

BOWER LIMITED PARTNERSHIP

Parcels 13487, 13488, 13489, & 13490

Gualala Downtown Streetscape Enhancement Project

State Route 1

Mendocino County

District 1

Rizwan Tanvir, Caltrans

Presentation Overview

- 1. Project Location, Purpose, and Scope**
- 2. Four Statutory Findings**
- 3. Property Owner's Contentions and
Department's Responses**
- 4. Summary**

Project Vicinity



Fort Bragg

Gualala

Project Vicinity






Project Location



Project Location

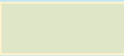
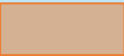





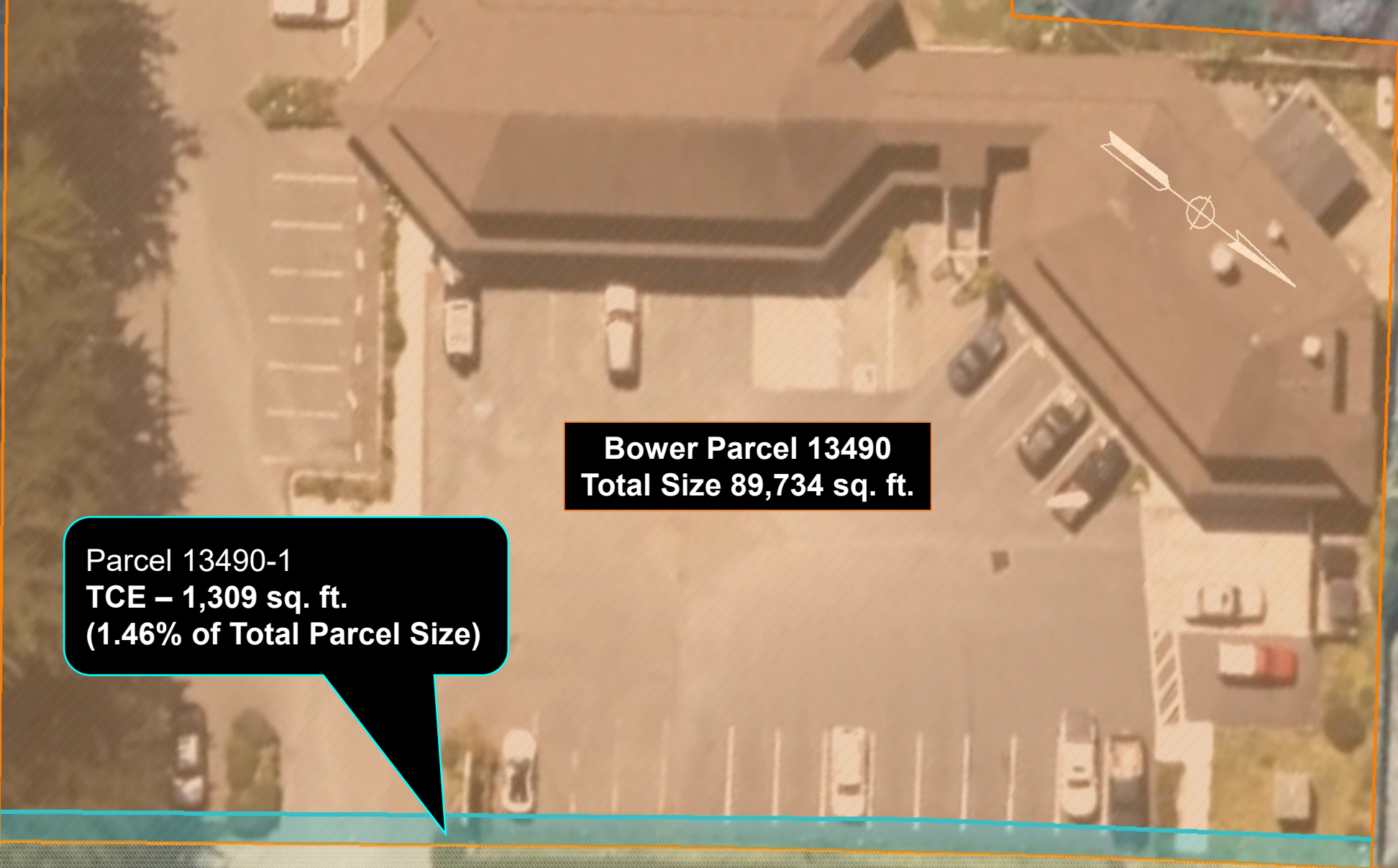
Bower Parcels

-  Project Location
-  Bower Parcels
-  Bower Parcel Property Lines



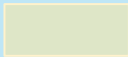



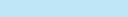
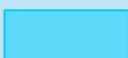
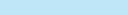
Bower Parcel 13490 Acquisition

