultural and residential uses, and ease of development and operation. Some of these criteria conflict; the priority designations reflect a balancing of all aspects.

Implementation of the Acquisition Priorities is described under Access Recommendations.

DEVELOPMENT PRIORITIES

The proposed accessways have also been designated I, II, or III development priorities, but the emphasis is different. Development of accessways distant from existing developed access points are given higher priority. Safety and cost of development and operation are paramount concerns. Implementation of the Development Priorities is described under Access Recommendations.

DEVELOPMENT AND OPERATION OF ACCESSWAYS

Coastal Permit

A coastal permit will be required for all new accessways. The permit must be obtained prior to development. In this way a detailed analysis of sensitive resources, necessary improvements, area compatibility, and appropriate use levels can be conducted. Each accessway permit must be renewed periodically. If natural resources have been degraded or facilities or inadequate, mitigation measures will be required or the permit revoked.

The County is not authorized to require use permits for existing accessways unless an expansion of the use is requested. The County will provide available information and advice to existing access operators about sensitive resources and potential health hazards.

Operations of Accessways

Public accessways must be managed. An agency or organization must be willing to accept responsibility for maintenance and operation of an accessway before it is opened to the public. Three types of operators may manage accessways: public agencies, organizations, and private individuals. Appropriate public agencies include State Department of Parks and Recreation, State Department of Fish and Game, Sonoma County Agricultural Preservation and Open Space District, and the County Regional Parks Department. Preference will be given to public agencies for the acceptance and operation of accessways. If it is not feasible for a public agency to accept a particular accessway which is leased back to a private party for operation. Accessways may be owned and operated by private property owners.

Maintenance. Proper maintenance of access facilities is essential to protect natural resources and public safety and prevent adverse impacts on adjacent properties. Coastal permit conditions and renewals will help assure that maintenance is adequate.

Policing. The two public agencies most able to police accessways on Sonoma's coast are State Parks and Recreation and the Regional Parks Department. Both agencies operate parks along the coast and employ rangers and maintenance personnel. The accessways accepted by each park agency should be located within proximity of their park lands to facilitate policing. Current staffing levels for both the State and County Parks Departments is limited. When new parks and accessways are opened, additional staffing will be essential to adequately maintain and police these public properties. Private organizations and individuals will be required to adequately police accessways which they operate.

Access Plan

The Access Plan delineates existing accessways and those proposed for inclusion in an overall coastal access system. For each accessway, the Plan lists the name, status, description, recommendations, acquisition priority, and development priority. The accessways are numbered north to south (See Table V-1 and Figure V-1).

TABLE V-1 ACCESS PLAN SUMMARY

Access Area	Status	Acquisition Priority	Development Priority
1. Gualala Point Regional Park	Dedicated/Improved	N/A	N/A
2. Salal Trail	Dedicated/Partially Improved	N/A	I
3. Del Mar Ecological Reserve Access	Dedicated/Unimproved	N/A	II
4. Gualala River Fishing Access	Proposed	II	II
5. Northern Blufftop Trail and Vertical Access in Unit 34-A	Proposed	N/A	I
6. Shell Beach	Proposed	N/A	I
7. Unit 36 Access	Proposed	N/A	I
8. Pebble Beach	Proposed	N/A	I
9. Black Point Beach	Existing/Proposed	N/A	I
10. Stewarts Point Cove	Proposed	III	III
11. Northern Red Box Accessways	Existing/Proposed	III	II
12. Southern Red Box Accessways	Existing/Proposed	III	II
13. Northern Horseshoe Cove	Existing/Proposed	III	III

TABLE V-1 ACCESS PLAN SUMMARY

Access Area	Acquisition Status	Development Priority	Priority
14. Kruse Ranch Horseshoe Cove and Point	Dedicated/Unimproved	N/A	I
15. Kruse Ranch Deadman Gulch	Dedicated/Unimproved	N/A	III
16. Kruse Ranch Fisk Mill Cove	Dedicated/Unimproved	N/A	I
17. Salt Point State Park	Dedicated/Unimproved	N/A	N/A
18. Ocean Cove	Existing/Proposed	III	III
19. Bluff Trail Ocean Cove to Stillwater Cove	Proposed	I	II
20. Stillwater Cove Northern Corridor	Dedicated/Unimproved	N/A	III
21. Stillwater Cove Park	Dedicated/Partially Improved	N/A	I
22. Stillwater Cove Southern Corridor	Proposed/To be Dedicated	I	II
23. Timber Cove Ninive Drive Vertical Access	Proposed	III	III
24. Timber Cove Bluff Trail	Proposed	II	II
25. Timber Cove Inn Access	Proposed	I	I
26. Timber Cove Campground	Existing/Proposed	III	III
27. Windermere Point	Proposed	I	II
28. Kolmer Gulch	Proposed	I	II
29. Call Acquisition	Dedicated/Unimproved	N/A	II

TABLE V-1 ACCESS PLAN SUMMARY

Access Area	Acquisition Status	Development Priority	Priority
30. Fort Ross Park	Dedicated/Improved	N/A	N/A
31. Eckert Acquisition North	Dedicated/Partially Improved	N/A	II
32. Eckert Acquisition South	Dedicated/Partially Improved	N/A	II
33. High Cliffs Vista Point	Dedicated/Unimproved	N/A	III
34. Russian Gulch Northern Access	Existing and Proposed	III	III
35. Russian Gulch	Dedicated/Unimproved	N/A	I
36. North Jenner Beach	Dedicated/Unimproved	N/A	I
37. Jenner State Parks Building	Dedicated/Partially Improved	N/A	II
38. South Jenner Vista Point	Dedicated/Unimproved	N/A	III
39. Russian River Access Bridge to Sawmill Gulch	Proposed	III	III
40. Riccioli Ranch	Proposed	III	III
41. Duncans Mills Campground	Existing/Proposed	III	III
42. Cassini's Campground	Existing/proposed	III	III
43. Freezeout Flat Subdivision	Proposed	II	II
44. Goat Rock River Access	Dedicated/Improved	N/A	N/A
45. Bridgehaven Boat Launching	Existing/Proposed	III	III

TABLE V-1 ACCESS PLAN SUMMARY

Access Area	Acquisition Status	Development Priority	Priority
46. Willow Creek Acquisition	Dedicated/Improved	N/A	N/A
47. Goat Rock Ocean Access	Dedicated/Partially Improved	N/A	N/A
48. Shell Beach Bluff Trail	Dedicated/Unimproved	N/A	II
49. Shell Beach	Improved	N/A	N/A
50. Pacific View Estates	Dedicated/Unimproved	N/A	N/A
51. Wright Beach	Dedicated/Improved	N/A	II
52. Duncans Landing	Dedicated/Improved	N/A	N/A
53. Duncans Cove	Dedicated/Improved	N/A	N/A
54. Gleasons Beach	Dedicated/Improved	N/A	N/A
55. Gleasons Beach Subdivision	Proposed	I	II
56. Portuguese Beach	Dedicated/Improved	N/A	N/A
57. Sonoma Coast State Beach, Portuguese Beach to Salmon Creek	Dedicated/Improved	N/A	N/A
58. South Salmon Creek Beach	Dedicated/Partially Improved	N/A	N/A
59. Bodega Dunes Campground	Dedicated/Improved	N/A	N/A
60. Bodega Marine Reserve Trail	Proposed	II	II

TABLE V-1 ACCESS PLAN SUMMARY

Access Area	Acquisition Status	Development Priority	Priority
61. Bodega Head	Dedicated/Partially Improved	N/A	N/A
62. Westside Park	Dedicated/Improved	N/A	N/A
63. Central Bodega Bay Harbor Access	Existing/Private	N/A	N/A
64. Bodega Harbour Yacht Club	Dedicated County Lease	N/A	N/A
65. Old Airport Site	Dedicated/Unimproved	N/A	N/A
66. Doran Park	Dedicated/Improved	N/A	N/A
67. Pinnacle Gulch	To be Dedicated Partially Developed	N/A	I
68. Short-tail Gulch	To be Dedicated Unimproved	N/A	II
69. Estero Americano	Existing Marin County	III	III

Figure V-1

ACCESS PLAN DESCRIPTION AND RECOMMENDATIONS

Sea Ranch North - Map 1

1. Gualala Point County Park - dedicated and improved

Discussion: See Recreation Plan

2. Salal Trail - dedicated and partially improved

Discussion: A trail has been cleared along an intermittent creek. The County Regional Parks Department maintains the trail. Parking is at the south end of Gualala Point County Park one-quarter mile from the trail head. The destination is a limited pocket cove. The beach area ranges from nearly non-existent to up to 500 feet in length at the lowest tide.

Recommendations:

Construct bridges at creek crossings.
Construct restrooms near trail.
Connect parking area to trail
Clear driftwood debris from beach.

Development Priority: I

Note: If trail were undeveloped, it would be Priority III due to limited destination and close proximity to Park. It is Priority I because the trail is partially improved and further improvements have been budgeted.

3. Del Mar Ecological Reserve Access - dedicated and unimproved

Discussion: An accessway has been dedicated to the State Department of Fish and Game to provide access to the Del Mar Ecological Reserve. No trail has been developed.

Recommendations:

Prepare an access permit procedure.
Develop a trail from Highway 1 to the Reserve. Due to low intensity usage, restroom and parking facilities for Salal Trail will be sufficient to serve this trail.

Development Priority: II

4. Gualala River Forest Trail - Proposed

Discussion: A trail paralleling the Gualala River was recommended as part of the Gualala Point County Park Plan. Owners of Gualala Redwoods proposed to make available to County Parks the opportunity to construct and operate a loop trail which could be moved by logging operations as required.

Recommendations:

Negotiate with landowner to acquire public use of a trail.
Construct trail - no new support facilities needed.

Acquisition Priority: II

Development Priority : II

Note: (April 6, 1982) Accessways 5 through 9 have been modified to reflect the provisions of the Bane Bill. Litigation is pending challenging the Constitutionality of this legislation. If litigation results in invalidating the Bane Bill, the County will immediately initiate a Coastal Plan Amendment to reinstate the Coastal Plan access provisions originally adopted by the Board of Supervisors.

5. Northern Blufftop Trail and Vertical Access in Unit 34-A - Proposed

Discussion: Access to Walk-On Beach and the North Blufftop Trail includes a 30-foot wide vehicular access to a parking area in Unit 34-A for 10 cars; a 15-foot wide pedestrian accessway from the parking area continuing west to the blufftop trail and a 15-foot wide pedestrian easement beginning at the southern boundary of Gualala Point County Park and continuing for approximately three miles in a southerly direction to the sandy beach at the northern end of Unit 28 just north of Walk-On Beach together with a 15-foot wide pedestrian easement to provide a connection to Walk-On Beach to the south.

Recommendations:

County Parks shall negotiate to accept the offer of dedication or otherwise secure the designated accessway. If, within one year from date of the offer, County Parks has not so acted, the offer shall be available to another appropriate public agency.

Vehicular access shall be developed from Highway 1 to the parking area. The parking area for ten cars, restroom facilities, trails, and staircase shall be developed.

Acquisition Priority: NA

Development Priority: I

6. Shell Beach Access - Proposed

Discussion: Access to Shell Beach includes vehicular access to a day parking area in Unit 24 for six vehicles west of State Highway 1, just south of Whalebone Reach, and a 15-foot wide pedestrian accessway over Sea Ranch Association common areas crossing Pacific Reach and continuing westerly to the southern portion of Shell Beach with a 15-foot wide pedestrian easement to connect with the northern portion of Shell Beach.

Recommendations:

County Parks shall negotiate to accept the offer of dedication or otherwise secure the designated accessway. If, within one year from the date of the offer, County Parks has not so acted, the offers shall be available to another appropriate public agency.