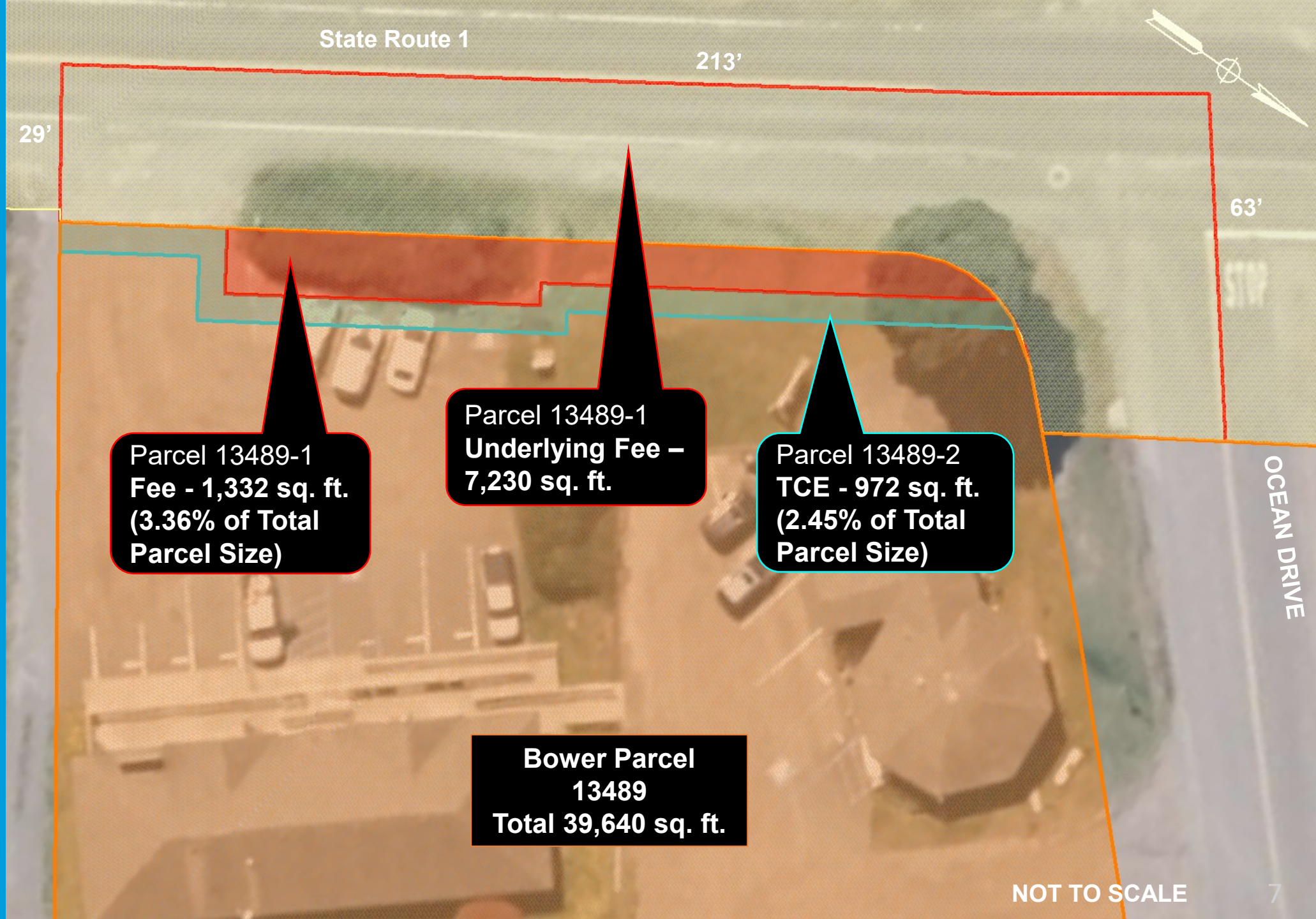
-  Project Location
-  Bower Parcel 13490
-  Existing Property Line of Parcel 13490
-  TCE – Temporary Construction Easement
-  TCE Limit



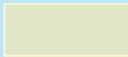



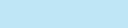
State Route 1

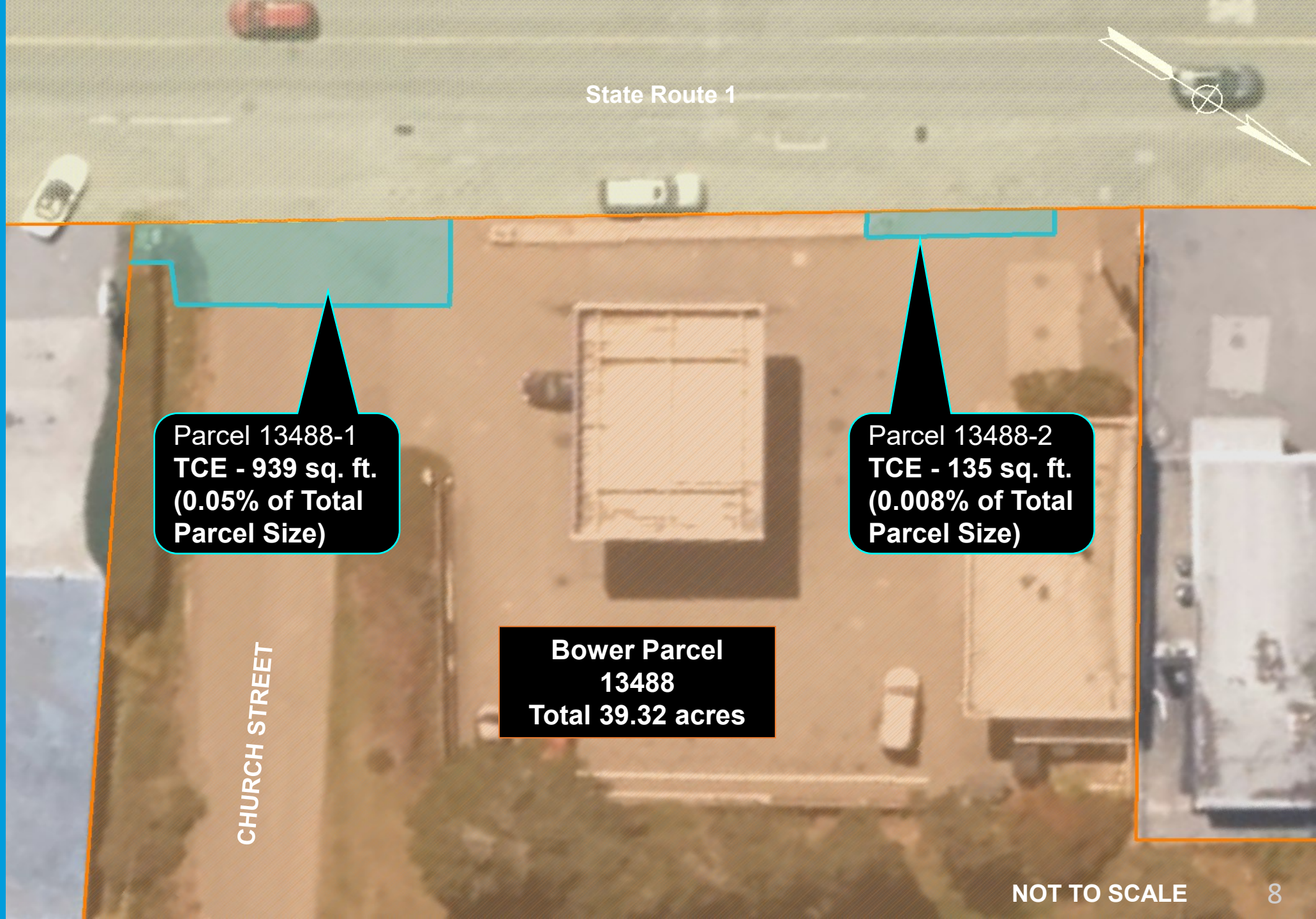
Bower Parcel 13489 Acquisitions

-  Project Location
-  Bower Parcel 13489
-  Existing Property Line of Parcel 13489
-  F – Fee Acquisition
-  Fee Limit
-  TCE – Temporary Construction Easement
-  TCE Limit

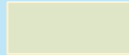





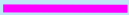
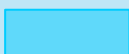
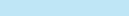


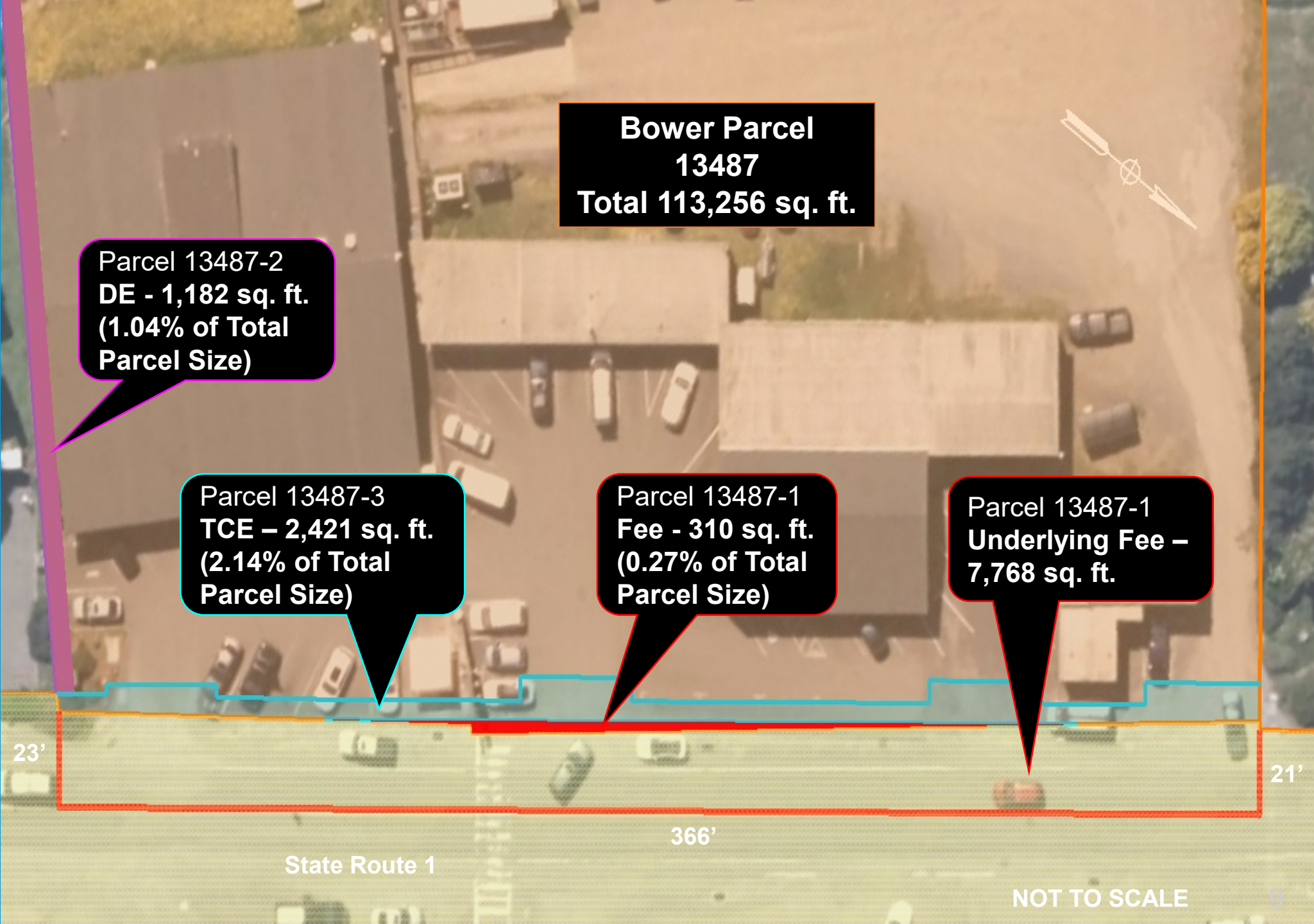
Bower Parcel 13488 Acquisitions

-  Project Location
-  Bower Parcel 13488
-  Existing Property Line of Parcel 13488
-  TCE – Temporary Construction Easement
-  TCE Limit



Bower Parcel 13487 Acquisitions

-  Project Location
-  Bower Parcel 13487
-  Exist Property Line of Parcel 13487
-  F – Fee Acquisition
-  Fee Limit
-  DE – Drainage Easement
-  DE Limit
-  TCE – Temporary Construction Easement
-  TCE Limit



Existing Roadway

Picture 1 – SB Shoulder (Looking North)