Vehicular access shall be developed from Highway 1 to the parking area. A parking area for 6 cars shall be developed. A trail shall be constructed from the parking area to the blufftop as well as a staircase to the beach. A restroom shall be installed at the parking area.

Acquisition Priority: N/A

Development Priority: I

Sea Ranch South - Map 2

7. Unit 36 Access - Proposed

Discussion: Access includes a 30-foot wide vehicle access to a parking area for 10 vehicles in Unit 36 north of the Stables and a 15-foot wide pedestrian accessway from the parking area to the beach at the intersection of Units 21 and 36.

Recommendations:

County Parks shall negotiate to accept the offer of dedication or otherwise secure the designated accessway. If, within one year from the date of the offer, County Parks has not so acted, the offer shall be available to another appropriate public agency.

Vehicular access shall be developed from Highway 1 to the parking area. A parking area for 10 cars shall be developed.

A trail shall be constructed from the parking area to the blufftop at the intersection of Units 21 and 36.

A staircase to the beach shall be constructed if beach availability warrants this capital improvement.

Acquisition Priority: N/A

Development Priority: I

8. Pebble Beach - Proposed

Discussion: Access includes vehicular access to a parking area for four vehicles in Unit 17 adjacent to the intersection of Navigator's Reach and Highway 1 and a 15-foot wide pedestrian accessway from the parking area to Pebble Beach.

Recommendations:

County Parks shall negotiate to accept the offer of dedication or otherwise secure the designated accessway. If, within one year from the date of the offer, County Parks has not so acted, the offer shall be available to another appropriate public agency.

Vehicular access shall be developed from Highway 1 to the parking area. A parking area for four vehicles shall be developed.

A trail shall be constructed from the parking area to Pebble Beach. A staircase shall also be constructed.

Acquisition Priority: N/A

Development Priority: I

9. Black Point Beach - Proposed

Discussion: The public is allowed to park at The Sea Ranch Lodge and walk to the Black Point blufftop across land owned by Oceanic Properties. Access includes a vehicular accessway from Highway 1 to a parking area for 10 cars, a 15-foot pedestrian easement from the parking area to Black Point Beach. The Black Point Beach access could be relocated within the "Lodge parcel" at the landowners option and expense. Use of the existing staircase is recommended. The current road access to the Lodge is considered temporary and a new entrance to the north is planned.

Recommendations:

County Parks shall negotiate to accept the offer of dedication or otherwise secure the designated accessway. If, within one year from the date of the offer, County Parks has not so acted, the offer shall be available to another appropriate public agency.

The new entrance road to the Lodge shall be used for public vehicular access to the pedestrian accessway. Until the new road is constructed, the public shall continue to be allowed to park at the Lodge and use the Oceanic pathway. Such continued public use of present Oceanic facilities and public use of designated future public access facilities shall be a condition of any additional development by Oceanic, including but not limited to the development identified in Policy VII-17.

A staircase to Black Point Beach shall be constructed.

Acquisition Priority: N/A

Development Priority: I

Stewart's Point - Horseshoe Cove - Map 3

10. Stewart's Point Cove - Proposed

Discussion: An existing dirt road crosses agricultural land leading from Highway 1 to Stewart's Point and a double cove. This area includes sensitive natural resources and agricultural resources, but is a desirable destination for nature lovers and divers.

Recommendations:

Open for public use only if agriculture is no longer the primary use of the property.
 Conduct an environmental study to determine impacts and mitigations.
 Open for public use only if environmental impacts are mitigated.
 Mitigations may include no access or access for scientific and educational purposes only.
 Assess the need for accompanying facilities at the time of dedication.

11. Northern Red Box Accessways - Existing Private and Proposed

Discussion: The Red Box program provides shoreline access for a small fee. On the north half of this program area are five vertical accessways stretching from Fisherman's Bay to an unnamed gulch south of Sandy Point. A blufftop trail connects these vertical trails.

Recommendations:

Continue the Red Box Program.
Provide formal parking and restrooms.

Acquisition Priority: II

Development Priority: II

12. Southern Red Box Accessways - Existing Private and Proposed

Discussion: Three vertical accessways to Mac's Cove, Rocky Point and the small cove to the south are located across from an abandoned portion of Highway 1 used for parking. To the south is one vertical accessway and a short blufftop trail loop.

Recommendations:

Continue the Red Box Program.
Continue to use the old Highway 1 loop for parking.
Provide restrooms on property.

Acquisition Priority: III

Development Priority: II

13. Northern Horseshoe Cove - Existing Private and Proposed

Discussion: Currently access to the northern half of Horseshoe Cove is through private Richardson property. The trail is fairly hazardous and the parking area along Highway 1 is very limited. Only limited use of this access should be allowed. Access to the north cove Kruse Ranch State property would be preferable.

Recommendations:

Allow the continued private use of this trail unless overuse threatens the natural resources. Develop, if physically feasible, an accessway through the Kruse Ranch to the north Horseshoe Cove. Construct parking, restrooms, and picnic facilities nearby on the Kruse Ranch.

Acquisition Priority: III

Development Priority: III

14. Kruse Ranch Acquisition - Horseshoe Cove and Horseshoe Point - Dedicated and Undeveloped.

Discussion: Two vertical paths lead to the southern half of Horseshoe Cove and one path leads to Horseshoe Point. The blufftop is used for lateral access. This property has a great potential as a day use area. Public facilities including parking, restrooms, and picnic tables are needed at the north and south end of the Ranch. The area between should remain relatively undeveloped and connected by footpaths.

Recommendations:

Develop a short access road, parking area, restrooms, a picnic area adjacent to the south Horseshoe Cove where facilities can be screened by existing trees.

Formalize existing trails and develop stairs to the cove and to Horseshoe Point. Install blufftop trail the full length of the Kruse Ranch.

Development Priority: I

15. Kruse Ranch Acquisition - Deadman Gulch - Dedicated and Undeveloped

Discussion: Vertical access along Deadman Gulch is possible. A mid-terrace trail connects this trail to Highway 1 near Fisk Mill Cove.

Recommendations:

Develop a trail along Deadman Gulch, but no accompanying facilities, to connect to the blufftop trail and to the shoreline.

Develop other inter-connecting trails and shoreline access.

Development Priority: III

16. Kruse Ranch Acquisition - Fish Mill Cove - Dedicated and Undeveloped

Discussion: An existing trail from Highway 1 through a forested area leads to a rocky cove area. State Parks plans to develop a parking area paralleling the highway, screened by trees, with restrooms, in this vicinity.

Recommendations:

Complete planned improvements.

Connect the vertical accessway to the proposed Kruse Ranch bluff trail and to the existing Salt Point State Park bluff trail.

Development Priority: I

Salt Point - Map 4

17. Salt Point State Park - Improved

Discussion: See Recreation Plan

Timber Cove - Fort Ross - Map 5

18. Ocean Cove - Existing Private and Proposed

Discussion: Fee access is available at Ocean Cove for a small fee. Vehicular access to the blufftop and parking near the bluff is provided. An unmaintained road from the bluff to a beach on the cove provides pedestrian and small boat access.

Recommendations:

Continue to provide public access to the shoreline. Require a coastal permit for any expansion of use and address the adequacy of parking and restroom facilities, stability of the bluff, and the visual impact of parking. For further recommendations, see Visitor Serving and Commercial Facilities Plan.

Acquisition Priority: III

Development Priority: III

19. Bluff Trail Ocean Cove to Stillwater Cove - Proposed

Discussion: An existing bluff trail extends from the Ocean Cove property to Stillwater Cove and crosses four privately-owned parcels. This trail is likely to be prescriptive, connects recreational areas, and provides spectacular views. Two vertical accessways from the bluff trail make shoreline access possible.

Recommendations:

Acquire all lots for addition to Stillwater Cove County Park.
Develop the bluff trail and safe access to the shoreline. Utilize existing park restroom and parking facilities until overcrowding necessitates additional facilities.

Acquisition Priority: I

Development Priority: II

20. Stillwater Cove Northern Corridor - Dedicated and Undeveloped

Discussion: An undeveloped vertical accessway to the rocky shoreline begins at Highway 1 across from Stillwater Ranch. The trail is steep, rocky, and somewhat hazardous without improvements.

Recommendations:

Develop a safe trail to the shoreline.
Utilize existing park restroom and parking facilities until overcrowding necessitates additional facilities.

Development Priority: II

21. Stillwater Cove County Park - Dedicated and Partially Improved

Discussion: See Recreation Plan

Development Priority: III

22. Stillwater Cove Southern Corridor - Proposed

Discussion: The Regional Coastal Commission has required the offer of dedication of two acres adjacent to the southern boundary of Stillwater Park which will provide access to the blufftop and spectacular views from the point, and shoreline access to the pocket cove of Stillwater Cove.

Recommendations:

County Parks should accept offer of dedication or purchase accessway.
Develop blufftop and shoreline access trail.
Utilize existing park restroom and parking facilities.

Acquisition Priority: IDevelopment Priority: II

23. Timber Cove Connection Trail - Proposed

Discussion: A trail will connect a vertical access on the southern part of Ninive Drive to a vertical access at the Timber Cove Inn. This trail will run from Cormorant Point along the southern end of Ninive Drive, along the west side of Highway 1, to the blufftop adjacent to the Timber Cove Inn.

Recommendations:

Acquire access.
Develop a trail to connect the vertical accessways.

Acquisition Priority: IIDevelopment Priority: II

24. Timber Cove Inn Access - Proposed

Discussion: Several trails lead from the Timber Cove Inn property to the shoreline. Vertical access should be required.

Recommendations:

Acquire vertical access.
Construct public parking area and restroom.

Acquisition Priority: IDevelopment Priority: I

25. Timber Cove Campground - Existing and Proposed

Discussion: A private campground at Timber Cove provides boat launching, trails and a road to the beach. Extensively used by divers, the boat launch is especially important.

Recommendations:

Continue access and boat launching under private ownership.

Acquisition Priority: IIIDevelopment Priority: III

26. Windermere Point - Proposed

Discussion: Currently a private former lumber mill site is utilized for both vehicular access, parking and pedestrian access to the shoreline. The site is physically degraded and in need of restoration, but provides a significant amount of recreational usage.

Recommendations:

Acquire to add to State Park holdings to the south.
 Develop parking and restroom facilities to serve both Windermere Point and Kolmer Gulch, if Kolmer Gulch facilities are not provided by the private landowner.

Acquisition Priority: IDevelopment Priority: II

27. Kolmer Gulch - Proposed

Discussion: The beach at Kolmer Gulch is attractive, sandy, relatively large and popular. Only impromptu parking along the roadway is available. Until recently, a small access fee was charged.

Recommendations:

Acquire to add to State Park holdings to the south. Develop parking and restroom facilities to serve both Windermere Point and Kolmer Gulch unless similar conditions could be met as part of a private recreational development.

Acquisition Priority: IDevelopment Priority: I

28. Call Ranch Acquisition - Dedicated and Undeveloped

Discussion: The Call Ranch stretches from Fort Ross north almost to Kolmer Gulch and was formerly a fee access and camping area. The shoreline is rocky with a small beach area at low tide with access down a steep path at Clam Beach. The property is unofficially open to public use, has few trees, is visually vulnerable.

Recommendations:

Open a formal accessway to the public.
 Connect the abandoned section of Highway 1 on the property to the parking lot at Fort Ross Historic Park.
 Manage fee access through the Park.
 Construct safe shoreline trail and blufftop trail.