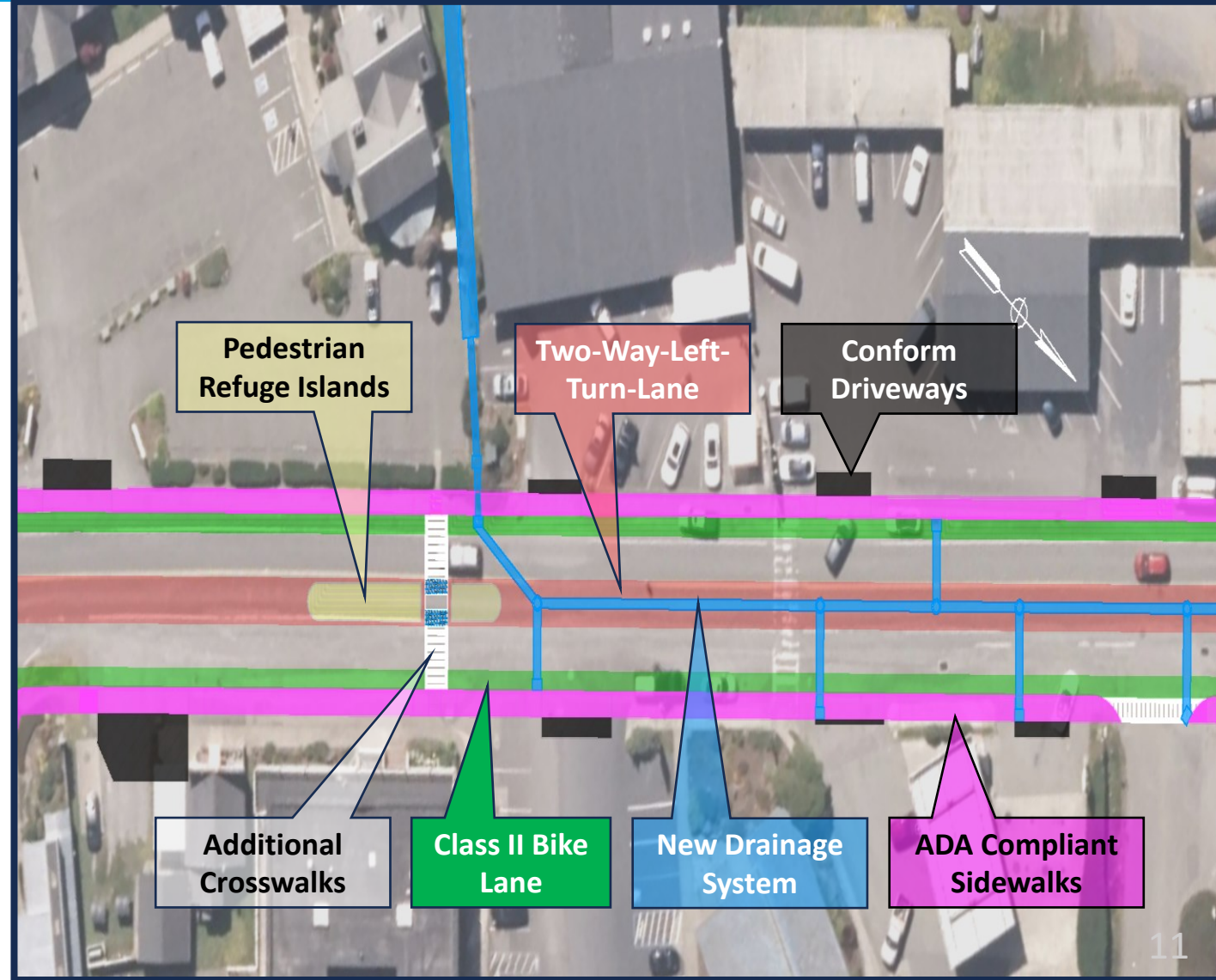


Picture 2 – SB Shoulder (Looking North)



Project Purpose & Scope

- ✓ Improve Safety for:
 - Pedestrians by providing sidewalks, crosswalks, and a refuge island
 - Cyclists by providing bike lanes
 - All modes of transportation by eliminating on-street parking
- ✓ Improve Traffic Flow by adding a Two-Way-Left-Turn-Lane
- ✓ Upgrade drainage system to prevent localized flooding



Timeline of Public Engagement

- ✓ 07/12/07, a public meeting was held to discuss the Gualala Community Action Plan.
- ✓ 03/10/12, a public outreach meeting was held to discuss the updated plan with the community.
- ✓ 01/16/18, the first two project alternatives were presented to the public at an informational open house.
- ✓ 07/25/19, Open House for Alternatives 1 & 2, majority of the concerns being removal of on-street parking.
- ✓ September of 2019, a public meeting was held which resulted in the development of Alternative 3.
- ✓ 10/01/19, a public meeting was held at the Gualala Community Center and there was a presentation before the MCOG Board of Directors to discuss Alternative 3.
- ✓ 01/14/21, a virtual public meeting was held to discuss Alternative 3 & 4. The Coastal Commission did not support the inclusion of on-street parking unless there was a safety issue that necessitated the inclusion of on-street parking.

- ✓ 05/18/23, Alternative 5 was presented at a public meeting.
- ✓ 05/26/23, Alternative 5 generated positive sentiment from the community.
- ✓ 03/04/24 Public presentation of Alternative 5 without landscaping to MCOG Board.
- ✓ 05/07/25 Presentation to GMAC.
- ✓ 6/26/25 CDP public hearing, Mendocino County Planning.
- ✓ 10/06/25 Public presentation to MCOG Board.
- ✓ 11/04/25 CDP public appeal hearing at Mendocino County Board of Supervisors.
- ✓ 11/06/25 Presentation to GMAC.

Type of Public Engagement	Occurrences
Public Meetings	7
Open House	2
Presentation to MCOG/GMAC	5

Statutory Findings

Code of Civil Procedure 1245.230

- **The public interest and necessity require the proposed project.**
- **The project is planned and located in a manner that will be most compatible with the greatest public good and least private injury.**
- **The property sought to be condemned is necessary for the proposed project.**

An offer of just compensation has been made in accordance with Government Code 7267.2.

Statutory Findings

1. The public interest and necessity require the proposed project.

Picture 1 – Looking North



- Gaps in Sidewalks NB
- No Bike Lanes
- No Left Turn lane
- No Designated Crosswalks at Minor streets