Development Priority: II

29. Fort Ross State Historic Park - Existing and Developed

Discussion: Two access points are available within the park: one to the rock shoreline on the north side of Fort Ross Cove and one to the beach on the south side of the cove. A road to the beach unloading area is available for drivers and the handicapped with no beach parking allowed. Restrooms and parking are available at the Park entrance. For additional information and recommendations, see the Recreation Plan.

Recommendations:

Continue to allow public use of the two access trails.
Continue to allow vehicular access to the beach for unloading until historic facilities in the Cove (beach) area are open to the public.

30. Eckert Acquisition North - Dedicated and Partially Improved

Discussion: The State leases the Eckert acquisition to the Pedottis, who operate it privately for fee access, camping, and agriculture. On this northern section are two main access areas. A road to the northern boundary and a parking area serves access to the cove to the south, the cove to the north, and a bluff trail to the beach at Fort Ross. The middle bluff road and parking lead to two steep shoreline trails.

Recommendations:

Continue to operate fee access as provided in the three-year lease. When operated by State Parks, continue to allow day use access in all locations but formalize and confine parking and restroom facilities. Construct safe trails to shoreline. Develop bluff trail the length of the Eckert, Fort Ross, and Call Ranch State properties.

Development Priority: II

The Highcliffs - Muniz - Jenner - Map 6

31. Eckert Acquisition South - Dedicated and Partially Developed

Discussion: A road and parking area on the south terrace and an existing trail provide safe access to the long but narrow beach at the mouth of Timber Gulch.

Recommendations:

Improve vehicular access to the trail head.
Follow recommendations listed for Eckert Acquisition North.

Development Priority: II

32. High Cliffs - Proposed Vista Point

Discussion: South of the slide, turnout areas are provided on both sides of Highway 1.

Recommendations:

Designate as an official scenic vista point.
Provide formal parking areas and develop interpretive facilities.
Erect road signs to notify the public about the visitor stop.

Development Priority: III

33. Russian Gulch Northern Access - Existing and Proposed

Discussion: An existing trail leads from Russian Gulch over the hill to the cove to the north. This trail makes access along the beach from the Eckert acquisition to Russian Gulch possible. Part of the trail is on State property and part is on the Black Ranch.

Recommendations:

Acquire remainder of the access trail.
Construct safe trail.

Acquisition Priority: III

Development Priority: III

34. Russian Gulch - Dedicated and Undeveloped

Discussion: Russian Gulch has a large, attractive, accessible and heavily used beach. The lack of restrooms presents a health hazard, as well as an inconvenience. Impromptu highway parking can create traffic hazards. For additional information and recommendations, see Recreation Plan.

Recommendations:

Develop parking area.
Construct restrooms.
Utilize new facilities as a roadside rest area.

Development Priority: I

35. North Jenner Beach - Dedicated and Undeveloped

Discussion: See Recreation Plan

Development Priority: I

36. Jenner State Park Building - Dedicated and Partially Improved

Discussion: See Recreation Plan

Development Priority: II

37. South Jenner Vista Point - Dedicated and Unimproved

Discussion: Several turnouts are located along the highway between Jenner and the Bridgehaven Bridge which provide visual access to the Russian River and Penny Island.

Recommendations:

Designate two turnouts as highway vista points, one for northbound traffic and one for southbound traffic.
Develop interpretive signs.
Erect road signs to notify the public about the vista points.

Development Priority: III

38. Russian River Access from Bridgehaven Bridge to Sawmill Gulch - Existing and Proposed

Discussion: Several turnouts along Highway 116 provide parking for informal trails across private property to the river. The most desirable destination is the cove at the mouth of Sawmill Gulch, but no parking area is available. A ten-acre river side parcel has recently been acquired by State Parks.

Recommendations:

All informal access to continue.
If property owner closes all accessways, acquire one access easement in this vicinity.
Develop parking for the new State Parks property.

Acquisition Priority: III

Development Priority: III

Duncans Mills - Map 7

39. Riccioli Ranch - Proposed

Discussion: A long wide beach borders the Riccioli Ranch property on the Russian River but no access is available.

Recommendations:

Open for public use only if agriculture is no longer the primary use of the property.

Acquisition Priority: III

Development Priority: III

40. Duncans Mills Campground - Existing Private and Proposed

Discussion: River access is allowed for a small day use fee.

Recommendations:

Continue the day use fee program.

Acquisition Priority: III

Development Priority: III

41. Cassini's Campground - Existing Private and Proposed

Discussion: River access is allowed for a small day use fee when the campground is not full.

Recommendations:

Continue the day use fee program.
Require that a portion of any expansion be for day use.

Acquisition Priority: III

Development Priority: III

42. Rancho del Paradiso Subdivision - Proposed

Discussion: A large beach is located in front of Rancho del Paradiso Subdivision along the Russian River. Several roads and trails have been dedicated for the use of lot owners within this subdivision. While some of these roads and trails have never been cleared, others have been closed by physical barriers and overgrown vegetation. Beach Drive was closed by the dumping of debris a year and a half ago. According to one landowner, Beach Drive has been in public use for many years and is probably prescriptive.

Recommendations:

Clear Beach Drive and open to pedestrian access.
Prohibit parking along Freezeout Road within the subdivision and on the beach.
Construct an eight car parking area within the 70 foot roadway.

Acquisition Priority: IIIDevelopment Priority: III**Willow Creek - Pacific View - Map 8**

43. Goat Rock River Access - Dedicated and Improved

Discussion: The beach at the mouth of the Russian River is accessible from Goat Rock parking area at the Sonoma Coast State Beach.

Recommendations:

No change.

44. Bridgehaven Boat Launching - Existing and Proposed

Discussion: Fee boat launching is available at the trailer park site which is important to fishermen. Reconstruction of the bridge may affect this access.

Recommendations:

Construct a public access beneath the new bridge on CALTRANS right-of-way, if feasible. For additional information and recommendations, see Visitor Serving and Commercial Facilities Plan.

Acquisition Priority: IIIDevelopment Priority: III

45. Willow Creek Acquisition Russian River Access - Dedicated and Undeveloped

Discussion: See Recreation Plan

46. Goat Rock Ocean Access - Dedicated and Partially Improved

Discussion: Four accessways are available from Goat Rock Road.

Recommendations:

No change.

47. Shell Beach Bluff Trail - Dedicated and Undeveloped

Discussion: A blufftop trail from Shell Beach northward would connect Shell Beach to Goat Rock and provide a unique hiking experience.

Recommendations:

Construct and formalize new trail.
No new support facilities needed.

Development Priority: II

48. Shell Beach - Dedicated and Improved

Discussion: State Parks operates this accessway to Shell Beach. A safe trail, parking for 40 cars, and restrooms are available. Lateral access between Shell Beach and Wright's Beach is hindered only by one bluff promontory. A staircase up and over this bluff would allow hiking along nearly 2 miles of beach.

Recommendations:

No change in vertical access.
Develop a trail connection and staircase, as appropriate between Shell Beach and Wright Beach.

Development Priority: III

49. Pacific View Estates - Dedicated and Unimproved

Discussion: An access easement has been offered for dedication along Furlong Gulch at the southern boundary of Pacific View Estates.

Recommendations:

State Parks should accept offer of dedication.
Construct parking area and restrooms.

Development Priority: III

50. Wright Beach - Dedicated and Developed

Discussion: State Parks operates this beach access and campground. A road to the beach, parking for about 100 cars, and restrooms are available. For further discussion and recommendations, see Recreation Plan.

Recommendations:

Construct boardwalk wheelchair ramp from day use parking area to the beach.

Development Priority: II

51. Duncans Landing - Dedicated and Developed

Discussion: State Parks operates this beach accessway. A trail, parking for 15 cars, and restrooms are available.

Recommendations:

No change.

52. Duncans Cove - Dedicated and Developed

Discussion: State Parks operates this accessway. A trail and parking for 25 cars are available.

Recommendations:

No change.

53. Gleason Beach - Dedicated and Developed

Discussion: State Parks operates this accessway. A safe trail and parking for 10 cars are available.

Recommendations:

No change.

54. Gleason Beach Subdivision Access - Proposed

Discussion: A unique access point at Gleason Beach, where the sandy beach reaches Highway 1, is probably prescriptive. The possibility of developing handicapped access is excellent here, but area for parking and restrooms is limited.

Recommendations:

State Parks should prove prescriptive rights or purchase the beach area within the Gleason Beach Subdivision.

Develop small parking area with safe ingress and egress.

Install restrooms.

Construct boardwalk wheelchair ramp.

Acquisition Priority: IDevelopment Priority: I

55. Portuguese Beach - Dedicated and Developed

Discussion: State Parks operates this accessway. A trail and parking area are available.

Recommendations:

No change.

State Beach - Bodega Bay - Map 9

56. Sonoma Coast State Beach - Portuguese Beach to Salmon Creek - Dedicated and Developed.

Discussion: Between Portuguese Beach and Salmon Creek are six beaches and access points operated by State Parks: Schoolhouse, Carmet, Arched Rock, Coleman, Miwok, and North Salmon Creek Beaches. Trail and parking areas are available. For additional information and recommendations, see Recreation and Transportation Plans.

57. South Salmon Creek Beach - Dedicated and Partially Improved

Discussion: South Salmon Creek is one of the most important and heavily used beach access points on the Sonoma County Coast. Existing parking is inadequate, and roadside parking is incompatible with residential uses. Heavy usage has resulted in damage and destabilization to the dunes. At such time as the State Department of Parks prepares a revegetation management plan, has funds in place and available to implement the revegetation plan and is ready to begin immediate revegetation of the dunes, the County may issue a coastal permit for the purpose of temporarily closing the parking lot during the revegetation period. Any such permit shall not authorize closure for more than three (3) years. If the State Department of Parks wishes to extend the closure period beyond three years, it will be necessary to reapply for a coastal permit to authorize such extension. Each extension of the closure period shall not exceed two (2) years and may not be granted unless the County determines that the State Department of Parks is diligently proceeding with its revegetation program and that continued closure is in the best interest of the public and the County's Coastal Program."

58. Bodega Dunes Campground - Dedicated and Developed

Discussion: See Recreation Plan for information and recommendations.

59. Bodega Marine Reserve Trail Connection Between Sonoma Coast State Beach and Bodega Head Trails - Proposed.

Discussion: A 1975 University of California Study recommends a trail connection called the Backdune Route. This alignment is west of Westside Road, and connects a Bodega Head trail to an existing State Park trail near Westside County Park which leads to the dunes.

Recommendations:

State Parks should acquire the recommended access easement. Construct trail and undertake land rehabilitation measures as recommended in the 1975 report.

Acquisition Priority: II

Development Priority: II

60. Bodega Head - Dedicated and Partially Developed

Discussion: Numerous trails, roads, two parking areas, and restrooms are located at Bodega Head. For additional information and recommendations, see Recreation Plan.

61. Westside Park - Dedicated and Developed

Discussion: Located on the west side of Bodega Harbor, Westside Park provides camping as well as harbor access. For additional information and recommendations, see Recreation Plan.

62. Central Bodega Bay Commercial Access - Existing and Private

Discussion: Existing commercial uses like The Tides and Diekmann's Store provide physical and visual access to the harbor.

Recommendations:

For expansions and changes to existing uses, the County should include permit requirements to provide for public harbor access.

Require that public access provisions be included in permits for new uses.

63. Bodega Harbor Yacht Club - County Lease and Existing

Discussion: The Bodega Harbor Homeowners Association leases the Yacht Club property from the County. The Regional Coastal Commission recently approved a permit to convert the Club into a public restaurant. The permit requires that public access be allowed to the tidelands.

Recommendations:

The County should include in the sub-lease a requirement to allow the public access to the parking area and pier. Erect a sign notifying the public of the harbor access. Discourage physical access to the mudflats.

64. Old Airport Site - Dedicated and Undeveloped

Discussion: The County-owned property known as the Old Airport Site has been used for dumping of dredge spoils.

Recommendations:

When dumping is complete, reclaim and revegetate the site. Open to public use and develop interpretive trails connected to Doran Park.

65. Doran Park - Dedicated and Developed

Discussion: The Park makes Doran Pond and Bodega Harbor and Bay accessible to the public. For additional information and recommendations, see Recreation Plan.

66. Pinnacle Gulch - To be Dedicated - Partially Developed

Discussion: Development and dedication of a vertical accessway along Pinnacle Gulch was required as a permit condition for the Bodega Harbor Subdivision. The parking lot has been constructed and the trail is under construction.

Recommendations:

County Parks should accept dedication of the trail and parking lot. Install restrooms near the parking area.

Development Priority: I

67. Short-tail Gulch - To be Dedicated - Undeveloped

Discussion: An offer of dedication of a vertical accessway at the southern end of Bodega Harbor Subdivision along Short-tail Gulch is a permit requirement. The beach destination is less than a mile north of the mouth of the Estero Americano. It is possible to walk along the beach from the Estero to Doran Beach.

Recommendations:

County Parks should accept dedication of the accessway. Construct parking lot adjacent to the trail head. Develop sale trail to the shoreline.

Development Priority: II

Valley Ford - Map 10

68. Estero Americano Valley Ford Access - Existing Marin County

Discussion: A gravel road, an impromptu parking area, and a bulkhead along Valley Ford Estero Road make canoe access to the Estero possible. Access is only on the Marin County side of the Estero.

Recommendations:

Retain existing Marin County access point. Should the Marin County access be closed to the public, Sonoma County Parks should acquire and develop a similar access point in Sonoma County.

Acquisition Priority: III

Development Priority: III

GENERAL RECOMMENDATIONS

1. Adopt the Access Plan as the primary policy on access to the Sonoma County shoreline.
2. Require an offer of access dedication as a condition of any coastal permit if an accessway is shown on the property in the Access Plan.
3. Protect areas where public prescriptive rights may exist by investigating the possibility of prescriptive rights on coastal permits. In order to approve a coastal permit, a finding must be made that the project will not interfere with established prescriptive rights. In many cases an offer of dedication will be required in order to make this finding. Many of the potentially prescriptive access points have been recommended for acquisition.
4. Implement the Access Plan Acquisition Priorities as follows:

Acquisition Priority I: Begin efforts to acquire immediately through purchase, permit requirements, or other negotiations as required.

Acquisition Priority II: Require an offer of dedication as a condition of any coastal permit. When all Priority I accessways have been acquired, positive steps toward purchasing Priority II accessways should be taken.

Acquisition Priority III: Require an offer of dedication as a condition of any coastal permit. Only when all Priority I and II accessways have been acquired should positive steps toward purchasing Priority III accessways be taken. Offers of dedication for some Priority III accessways may never be exercised because adequate access is provided by private owners or it is determined to be not in the public's interest to open access.

5. Implement the Access Plan Development Priorities as follows:

Development Priority I: Encourage each agency or association owning or operating designated accessways to allocate funds immediately and develop Priority I accessways within their purview.

Development Priority II: Encourage each agency or association owning or operating designated accessways to allocate funds and develop Priority II accessways only when all Priority I and II accessways within their purview have been developed.

Development Priority III: Encourage each agency or association owning or operating designated accessways to allocate funds and develop Priority III accessways only when all Priority I and II accessways within their purview have been developed.

6. Require a coastal permit for all new accessways, which must be reviewed in two years. Conduct public hearings for review of coastal permits for accessways if there is evidence of resource degradation or significant public interest. Any diminishment or closure as a result of such review shall automatically be reviewed by the State Coastal Commission.
7. Utilize the Development Criteria for Access Facilities in designing and constructing new or expanded accessways.
8. Conduct visual analysis prior to siting parking areas for accessways.

RECREATION FACILITIES

Introduction

The Sonoma coast offers varied recreational experiences in six County and State parks and numerous private facilities. The diversity and relatively unspoiled character of the natural and built environment contribute to the desirability of spending a day or week exploring the coast. The objective of the Recreation section has been to identify and evaluate existing and potential coastal areas suitable for public and private recreation. The type and scale of such potential development has also been identified.

An overview of coastal recreation is presented, including a description of the existing recreation activities and facilities, the amount of timing of visitation, and general locations appropriate for more development of recreation facilities. Details about public park lands are provided, as well as a concept for a coastal trail. The characteristics of existing private recreation facilities are outlined. Recommendations for future use of both public and private recreation facilities are presented. Recreational boating recommendations are made in the Harbor chapter.

Coastal Act Policies

The Coastal Act policies on recreation favor enhancement of recreational use. The policies discuss the priorities of different coastal uses, and the amount, location, and distribution of recreational uses.

30210. Recreational opportunities shall be provided for all the people consistent with public safety needs and the need to protect public rights, rights of private property owners, and natural resource areas from overuse.

30212.5. Where appropriate and feasible, public facilities, including parking areas or facilities, shall be distributed throughout an area so as to mitigate against the impacts, social and otherwise, of overcrowding or overuse by the public of any single area.

30220. Coastal areas suited for water-oriented recreational activities that cannot readily be provided at inland water areas shall be protected for such uses.

30221. Ocean front land suitable for recreational use shall be protected for recreational use and development unless present and foreseeable future demand for public or commercial recreational activities that could be accommodated on the property is already adequately provided for in the area.

30252(6). The location and amount of new development should maintain and enhance public access to the coast by 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 on-site recreational facilities to serve the new development.

Definitions

Public Recreation Facilities. Public facilities include developed County and State Parks and recent, undeveloped State park acquisitions, including land currently leased to private campground operators. Included are beaches, parkland east and west of Highway 1, and a natural reserve.

Private Recreation Facilities. Private facilities serve a recreation function and are operated by private business for profit, including campgrounds, trailer parks, stables, golf courses, and boat launching.

Overview

Recreationists have visited western Sonoma County since 1877 when the narrow gauge railroad reached Duncans Mills from Marin County. Until the twentieth century, visitors took stagecoaches to the coast from the Russian River area resorts. The first park dedicated on the coast was Fort Ross State Historic Park, with the initial acquisition occurring in 1906. Kruse Rhododendron Natural Reserve and the Sonoma Coast State Beaches were initiated in 1934. Doran County Park was purchased in 1942 and Westside County Park in 1965. Salt Point State Park had an initial acquisition in 1968. Gualala Point County Park was dedicated to the County by Oceanic Properties, Inc. (and Gualala Redwoods) in 1969 and 1973. The last new park unit on the coast, Stillwater Cove County Park, was purchased in 1972.

State and County park lands account for about one-quarter of the land within the Sonoma County coastal zone, with almost half of the coastline in parks (State 23 miles and County 3 miles).

Private recreational facilities only comprise one mile of coastline and one mile of Russian River frontage, yet they are important in that they provide much of the camping within the coastal zone. State and County park lands are almost equally divided between the coast north of the Russian River and the south coast (see Table V-2). Private recreational lands are concentrated in the north and along the Russian River, with only 50 acres on the south coast.

Camping opportunities provided by the State, County and private operators are about equally divided between the north coast, the Russian River area, and the south coast. Private recreational camping facilities are concentrated on the Russian River, with smaller facilities offering camping located to the north and south.

The Coastal Plan provides coordination of public agencies and private providers of recreation of the coast. Currently, the State is the major provider in terms of land area and campsites; the private operations provide a very small amount of land area but about the same number of campsites; and the County is in between, providing small parks and about one-sixth of the camping opportunities.

Recreational activity on the Sonoma Coast is dependent on its scenic and natural qualities. Indeed, sightseeing is the main purpose of half the trips made to the coast by non-residents of the County on peak summer weekends. Other popular activities based on the coast's unique land/water edge qualities include walking on the beach, sunbathing, picnicking, fishing, diving, bird watching, photography, and painting.

Facilities

Several recreational activities are growing in popularity even though facilities are inadequate. Some of the desired improvements are safe bikeways, long distance hiking trails, hike-in and equestrian camp facilities, hostels, safe shoreline access for heavy diving equipment and car-top boats, more boat rentals, educational interpretation facilities, rest stops, elderly and handicapped beach access, and more camping and picnic areas.

In planning for recreational activities, particularly with the uncertainty of future demands and desires, substantial modifications of the natural environment for a specific activity should be avoided. The Coastal Act specifies that coastal dependent uses which can occur at the coast have priority over non-coastal dependent recreational uses. While oceanfront sites enhance coastal facilities such as hotels, restaurants and campgrounds, such location may affect important coastal views from the highway and adjacent recreation areas.

Development of park facilities must also include water and waste disposal considerations. The Health Department encourages connection to public sewers where this is feasible. All facility planning should include an early evaluation of water supply capabilities since the coast is a water scarce area. Depending on the nature of the use, a water supply permit in accordance with PL 93-523 may be required.

Camping is both a support facility and a unique recreation experience related to the coastal resource. Campgrounds can support recreational vehicles, tent campers, and be primitive sites with minimal facilities, for either individual families or for groups. Existing and projected overnight accommodations, including camping, are summarized in the Visitor Serving and Commercial Facilities section (See Table V-3).

In Sonoma County, recreational vehicle campgrounds with sewer, water, and electricity hookups are only provided by the private sector. Most public campgrounds can accommodate recreational vehicles although without hookups. County coastal park campsites accommodate recreational vehicles, although at an extra initial capital expense. Parking sites must be level, an extra vehicle parking area must be provided, and recreational vehicle sanitary disposal stations must be provided.

Visitation

The summer from June through August is the busiest season for coastal parks, and more than one-third of the visitor days occur during these three months. This corresponds to the warmer outdoor camping season days, although there is less fog in the spring and fall. Peak use occurs during holiday weekends (Memorial Day, Fourth of July, Labor Day) and summer weekends. Visitation to the coast has been generally increasing, although Sonoma County State Parks visitation for fiscal year 1978-1979 was off 14 percent. This may be due to the rise in gasoline prices which occurred in May and June of 1979, months where visitation was significantly lower than the same months in 1978. The State parks now have about one and one-half million visitors annually, and County parks provide for one-third million visitors.

On about ten weekends per year, the demand for facilities, particularly campsites, exceeds the supply. The Coastal Plan recommends a level of overnight accommodations, including camping, that is within Highway 1 capacity constraints and is consistent with the protection of coastal resources and the provision of a quality coastal experience.