Picture 2 - Looking South



- No Sidewalk SB
- Informal on-street parking
- Inadequate Drainage System

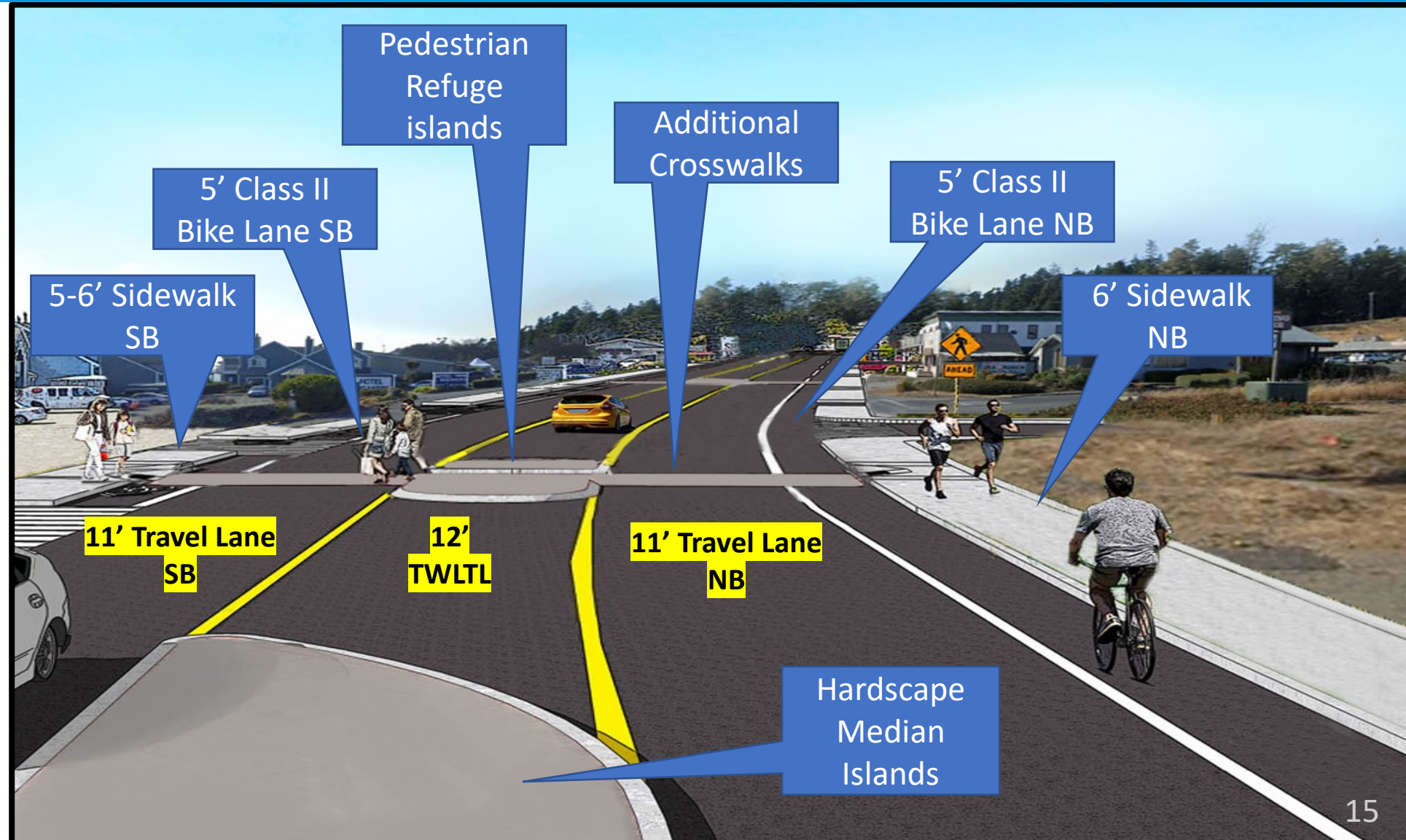
Statutory Findings

2. The project is planned or located in a manner that will be most compatible with the greatest public good and least private injury.

Greatest Public Good:

Improves:

- ✓ Motorist safety
- ✓ Pedestrian safety
- ✓ Cyclist safety



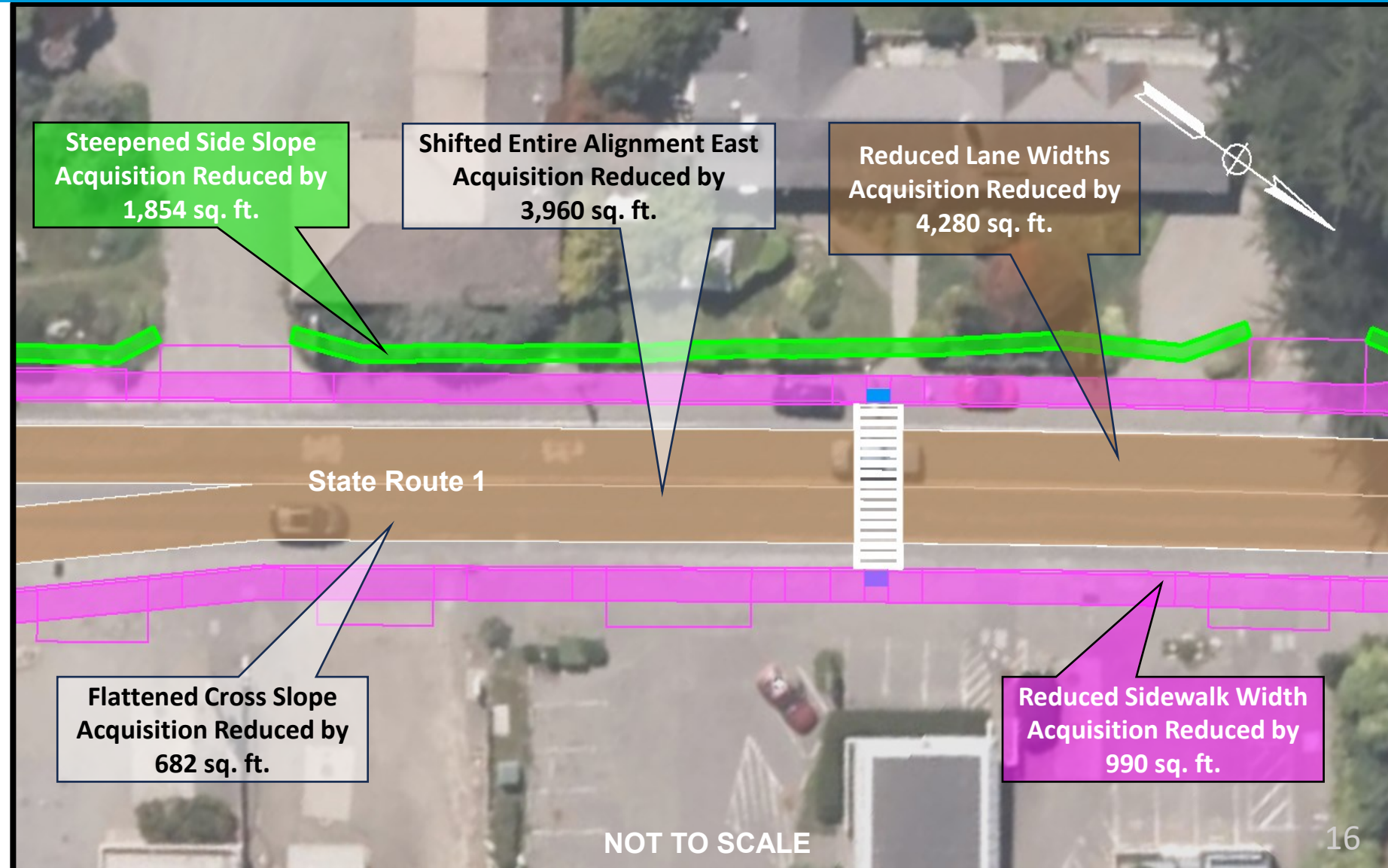
Statutory Findings

2. The project is planned or located in a manner that will be most compatible with the greatest public good and least private injury.

Least Private Injury:

Reduction in Acquisition Area:

- Steepened Side Slope – SB
- Shifted entire alignment East
- Reduced Lane Widths – NB & SB
- Flattened Cross Slope
- Reduced Sidewalk width – NB & SB



Statutory Findings

2. The project is planned or located in a manner that will be most compatible with the greatest public good and least private injury.