TABLE V-2 CHARACTERISTICS OF PUBLIC PARKS

Name/Jurisdiction	Location	Coastline	Acreeage	Existing Campsites	Existing Day Use Parking Spaces
Gualala Point County Park	South of Gualala and the Gualala River, north of Sea Ranch	0.9 miles	150 ac.	21 vehicle without hookups 8 walk-in	104
Kruse Rhododendron State Reserve	Southeast of Fisk Mill Cove	None	317 ac.	None	10
Salt Point State Park Unit Kruse Ranch	Horseshoe Cove to Cannon Gulch	2.1 miles	1,350± ac.	None	Informal parking along abandoned Hwy. 1
Salt Point State Park	Cannon Gulch to Ocean Cove	7.0 miles	4,600± ac.	30 vehicle without hookups	202
Stillwater Cove County Park	North of Fort Ross	0.2 miles	59 ac.	None	29
Fort Ross State Historic Park Unit Call Ranch	South of Windermere Point to Northwest Cape	0.4 miles	150 ac.	None	Informal parking along abandoned Hwy. 1
Fort Ross State Historic Park	Fort Ross Cove	0.4 miles	1,050 ac.	None	130
Eckert Ranch	South of Fort Ross Cove to Jewell Gulch	1.3 miles	384 ac.	Currently accommodates unlimited (about 250) vehicles without hookups on bluff in ravine	Unlimited informal day use parking on the bluffs

TABLE V-2 CHARACTERISTICS OF PUBLIC PARKS

Name/Jurisdiction	Location	Coastline	Acreeage	Existing Campsites	Existing Day Use Parking Spaces
Sonoma Coast State Beach Unit					
North Jenner Beach	Just north of Russian Gulch to north of Jenner	0.9 miles	200± ac.	None	Limited informal parking at Russian Gulch, Hwy. 1
Jenner State Parks Building	Jenner	On the Russian River	<1 ac.	None	Parking between Hwy. 1 and building
Penny Island	Near the mouth of Russian River	River frontage	28 ac.	None	None
Willow Creek	Lower half of Willow Creek watershed	None	2,248 ac.	None	Informal parking along Willow Creek Road
Sonoma Coast State Beach	From mouth of Russian River to Bodega Bay	13 miles	5,000± ac.	None	1,116 spaces in numerous lots
Wright Beach State Campground	Duncans Point	Included in Sonoma Coast State Beach		30 without hookups	Included in Sonoma Coast State Beach total
Bodega Dunes State Campground	North of Bodega Bay south of Salmon Creek	Included in Sonoma Coast State Beach		98 without hookups	Included in Sonoma Coast State Beach total
Bodega Head	South of Horseshoe Cove on Bodega Head	Included in Sonoma Coast State Beach		None	Included in Sonoma Coast State Beach total
Doran County Park					
Bodega Harbor and Bodega Bay	Bodega Harbor and Bodega Bay	1.8 miles ocean frontage; 2 mi. bay frontage	120 ac.	127 vehicle without hookups; 10 walk-in individual, 1 walk-in group	314

TABLE V-2 CHARACTERISTICS OF PUBLIC PARKS

Name/Jurisdiction	Location	Coastline	Acreage	Existing Campsites	Existing Day Use Parking Spaces
Westside County Park	Bay Flat Road on Bodega Harbor	0.4 mile bay frontage	25 ac.	47 vehicle without hookups	25 cars, 50 car & boat trailer parking

Development Locations

The environmental carrying capacity, protection of wildlife habitats, view protection, and the psychological and social capacity of recreation lands are important factors in recreation development. While quantification and measurement of recreational carrying capacity are difficult, sufficient information exists to describe the environmental carrying capacity of various coastal environments. For example, dry sandy beaches can tolerate intensive recreational use without adverse effects, but dunes, tide pools, and wetlands are fragile coastal habitats, subject to degrading through overuse.

Distributing recreation throughout the coast will help prevent overuse and damage to the coastal environment in any one location. From the park management and transportation points of view, though, it is more efficient to have consolidated facilities. The Coastal Plan generally supports a distribution of recreation facilities where compatible with the sensitivities and suitabilities of an area.

PUBLIC RECREATION

Introduction

The State Department of Parks and Recreation has four park units on the Sonoma Coast: a reserve, a park, a historic park, and a number of beaches. Each type of unit was created for a different purpose and has distinct development and management objectives. The County Regional Parks system provides access to part of the coast and recreational opportunities appropriate to County park land.

The State and County parks departments are required to prepare general or master plans for facility development. While preparation of master plans for individual park units is beyond the scope of the Coastal Plan, the recommendations of the Coastal Plan establish a framework for facility planning in the coastal zone by the appropriate County and State departments, as well as a framework for private recreation suppliers. This framework recommends areas for a particular type and scale of potential recreational development on the Sonoma Coast consistent with all the mandates of the Coastal Act.

In the following discussion, and in the Recommendation section, distinct parts of large State park units are treated separately. Also, the Recreation and Access Plan show public parks, private recreation facilities, and the coastal trail (See Figure V-1).

Gualala Point County Park

Gualala Point County Park is the northernmost park in the County, with a varied landscape of coastal strand, marsh, prairie, northern coastal scrub, and redwood forest. The park has both Gualala River frontage and coastline, with 21 vehicle and eight walk-in campsites east of Highway 1. Steelhead and rock-fishing, boating, hiking, picnicking, nature study, and whale watching are popular activities. Only day use occurs west of the highway.

While the park is already generally developed, the Sonoma County General Plan recommends a Gualala River Trail expansion. A trail along the south bank of the Gualala River is proposed easterly from the existing campground. The property is owned by Gualala Redwoods.

Kruse Rhododendron State Reserve

Kruse Rhododendron contains 317 acres of second-growth forest and rhododendrons. Five miles of hiking trails are developed through the quiet forest, with picturesque bridges over wintertime streams in fern-filled canyons. The splendid display of rhododendrons at this reserve is the result of an earlier forest fire. To insure a continuation of the rhododendrons, tan oaks are selectively cut.

Salt Point State Park Unit

Kruse Ranch. North of the existing Salt Point State Park, the Kruse Ranch acquisition includes 1,350 acres of grassland, coastal terrace, and rocky intertidal zone spanning two miles of coastline. East of Highway 1, coastal woodlands predominate, with several coastal gulches. West of the highway, the undeveloped, very broad coastal terrace is unique for the Sonoma coast. While no facilities have been developed yet, Horseshoe Cove is a good diving, surfing, and shoreline fishing area with several access paths to the sheltered cove. The lack of parking, restrooms, picnic facilities, and marked trails make this a primitive day use experience area.

Salt Point State Park. Broad coastal terraces and dense coastal woodlands are the major habitats of the 4,600 acre Salt Point State Park. Other environmental features include a pygmy forest, a prairie meadow, coastal creeks and gulches and Gerstle Cove Underwater Reserve. A number of facilities have been developed or have been approved by the Coastal Commission.

West of Highway 1

Gerstle Cove Area

Renovation of 29 campsites.
 Development of multi-use facility (capacity of 25 persons) near ranger's residence.
 Development of check-in station and recreational vehicle sanitation facility.
 Conversion to interpretive center of A-frame cabin.
 Paving of road and parking.
 Restoration to natural condition of bluff.
 Conversion to day-use of lower terrace with parking for 60 vehicles and addition of restroom and fish cleaning station.
 Addition of day-use parking for 60 vehicles across from barn.

Stump Beach Cove Area

No changes (parking, picnic, and pit toilet facilities are located just west of the highway with trail leading to the sandy beach).

Fisk Mill Cove Area

Development of day use parking for 60 vehicles and a restroom facility.
 Realignment of road to Kruse Rhododendron State Reserve.

East of Highway 1

This area is characterized by meadows and coastal forest, and has been logged in the past. The development will not be visible from Highway 1. Marked riding and hiking trails already exist in this area. The following facilities are to be developed:

Check-in station and recreational vehicle sanitation facility.
 Multi-use facility (capacity 50 persons).

Vehicle camping areas (80 sites).

Hike-in camping areas (20 sites).

Restrooms for campsites (5).

Park support service area and maintenance building and relocation of three A-frame cabins for seasonal workers.

50,000 gallon water storage, well, and water treatment building.

The resource analysis of the Preliminary Salt Point State Park Resource Management Plan and General Development Plan (January, 1976) identifies most of the area west of Highway 1 as having high resource values and therefore having many restrictions to most uses and development. Lands east of the highway, primarily near the ridge, could accommodate additional facility development because of the identified lower resource values.

Stillwater Cove County Park

Stillwater Cove Park offers a beautiful rocky shore and sheltered cove beach well utilized for diving, rock fishing, and tidepool viewing. East of Highway 1, Stockoff Creek forms a redwood canyon with hiking and nature study opportunities. The Fort Ross Schoolhouse has been restored and located here. Picnic, toilet, and day-use parking facilities are near the canyon and cove areas east of the highway. Twenty vehicle access campsites will be developed above the highway on the edge of a meadow bordered by mature tree growth, with ten walk-in sites in a location nearby.

Day-use facilities within the cove itself are also to be developed: a restroom building and inflatable rescue craft building, a paved pathway, a fish-cleaning and wash-off station, and a vehicle loading area near the highway.

An expansion of the park west of Highway 1 is envisioned. The County General Plan has a 'Planned Future Park Site area designation in the general vicinity. Acquisition of the several smaller lots to the north would be desirable as a Coastal Conservancy project. At the very least, a bluff top easement should be obtained to Ocean Cove and Salt Point State Park. The purpose of property acquisition to the north would be for view protection, and bluff top and beach access. Expansion to the south would be for the same purpose.

The California Coastal Plan recommends expansion of the park to include all of Stockoff Creek Canyon. This would entail acquisition of part or all of a 640 acre parcel. The headwaters of the creek are in Salt Point State Park. This would allow expansion of the existing trail along the creek to Salt Point, creating a 12 mile trail.

Fort Ross State Historic Park Unit

Call Ranch. The Call Ranch is a broad coastal terrace that meets the ocean in a rocky shoreline and pebble beach. Divers have traditionally gained access here and camped along the old highway just north of the parking lot at Fort Ross. The area is unofficially open to the public for day use and leased for grazing.

These lands were purchased to provide a visual buffer to the historic setting at Fort Ross, where preservation and interpretation of historic and natural values are the highest priorities. This recent acquisition does not include Kolmer Gulch nor Windermere Point just to the north, areas privately owned but used by the public. As elsewhere, the open terrace is vulnerable to view from the highway as well as to the prevailing winds which frequently buffet the coast.

Fort Ross State Historic Park. Fort Ross possesses outstanding historical, natural, and scenic qualities. Existing historical structures include a stockade, two block houses, the Russian Chapel, the Rotchev

House, and Russian Well (Russian period), several Kashia Pomo Indian and Aleut sites, approximately fifteen American period buildings, and park residence, garage, and park office (modern structures).

The Fort Ross State Historic Park General Resource Management Plan and General Development Plan (October 1975) sets forth historical and natural themes to be interpreted at Fort Ross through the development of six interpretive areas. Camping, parking, and administrative facilities are also proposed. It will require many years to fulfill the historic reconstructions envisioned. The general development plan was prepared for a somewhat different area than is currently owned by State Parks. Acquisition of more coastal terrace to the north and south, and less uplands, has occurred. Some of the suggested facilities are not consistent with Coastal Act policies.

Eckert Ranch. The broad coastal terrace continues south of Fort Ross past Mill Gulch, narrowing into steep high cliffs north of Timber Gulch. Jewell Gulch, in the high cliffs region, is the southern boundary of this recent addition to Fort Ross State Historic Park.

The land is leased from the State for continued agricultural and recreational use. A number of ranch buildings are located just west of the highway. While not a part of the State ownership, they are part of the sheep grazing operation and contribute to the visual setting. Camping occurs in the ravine just north of the ranch buildings and on several coastal terrace sites with the only facilities being vault toilets. Because of the wind, vehicle camping is the usual mode here. Camping and day use activities are to be developed and managed by State Parks as a recreation area for Fort Ross, while protecting the visual setting of the historic park.

The Fort Ross General Plan proposes a total of 95 campsites in four acres at Fort Ross State Historic Park. The ravine area, which is well protected from the coastal winds and generally not visible from Highway 1, is adequate for 20 camp units. The coastal terrace site, proposed for 35 recreational vehicle sites, is exposed to view from the highway and exposed to coastal winds. The proposed group camp area is to accommodate 30 people and 10 vehicles. It is located east of the highway behind a hill, screened from view and the wind. The camp area north of the fort is proposed to accommodate 20 to 30 campsites. The sites would be protected from view, but the State has yet to require the property.

Sonoma Coast State Beach Unit

North Jenner Beach. The State has acquired all the land west of Highway 1 to Russian Gulch almost to Jenner. Access to the sandy beach is an easy walk at Russian Gulch from the highway, where there is informal parking on both sides. The remainder of the acquisition is a narrow coastal terrace, with bluffs surrounding several unnamed coves. Use of this area is limited. Many of the trails are hazardous and existing use is eroding the bluffs. Haphazard parking along the stretch creates a traffic hazard and blocks visual access to the shoreline.

Jenner State Parks Building. A building owned by State Parks and Recreation in the town of Jenner is currently unused. The building and parcel could be used for physical and visual access to the Russian River, including use as a visitor center with Jenner's central location on the Sonoma Coast.

Penny Island. Located near the mouth of the Russian River, Penny Island is part of the State Parks ownership but currently has no designated status. It is rich in wildlife values.

Willow Creek. The State recently acquired the lower half of the Willow Creek watershed, about 2,250 acres of an east-west running coastal valley. Acquisition of 450 additional acres in the upper watershed has been proposed in order to control timber harvesting and other activities which could adversely affect the environmental values of the creek and marsh in the lower watershed, and to add to the potential recreational use of the area.

The upper watershed is protected against onshore winds and fog to a greater degree than the lower watershed. The ridges are often exposed to chilling onshore winds. Vegetation ranges from redwood forest, to mixed hardwood and conifers, to riparian vegetation and grassland. Each vegetation type provides habitat for many wildlife species. The existing use of the land is grazing and hay farming. Some informal camping occurs along Willow Creek in the redwoods, with fishing and hiking the major recreation activities.

This recent addition to the Sonoma Coast State Beach has to complete the acquisition of the bulk of the Willow Creek watershed, to provide land for the development of riding and hiking trails, and to provide an area for adequate support facilities. These goals cannot be met completely because the acquisition did not include the upper watershed as proposed.

The recreation potential of Willow Creek includes a major trail connecting the recreation areas at Duncans Mills and the coastal beaches, as well as potential for loop trails of various lengths and difficulties for hikers and horseback riders. Trails on the ridge would provide vistas of the Pacific shoreline as well as inland. The State Park project investigation for Willow Creek (December 1, 1977) states that there are many sites where vehicle access and primitive camping could be established to serve the day use facilities of the Sonoma Coast State Beach.

Sonoma Coast State Beach. The Sonoma Coast State Beach encompasses the entire coastline west of Highway 1 from Russian Gulch to Bodega Head, with the exception of Jenner, Bodega Bay, and residential inholdings at Bridgehaven, Goat Rock, Pacific View Estates, Ocean View, Gleason's Beach, and Salmon Creek. The coast is a terrace of varying widths, forming numerous secluded coves. A series of beaches is separated by rocky bluffs, with tide pools and offshore sea stacks. Parking lots and trails provide access for beachcombers, fishermen, picnickers, and sunbathers at more than a dozen points along Highway 1. Camping is provided at Wright Beach and Bodega Dunes. All of the coastal portion of the Sonoma Coast State Beach is visible from the coast highway and is subject to coastal winds.

Day use of the beaches is very popular because of the easy accessibility to the population centers of Sonoma and Marin Counties. Many visitors make the loop from Petaluma, up the coast at Bodega Bay, and inland at Jenner along the Russian River. A series of parking lots west of Highway 1 generally provide adequate parking. Additional day use parking is shown on the General Development Plan Map for the Sonoma Coast State Beach: 150 cars at Salmon Creek, where the existing park office is located and parking for 400 cars in four locations in the sand dunes. Each proposed parking area also shows restrooms and picnic sites.

Wright Beach State Campground. Located north of Duncans Landing, there are 30 developed campsites around the edge of Wright Beach. This is the only camping on the beach and is very popular. Reservations are available through Ticketron for this and the Bodega Dunes State Campground.

Bodega Dunes State Campground. The Bodega Dunes Campground has 98 developed sites, with hot showers, restrooms, a trailer sanitation station, and a campfire center. Sites are somewhat protected from the wind, separated from one another, and not visible from Highway 1. A riding and hiking trail is located in the dunes area, with access at the north end of Bodega Bay. Concern has expressed over trampling of the dunes and dune vegetation by uncontrolled access to the beach across the dunes.

Bodega Head. Bodega Head is well known as the site where a nuclear power plant was proposed in the 1960's. A deep hole excavated for the project is now a fresh water pond valuable as bird habitat and used currently as an experimental salmon raising site. Bodega Head is generally used for picnicking, short hikes, and viewing the coast, whale migration and Bodega Bay.

The University of California Bodega Marine Reserve is located to the north of Bodega Head and south of the Bodega Dunes Campground. Any recreational development at Bodega Head should be limited to low-key day use activities to minimize conflicts with the Reserve.

Doran County Park

A sand spit curving out from the mainland, Doran Park borders Bodega Harbor on the south. Camping is provided for 127 vehicles, with ten walk-in sites and a group walk-in site accommodating up to 40 people. Restrooms, showers, trailer sanitation facilities, and a fish cleaning station are provided. Boat launching, clamming, crabbing, fishing, diving, picnicking, nature walks and bird watching are popular activities. This heavily used park is generally developed. A few incidental facilities are planned. Bodega Bay Public Utilities District engineers have studied the feasibility of extending sewer to Doran and Westside Parks, and have recommended extension of service.

Westside County Park

Westside Park is a 25 acre park located across the bay from Doran Park. Formerly part of the harbor tidal flats, the park was created by bay fill from the "Hole in the Head." There are 47 vehicle campsites with restrooms, showers, and trailer sanitation facilities. A boat launching ramp provides access for larger boats to the harbor. During salmon season, the park has 95 percent occupancy with fishermen and families. Fishing and clamming are important activities. As stated in the park master plan, development of Westside Park is nearly complete, with minor modifications of existing facilities planned.

Sonoma Coastal Trail

As stated in the California Coastal Plan:

A system of coastal trails (including waterways valuable for canoeing and kayaking) and overnight shelters for hikers, bicyclists, and equestrians would make more of the coast accessible to more people and would allow people to enjoy the scenic qualities of the coastline. Coastal trails being planned and developed by public agencies will be coordinated and linked into a State coastal trails system as part of the California Recreational Trails and Hostel Plan prepared by the State Department of Parks and Recreation, which will coordinate the overall trails systems with local and regional agencies and organizations. Bicycle riding is inexpensive, does not harm the physical environment, and provides both transportation and recreation. Increased bicycle use in the coastal zone can be strongly encouraged by giving high priority to the construction of special bike lanes and the provision of bike storage racks at coastal designations.

The parks on the coast provide many miles of hiking opportunities, but there is no coordinated system which physically links the trails. With 25 miles of trails currently developed, many more miles will be developed and should complete the backbone of the Sonoma coastal trail. Signs and brochures to alter visitors to the location of trails and camp facilities are needed as part of the system.

Three Sonoma County coastal camps were part of the Bicentennial Camp Program: Doran, Salt Point (Stump Beach and Gualala Parks. They provide cyclists with water, restroom facilities, and places for sleeping bags. Users reported a desire to have all State parks accommodate cyclists at a reduced rate and to provide better facilities.

A plan showing the coastal trail has been prepared. The Sonoma coastal trail will provide opportunities for both hikers and bicyclists. Bicyclists will generally use Highway 1, with wider paved shoulders, except on Bodega Bay where other routes will be available (See Transportation section). Hikers will utilize a trail on the coastal terrace, the beach, the uplands, and the ridge road, and will use Highway 1 where no other viable alternatives exist. Both day use and overnight use will be possible with linkages to appropriate facilities and loop design of some trail segments.

Acquisition of new trail segments, where necessary, will be accomplished by three general methods: through government regulatory powers by condition of development approvals; by voluntary purchase of easements or fee simple; and through purchase by power of eminent domain, where necessary. Responsibility for trail maintenance should be placed with the State except where the trail passes through lands maintained for public recreation uses by other governmental entities. Designated trail routes should be opened to public use only after the public agency that owns or operates the trail segment accepts full responsibility for the management, maintenance, supervision, and liability for the trail and trail activities. See Access Plan for recommendations regarding operation of trails.

PRIVATE RECREATION

The Sea Ranch Golf Course

Located at the northern end of The Sea Ranch, 150 acre, 9 hole golf course is developed on a coastal terrace west of Highway 1. There is parking for 60 vehicles. This facility currently lacks a public clubhouse and a maintenance facility. Completion of the golf course would include such facilities and an additional nine holes, when feasible.

Call Ranch

Louisiana-Pacific (LP) proposes to develop a demonstration forest along Kolmer Gulch east of Highway 1 on land recently acquired by them. This same land has been proposed for acquisition by the State for addition to the Fort Ross State Historic Park. In addition to the demonstration forest, LP proposes to develop a 60 unit campground, parking for day use of the beach at Kolmer Gulch, and a public access to the beach from a proposed parking area east of the highway.

River's End

River's End is a small parcel located on the north side of the mouth of the Russian River in Jenner. Limited camping is allowed along the river in an exposed location with very little shelter. Diving conditions are not very good, but boat launching is available. Day use of the beach is possible. Cabins, a restaurant, and bar are also located on the property.

Duncans Mills Campground

Duncans Mills campground is on the north bank of the Russian River, with a sandy beach and dense riparian vegetation. Campsites with restrooms, showers, and recreational vehicle sanitation facilities are available. Public day use is allowed, with fishing, boating, hiking, picnicking, and horseback riding (including rentals) common activities. The location is in the town, near services.

Cassini Ranch Family Campground

The Cassini campground is located just east of Duncans Mills, along the south bank of the Russian River. Public day use is allowed. Storage of recreational vehicles (RVs) for a nominal monthly fee allows some people to use the facilities without moving their vehicles. Campsites, restrooms with showers, and an RV sanitation station are provided. Activities include fishing, boating (with a launch and rentals), picnicking, and sunbathing.

Bodega Bay Trailer Park

Located on the west side of Highway 1 at Bay Hill Road just north of Bodega Bay, this Bodega Bay trailer park provides 78 spaces for hookups for RVs. Restrooms with showers and an RV sanitation station are also provided. There are no onsite recreational activities, although the trailer park is located adjacent to the Sonoma Coast State Beach.

Bodega Harbor Golf Course

A nine hole public course is developed on a coastal terrace west of Highway 1 as part of the Bodega Harbor Subdivision. A public pro shop and snack bar are available, with a clubhouse, pool, and locker rooms open to Bodega Harbor residents only. Parking for 60 cars is provided. A desire has been indicated to expand the pro shop and add parking spaces for 30 vehicles near the third tee.

RECOMMENDATIONS

Summary of Recommended Acquisitions

The desirability of various additions to State and County parks is discussed in the context of each park unit. Minor acquisitions which may be desirable, for example, to allow development of parking facilities east of Highway 1, are not summarized here. Acquisitions primarily for coastal access are discussed in the Access Plan. The major park land acquisitions recommended in the Coastal Plan are summarized below:

Stillwater Cove County Park. Acquire four parcels north of park and two acres south of park on coastal terrace. Acquire trail and visual easement along Stockoff Creek to Salt Point State Park.

Fort Ross State Historic Park - Call Ranch. Complete acquisition of the park with acquisition of Kolmer Gulch and Windermere Point, if not made available for public use, and the grassland and timberland to the ridge north of existing park land as shown in the general development plan.

Sonoma Coast State Beach - Willow Creek. Complete acquisition of Willow Creek watershed as proposed in the 1977 project investigation.

Pacific View Estates Inholdings. Acquire undeveloped parcels to prevent residential development. Second priority: Acquire developed parcels.

Bodega Dunes Campground. Acquire five undeveloped parcels in dune area near well.

Doran County Park. Acquire parcels on the west side of the loop road west of Highway 1 to Bodega Bay. Undeveloped parcels should have priority over developed parcels.