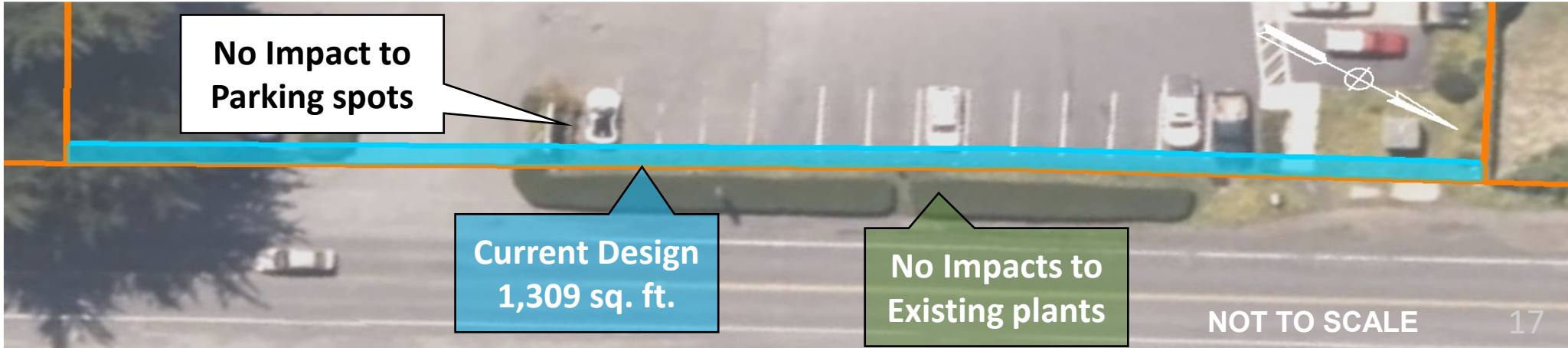
Least Private Injury:

Bower Parcel 13490

- TCE – Temporary Construction Easement
- TCE Limit
- Existing Property Line Parcel 13490



Parcel 13490 TCE	Original Acquisition Area	Current Acquisition Area	Acquisition Reduced by:
Temp Construction Easement (TCE)	3,930 sq. ft.	1,309 sq. ft.	2,621 sq. ft.






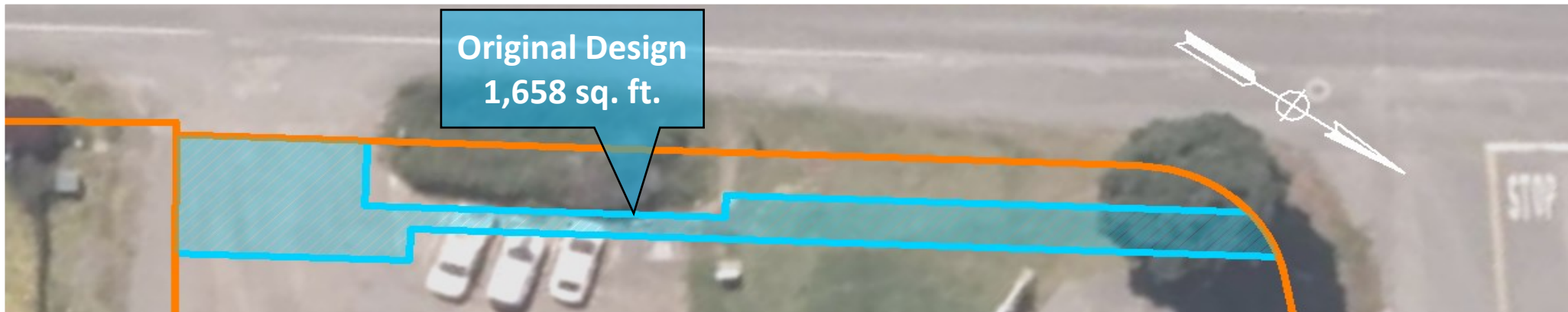
Statutory Findings

2. The project is planned or located in a manner that will be most compatible with the greatest public good and least private injury.

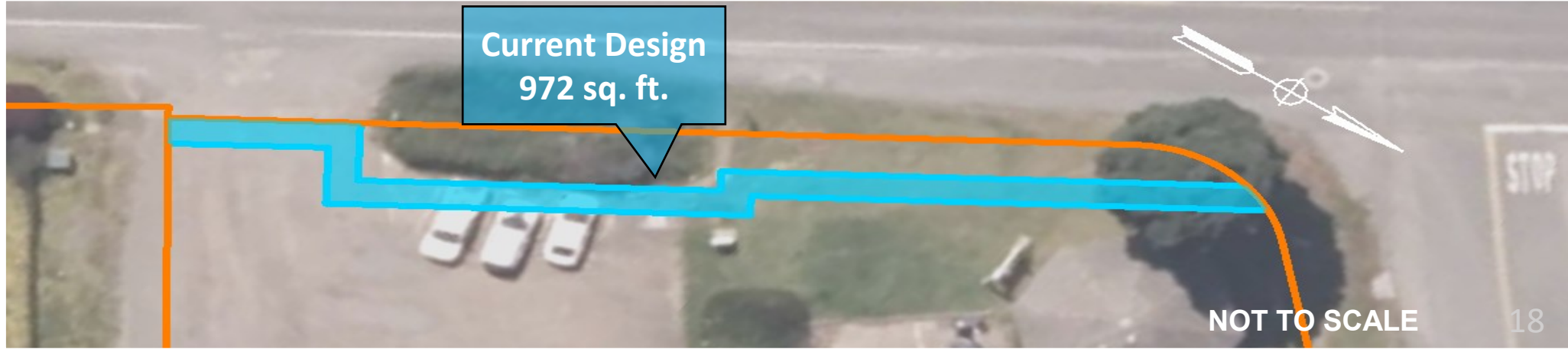
Least Private Injury:

Bower Parcel 13489

-  TCE – Temporary Construction Easement
-  TCE Limit
-  Existing Property Line Parcel 13489



Parcel 13489 TCE	Prior Acquisition Area	Current Acquisition Area	Acquisition Reduced by:
Temp Construction Easement (TCE)	1,658 sq. ft.	972 sq. ft.	686 sq. ft.