General Recommendations

1. Prepare a long range General Plan for each State and County park unit in conjunction with park development planning.
2. Expand the existing reservation system to include all State and County campsites.
3. Encourage limited one night camping in State and County day use areas to help prevent camping along roadways and Highway 1 on peak weekends. Day use areas for such limited overnight camping should be large with restrooms and not located immediately west of Highway 1.
4. Encourage the provision of low cost accommodations where appropriate, including tent or small vehicle campgrounds, hike-in and primitive campgrounds, hostel and sleeping cabin facilities. Utilize existing structures where feasible.
5. Encourage provision of overflow camping for bicyclists and hikers at campgrounds where hostels are not feasible.
6. Locate campgrounds, whenever possible, in areas that have already been disturbed. Campgrounds should be small and sited in unobtrusive locations. Provide separate walk-in, tent, and recreational vehicle camping areas.
7. Design parking and restroom facilities to serve only the planned intensity of recreation development.
8. Relate intensity of planned development to available water supplies.
9. Locate parking in visually screened areas.
10. Provide adequate drainage of surface water through the use of grasscrete and the use of paving only where necessary.
11. Encourage State Parks to take immediate action, including adequate staffing and necessary physical measures, to protect the natural and cultural resources of new acquisitions.
12. Allow park residences in areas visible to the public where necessary for security reasons and when visual concerns are mitigated.
13. Improve the interpretation of historical and natural features along the coast.
14. Encourage the provision of private recreation facilities where appropriate.
15. Allow extension of sewer service to public parklands only where consistent with General Plan Policies PF-1d and PF-1e.
16. Provide bicycle racks or locked storage areas at State and County park beaches and other developed parklands.

Public Recreation Recommendations

Gualala Point County Park

17. Encourage the development of the trail recommended in the Access Plan on adjacent property.

Salt Point State Park Unit - Kruse Ranch.

18. Develop horseback riding and hiking trails east of Highway 1. Consider designation of this area as a State wilderness.
19. Reconstruct the Kruse barn, the old Wells Fargo Office, hotel, and store structure, subject to research of authenticity. Adaptive reuse for interpretive or informational purposes, or as a youth hostel, should be pursued. The trailer should be located out of sight at the proposed park support service area to the south, or relocated out of view of Highway 1 at this location and used as a park security residence.
20. Encourage the development of the trails recommended in the Access Plan.

Salt Point State Park Unit - Salt Point State Park

21. Develop two types of facilities, each to accommodate 30-60 persons, east of the highway: a campground oriented toward horseback riding, and a campground oriented toward hike-in camping. These campsite areas should be accessible to the public only by horseback or hiking.
22. Designate new and existing trails with signs and provide interpretation of the natural environment. Designate the trail from the intersection of the existing riding and hiking trail and Highway 1 to the bluff in a westerly direction. Designate specific trails in this and other locations where use now occurs in an informal manner, to help preserve the park's sensitive resources.
23. Encourage the development of trails recommended in the Access Plan and various facilities approved by the Coastal Commission.

Stillwater Cove County Regional Park

24. Encourage the acquisition and the development of trails recommended in the Access Plan and the proposed development of 30 campsites and the day use facilities approved by the Coastal Commission.
25. Encourage acquisition of a trail easement or land acquisition along Stockoff Creek to the ridge and Salt Point State Park, and acquisition of a scenic easement along the trail corridor.

Fort Ross State Historic Park Unit - Call Ranch

26. Encourage the development of trails recommended in the Access Plan. If Kolmer Gulch and Windermere Point are not made available for public recreation or visitor-serving use, these areas should also be acquired by State Parks.

Fort Ross State Historic Park Unit - Fort Ross State Historic Park and Eckert Ranch

27. Review the proposed realignment of Highway 1 and construction of a scenic overlook in relation to maintaining the rural character of the road.
28. Review the proposed visitor center and parking expansion, and tree and structure removal for visual, environmental, and historical impacts.
29. Consider relocating Fort Ross School to the State Park.
30. Encourage the development of trails recommended in the Access Plan, and coordinate trails connecting the parking, fort, and day use areas with other coastal trails.
31. Eliminate boat launching and motorboats from Fort Ross Cove as soon as historic facilities in the Cove (beach) area are open to the public.
32. Pursue acquisition east of Highway 1 as shown on the general development plan. Timberland could be leased for managed forest use. The lower slopes are appropriate for personnel housing and an administration center. Camping would not be exposed to the highway and could be located here. The picnic areas proposed at the orchard site, logging site, and the scenic overlook on Fort Ross Road are desirable uses for the Fort Ross uplands.
33. Consolidate, define, and substantially reduce day and overnight use facilities on the coastal terrace south of the fort. Such facilities must be visually screened, not block coast views and meet other environmental recommendations.
34. Develop the small group camp east of the highway.

Sonoma Coast State Beach Unit - North Jenner Beach

35. Consider providing about 15 primitive campsites under the willows for hikers and cyclists.
36. Provide one parking area and restrooms between Jenner and Russian Gulch. A good location is east of Highway 1 (not on State property) just north of Manni Gulch where there is access to the expansive beach. Eliminate other roadside parking areas north of Manni Gulch and maintain a ranch style fence to keep vehicles off the bluffs. Continue to utilize vista turn outs south of Manni Gulch.
37. Construct a trail from parking area to No Dog Beach, including safe shoreline access to double cove.

Sonoma Coast State Beach Unit - Jenner State Parks Building

38. Consider rehabilitating the building and utilizing it as an un-staffed coastal public information center with changing exhibits to provide information on State, County and private parks, campgrounds and accessways. Include public restrooms.

Sonoma Coast State Beach Unit - Penny Island

39. Designate Penny Island and the marsh at Goat Rock a State reserve or natural preserve.

Sonoma Coast State Beach Unit - Willow Creek

40. Develop a trail from the Goat Rock area along the southern ridge to the upper Willow Creek, with hike-in campsites at the end of the trail. Hikers could utilize Willow Creek Road to Bridgehaven, then hike along the highway back to Goat Rock.
41. Provide camping and day use access to the Russian River from Willow Creek Road. Reclaim the borrow pit in this area.
42. Restore and expand the Willow Creek ranch buildings as a hostel, administrative facility and/or environmental education facility. Development should be in keeping with the historic character of the existing structures.
43. Limit vehicle access to the southern portion of Willow Creek to low intensity day use facilities near Willow Creek Road.

Sonoma Coast State Beach Unit - Sonoma Coast State Beach

44. Encourage development of a visitor center in the vicinity of Salmon Creek or the Bodega Dunes campground. Interpretive facilities and material should include warning of the hazards of the Sonoma coast.
45. Encourage development of a nature trail west of Highway 1 at the Salmon Creek marsh.
46. Complete State beach inholdings to the degree possible at Pacific View Estates and parcels 101-13-11, 2 and 3.
47. Encourage the development of trails recommended in the Access Plan and parking facilities recommended in the Transportation section.

Sonoma Coast State Beach Unit - Bodega Dunes Campground

48. Utilize techniques such as boardwalks to minimize impacts of foot traffic across the dunes in more heavily used areas.
49. Encourage acquisition of the five parcels near the Roppolo well to protect the dunes from development.
50. Provide a hostel to serve the south coast.

Sonoma Coast State Beach Unit - Bodega Head

51. Limit development to improvement of existing facilities, such as improved parking, restroom, and picnic facilities. Trails for sightseeing and diving access should also be considered.
52. Encourage development of the trail recommended in the Access Plan.
53. All fencing except that needed to prevent access to the Hole in the Head should be removed. Continuation of salmon-rearing program in the pond should be considered.

Westside County Park and Doran County Park

- 54. Follow recommendations of "Preliminary Master Plan, Doran Park, and Westside Park."
- 55. Acquire parcels designated sensitive and hazardous on the Bodega Bay Land Use Plan, on the west side of the loop road west of Highway 1, to protect them from development.

Sonoma Coastal Trail Recommendations

- 56. Encourage a coastal trail along the beach, the coastal terrace, the uplands, the ridge roads, or the highway to connect public and private recreation areas and access trails with communities and commercial services.
- 57. Encourage increased provision of facilities for storing bicycles and camping equipment at campgrounds designed for bicyclists and hikers.
- 58. Provide reduced rates for campers arriving by bicycle or foot.

PRIVATE RECREATION RECOMMENDATIONS

The Sea Ranch

- 59. Encourage the addition of a club house, maintenance facility and an additional nine holes at The Sea Ranch Golf Course.

Call Ranch

- 60. Encourage development of a modest size, auto-accessible and walk-in campground, without hook-ups for recreational vehicles. The campground should be in conjunction with public parking and access to Kolmer Gulch beach and with the demonstration forest.

River's End

- 61. Continue public day use and camping at the beach. Encourage upgrading of facilities.

Duncans Mills Campground

- 62. Encourage additional campsites, particularly as part of plan to provide a hostel or other low cost indoor accommodations.
- 63. Continue public day use of the beach, including parking. Should the nature trail along the marsh on the north side of Highway 116 be opened for commercial use or expanded, a coastal permit will be necessary.

Cassini Ranch Family Campground

- 64. Encourage additional campsites and camper services. Any development plans should include prohibition of camping between the river and the riparian vegetation on the beach as currently occurs.
- 65. Continue public day use, including parking.

Bodega Bay Trailer Park

66. Encourage upgrading of existing facilities.

Bodega Harbor Golf Course

67. Encourage the addition of a pro shop and parking.

VISITOR SERVING FACILITIES

Introduction

Recreational uses require support facilities. This section inventories existing visitor and local serving facilities, present the results of a citizen survey on needed facilities, identifies areas suitable for development of such facilities and recommends types of and locations for support facilities.

Coastal Act Policies

The Coastal Act policies encourage provision of support facilities, especially those available to the public at a moderate cost.

30213. (Part) Lower cost visitor and recreational facilities shall be protected, encouraged, and where feasible, provided. Developments providing public recreational opportunities are preferred.

30222. The use of private lands suitable for visitor-serving commercial recreational facilities designed to enhance public opportunities for coastal recreation shall have priority over private residential, general industrial, or general commercial development, but not over agriculture or coastal-dependent industry.

30223. Upland areas necessary to support coastal recreational uses shall be reserved for such uses, where feasible.

30250. (c) Visitor-serving facilities that cannot feasibly be located in existing developed areas shall be located in existing isolated developments or at selected points of attraction of visitors.

Definitions

Visitor-Serving Facilities. Visitor-serving facilities include developments that provide basis visitor support services such as motels, restaurants, grocery stores, auto service stations, public restrooms. Most services on the Sonoma coast are both visitor and local serving.

Commercial Facilities. Commercial facilities include all other private, commercial services that provide for the needs of the local population such as professional offices, utilities, banks, and fishing industry support services.

Inventory of Existing Facilities

Visitor and local serving commercial facilities are concentrated in Gualala in Mendocino County and Bodega Bay. Jenner, Duncans Mills, and Valley Ford are secondary locations with other isolated services located primarily along the north coast. Currently, a total of 1,710 overnight accommodations exist: 255 motel and inn rooms, 244 second home rental dwelling units, and 1,210 campsites and trailer spaces (See Table V-3).

Citizen and Business Operator Surveys

In August 1979, two surveys were conducted to determine the need and appropriate location for additional visitor and local serving commercial facilities. One survey was sent to citizens and the other to existing coastal businesses.

Citizen Survey

The citizen survey was sent to two groups. The first group was a random sample of 15 percent of the property owners in the coastal zone and the second was all the members of the Coastal Plan technical and citizen advisory committees. The questions asked on the citizen survey were: "Do you see a need for additional visitor-serving facilities or services in the coastal zone?" and, "Do you see a need for additional local-serving facilities or services in the coastal zone?"

The following discussion reflects the results of the random sample. The committee responses reflected the same pattern but are not included here. Approximately 50 percent of the citizens surveyed felt that there was some need for expansion of visitor facilities and services. The most frequently mentioned suggestions were for restaurants and for the development of restroom facilities along Highway 1. Many people felt that there was a need for additional overnight accommodations and were about evenly divided between those suggesting more camping and those suggesting more motel and home rental units. Also, there were suggestions for additional recreational boating facilities.

Half of those responding felt a need for some additional local services or commercial facilities. The amount and type varied from additional police and emergency medical, to a full-scale community shopping center. Most of the suggestions were for some additional commercial facilities such as gas and auto repair stations, a hardware, drug, department, or grocery store, or laundry. Of those who advocated additional development or an increase in service, most felt that development should be well designed and unobtrusive. Over-commercialization should be avoided.

TABLE V-3 EXISTING AND PROJECTED OVERNIGHT ACCOMMODATIONS⁽¹⁾

	North Coast (Gualala to Fort Ross) ⁽²⁾			Russian River (Jenner, Duncans Mills, Bridgehaven, Willow Creek)			South Coast (Goat Rock to Bodega Bay)			Total		
	E*	A**	P***	E	A	P	E	A	P	E	A	P
Motels/Inns (rooms)	150	150	300	15	35	50	90	160	250	255	345	600
Second Home Rentals (dwelling units)	180	620	800	20	10	30	45	105	150	245	735	980
Campsites/Trailer Spaces ⁽³⁾	490 ⁽⁴⁾	210	700	340	360	700	380	80	450 ⁽⁵⁾	1,210	640	1,850
Hostels (beds)	0	50	50	0	50	50	0	50	50	0	150	150
Total	820	1,030	1,850	375	455	830	515	395	900	1,710	1,870	3,580

E* Existing
A** Additional
P*** Projected Total

⁽¹⁾ Takes into account specific recommendations for expansion and an estimate of expansion potential within community (urban) boundaries.

⁽²⁾ Existing and projected motel rooms and campsites are included for Gualala in Mendocino County, immediately north of The Sea Ranch.

⁽³⁾ Regular campsites equivalents used for group campsites. Permanent trailer spaces not included here.

⁽⁴⁾ Includes an estimated 230 undeveloped de facto campsites on bluff south of Fort Ross to be eliminated.

⁽⁵⁾ Intended primarily for an increase in seasonal fishermen trailer spaces.

Many respondents expressed strong feelings against any expansion of facilities on the coast. Forty-one percent of the respondents were against expansion of visitor facilities, and twenty-four percent were against any expansion of local facilities.

Business Survey

The business survey was sent to all property owners in the coastal zone with property designated commercial by the tax assessor. The return was approximately 25 percent. The respondents were asked to identify their business by name, location, and type of business or service provided. They were asked two questions: "Is your business subject to crowding and overuse? If so, when?" and, "Any expansion plans? If so, generally what, when, and where?" Responses were received from five restaurant operators, three grocery stores owners, five motel owners and two private campground operators. Most felt their facilities were subject to overcrowding, particularly on peak summer weekends. Several expressed a desire to expand.

DEVELOPMENT AREAS AND NEEDED FACILITIES

Bodega Bay, The Sea Ranch, and Gualala are the areas most suitable for expansion of visitor serving and commercial facilities due to available public services and existing development. Other small service centers are scattered along the coast and just inland.

Bodega Bay

Enough area is designated in the Bodega Bay land use plan to allow an approximate doubling of visitor serving and commercial facilities, including fishing industry commercial services.

Some expansions of overnight accommodations already have been approved.

The Sea Ranch and Gualala

The Sea Ranch has very limited existing commercial facilities, and depends primarily on Gualala to serve residents' needs. Some commercial growth has occurred in Gualala recently, in part as a response to The Sea Ranch. Appropriate locations for commercial development to serve The Sea Ranch are Gualala, Annapolis Road near the airport where existing uses are located, and adjacent to The Sea Ranch Lodge.

North of Jenner

Stewarts Point. Two miles south of The Sea Ranch on Highway 1, Stewarts Point has a general store with gasoline sales, public restrooms, medical clinic serving the north coast, and a post office. An expansion to a new building, with some adaptive use of the existing store, appears desirable if designed to be consistent with the historic character of Stewarts Point.

Ocean and Stillwater Coves. Ocean and Stillwater Coves are immediately south of the extensive Salt Point State Park. A motel and restaurant are located just north of Ocean Cove. The Ocean Cove Store is a picturesque grocery east of the highway at the cove. Just to the south is the Stillwater Cove Ranch, a former boys' school that is now open as a small guest ranch.

On the Ocean Cove property, a suitable location for a new facility would be east of Highway 1, near the Ocean Cove Store and behind a screen of eucalyptus trees. Indoor accommodations or camping should be considered here with public day use of the sheltered cove. A public horse stable would also be a very appropriate use for a small portion of the grassland near the store because Salt Point State Park has miles of riding trails which would be immediately accessible to this location. The west side day use area should contain continued and improved boat launching and picnic facilities, with parking provided on the east side of Highway 1.

The Salt Point Lodge is not well landscaped; any expansion here should respect and improve the view from the highway. Stillwater Cove Ranch is situated away from Highway 1 and has room for a modest expansion of the existing facilities. This parcel also has room for a public horse stable if access through the Ocean Cove property to Salt Point State Park riding trails could be attained.

Timber Cove. The Timber Cove Inn is the largest overnight facility between The Sea Ranch Lodge and Bodega Bay, and includes a major restaurant and bar. Except for improved parking facilities, the potential for expansion is limited.

The Timber Cove Boat Landing and campground is a very intensively used parcel, providing the most comprehensive services to divers on the coast. Improvements to the appearance of facilities have been made in the past and should be continued.

Fort Ross. The Fort Ross Store is located at Windermere Point, south of Timber Cove and north of Fort Ross. A glass-enclosed patio has recently been added, with seating for deli customers. It is the only grocery between these two points. West of Highway 1 in this location, the County and Coastal Commission have approved a 16 unit motel. The owner of these two developments has expressed an interest in providing a one car emergency automobile repair facility adjacent to the store, a need noted in the citizen's survey.

RUSSIAN RIVER COMMUNITIES

Duncans Mills. Duncans Mills is primarily a visitor service center, providing basic tourist support facilities. An adequate water supply is available, but there is no sewer system, and flooding is a seasonal problem. Some commercial expansion is potentially possible if wastewater disposal regulations can be met. No indoor overnight accommodations currently exist. Bed and breakfast facilities, hostels, and similar facilities would be in keeping with the village character and Coastal Act policies.

Jenner. Jenner currently provides restaurant, motel, and other community services, but a moratorium of water hookups and septic system problems may prohibit additional development until water system and wastewater disposal problems can be solved.

Bridgehaven. Bridgehaven also has a moratorium on new water connections and has septic system problems. The only commercial facility, the Bridgehaven resort, has a restaurant and six motel units. Camping and boat launching have been discontinued, as has gasoline sales. Eighteen trailers and mobile homes permanently occupy the small area near the Russian River. It appears likely that no expansions will be possible because of service problems. The rebuilding of the highway bridge may physically effect the continued operation of the resort.

SOUTH COAST

Pacific View Estates. The Coastal Conservancy is considering a project to transfer the development potential of this mostly undeveloped subdivision to another site to preserve important coastal views in this location. If transfer fails, the Conservancy has suggested visitor-serving commercial facilities, including a maximum of 38 inn or motel units, a restaurant, a bar, or any combination of these uses for the Pacific View Estates site. New visitor-serving facilities are not recommended for any similar isolated locations on the Sonoma coast. Although it is doubtful that existing health department regulations can be met economically for visitor services at this location, if regulations can be met, Unit II is less sensitive visually and would be the better location for any development.

Valley Ford. Valley Ford has a ban on connections to its water system. As a small community center for the dairies in the southwestern part of the County, Valley Ford supplies basic commercial and tourist services. A restaurant, cafe, and market provide food service, and gasoline and car repairs are available.

Valley Ford would be appropriate for modest expansion of commercial services if water service becomes available.

RECOMMENDATIONS

General Recommendations

1. Encourage the development and expansion of visitor serving and commercial facilities within urban service and rural community boundaries where coastal requirements, including water provision and waste disposal, can be met.
2. Limit new commercial development to areas within designated urban service and rural community boundaries except for the lowest intensity development (guest ranches and bed and breakfast accommodations).
3. Consider modest scale expansion of existing visitor serving and commercial facilities outside of urban service and rural community boundaries where other coastal requirements can be met.
4. Encourage, where appropriate, the provision of modest size and scale accommodations with minimal impacts on the coastal environment, including bed and breakfast accommodations in existing homes, rental of second homes, guest ranches, inns, and motels. Guest ranches should be compatible with continued ranch operations.
5. Develop a visitor information system to publicized existing services and facilities.
6. Provide public restrooms and drinking water facilities where needed and appropriate as part of visitor and local serving commercial development.

SPECIFIC RECOMMENDATIONS

7. Provide for new and expand existing commercial facilities in Bodega Bay, as shown on the land use plan, and including the expansion of Chanslor Ranch.
8. Consistent with land use designations and zoning, encourage expansion of overnight accommodations and modest scale visitor-serving commercial uses at The Sea Ranch Lodge, and local serving commercial services on Annapolis Road.
9. Consistent with land use designations and zoning, encourage expansion of the Stewarts Point General Store and use of the house west of the store as a bed and breakfast accommodation. Limited additional visitor-serving development should be designed to complement the existing historic character.
10. Consistent with land use designations and zoning, encourage modest expansion of existing or certain new visitor-serving facilities east of Highway 1 near the Ocean Cove Store. Appropriate new facilities would be: campgrounds or modest scale overnight accommodations, and a public horse stable.
11. Limit development west of Highway 1 at Ocean Cove to strictly controlled day use such as boat launching and picnicking. Any development proposals should include erosion control measures and rehabilitation to the bluffs at the cove, and provisions for pedestrian safety on Highway 1. Adaptive reuse of the barn should be pursued. Provide day use parking for such development east of Highway 1 at Ocean Cove.
12. Provide improved landscaping as part of any Salt Point Lodge expansion.

13. Consistent with land use designations and zoning, encourage modest expansion of existing inn facilities and development of a public horse stable at the Stillwater Cove Ranch.
14. Limit expansion at the Timber Cove Inn to improved parking facilities and coastal access.
15. Continue the operation of the Timber Cove Boat Landing while encouraging screening and design improvements.
16. Consistent with land use designations and zoning, allow limited visitor or commercial development, including development of a small emergency automobile repair facility in the vicinity of the Fort Ross store. Any expansion should be subject to strict design controls to preserve the area's scenic character.
17. Consistent with land use designations and zoning, encourage provision of modest scale and cost overnight accommodations, as well as other expanded visitor and commercial services at Duncans Mills.
18. Consistent with land use designations and zoning, encourage a modest infilling of visitor and local serving commercial services in Jenner if water and septic regulations can be met.
19. Encourage landscaping and design improvements at the Bridgehaven Resort. If any expansion occurs, boat rentals and launching, and day use facilities are the most appropriate uses subject to strict design guidelines.
20. Consistent with land use designations and zoning, allow development of a new visitor-serving facility at Pacific View Estates only if transfer of development potential to another, more suitable site is not possible. Any such facility must meet water and septic regulations, minimize visual impacts through clustering and design, be modest in scale, and not create traffic impacts beyond levels expected from the original development proposal.
21. Consistent with land use designations and zoning, encourage modest expansion of commercial services in Valley Ford if water and septic regulations can be met.