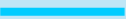

NOT TO SCALE

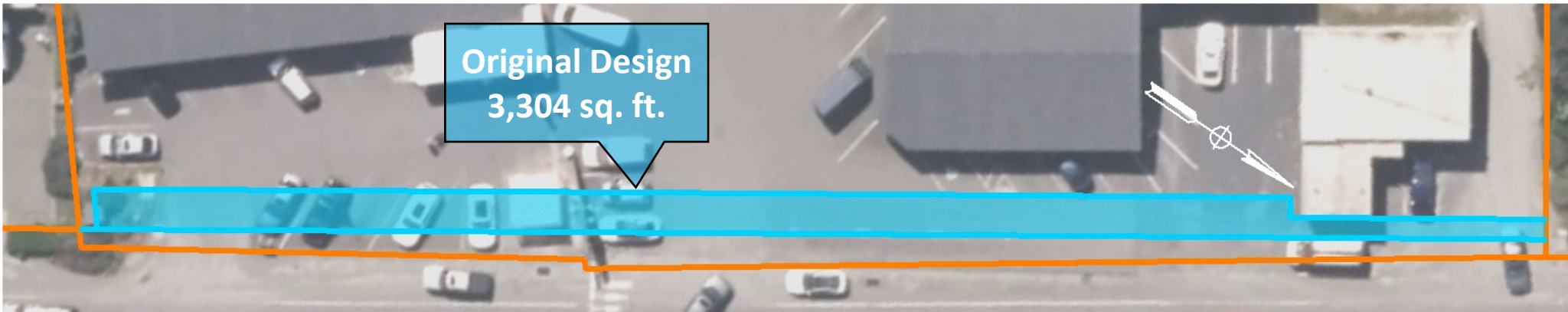
Statutory Findings

2. The project is planned or located in a manner that will be most compatible with the greatest public good and least private injury.

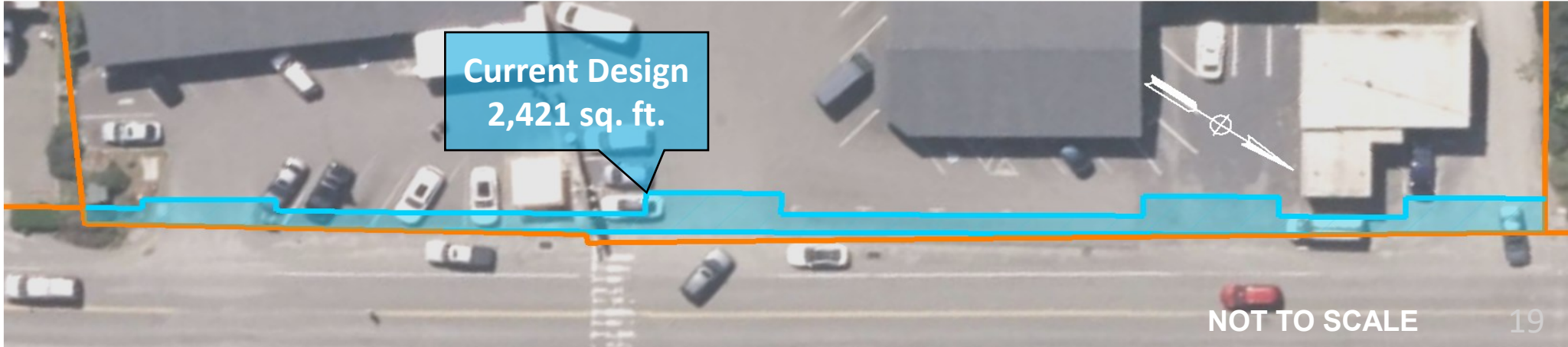
Least Private Injury:

Bower Parcel 13487

-  TCE – Temporary Construction Easement
-  TCE Limit
-  Existing Property Line Parcel 13487



Parcel 13487 TCE	Prior Acquisition Area	Current Acquisition Area	Acquisition Reduced by:
Temporary Construction Easement (TCE)	3,304 sq. ft.	2,421 sq. ft.	883 sq. ft.






Statutory Findings

2. The project is planned or located in a manner that will be most compatible with the greatest public good and least private injury.

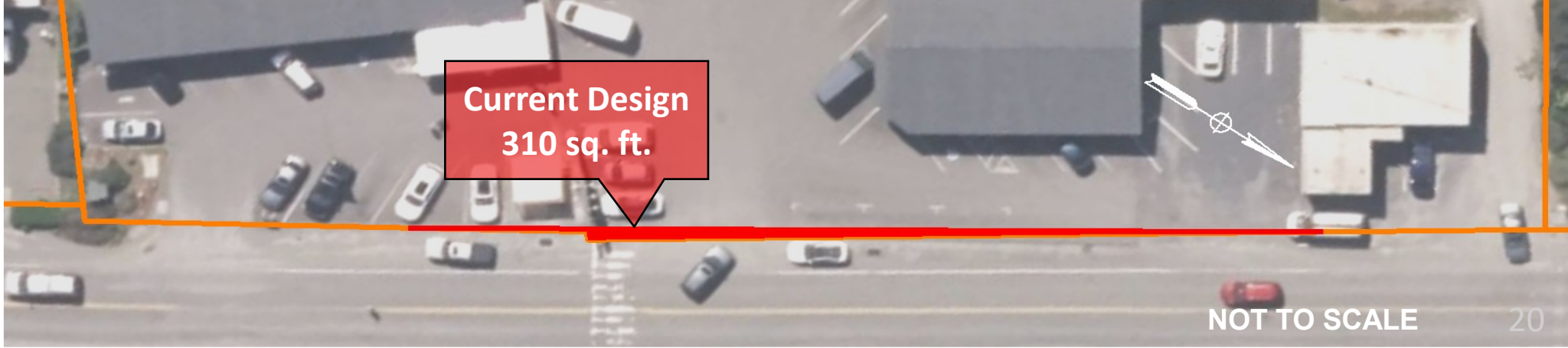
Least Private Injury:

Bower Parcel 13487

-  F- Fee
-  Fee Limit
-  Existing Property Line Parcel 13487



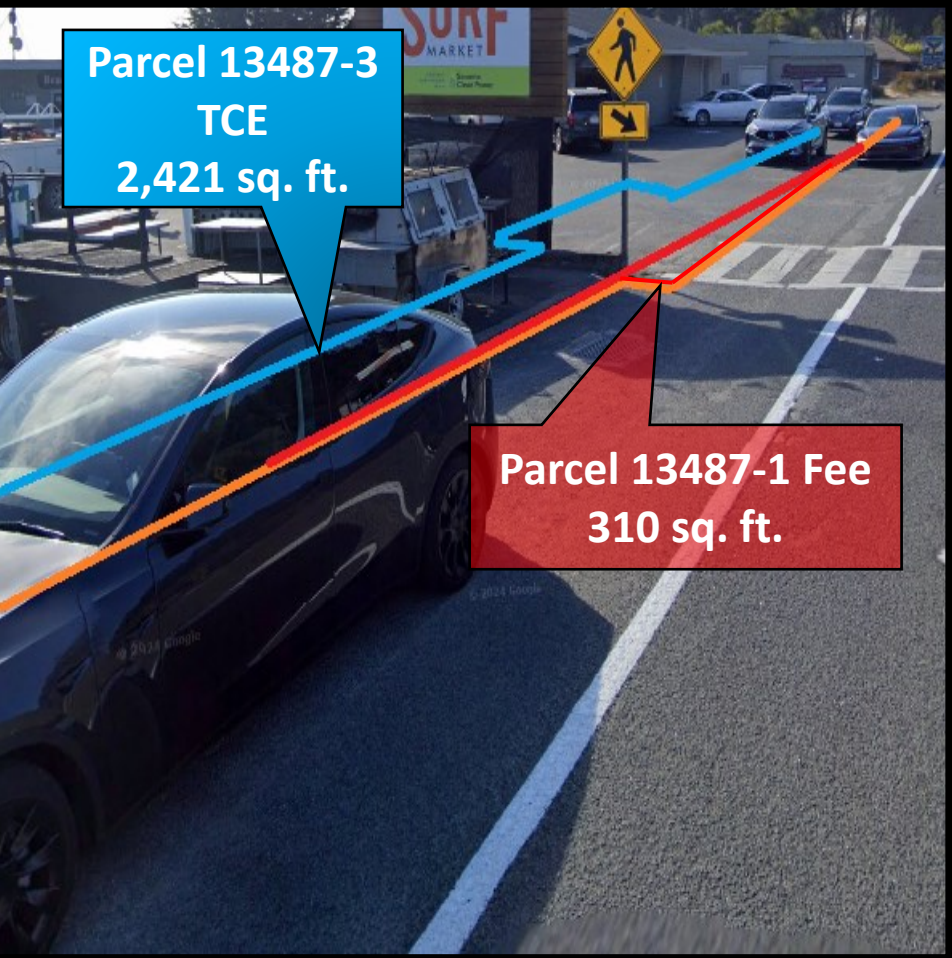
Parcel 13487 Fee	Prior Acquisition Area	Current Acquisition Area	Acquisition Reduced by:
Fee (F) Acquisition	2,315 sq. ft.	310 sq. ft.	2,005 sq. ft.



Statutory Findings

3. The properties sought to be condemned are necessary for the proposed project.

Picture 1 – TCE and Fee Area
Parcel 13487
(SB shoulder Looking North)



Picture 2 – Drainage Easement Area
Parcel 13487
(South side of Parcel, Looking East)



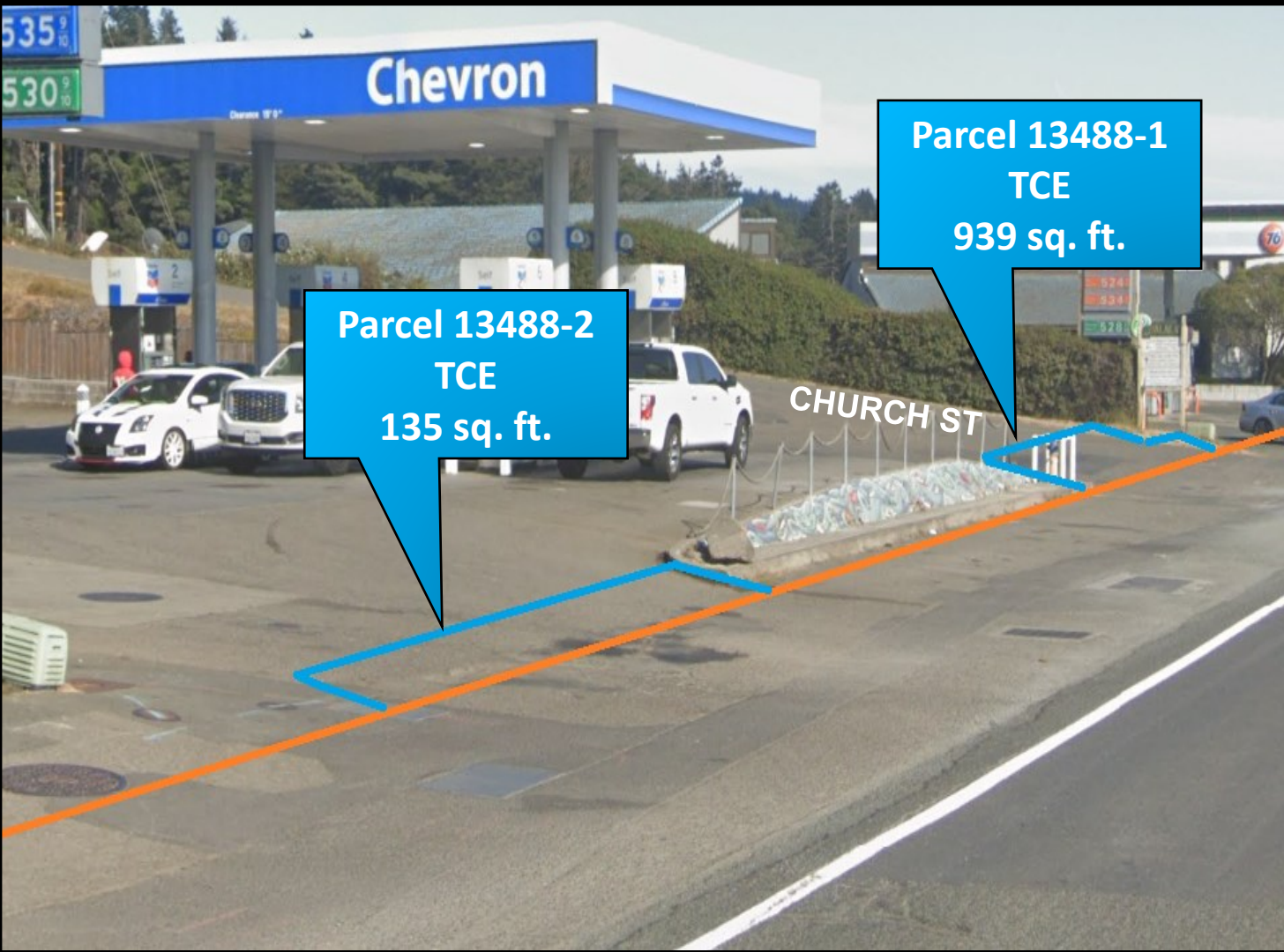
	Existing Property Line
	Fee limit
	Drainage Easement Limit
	TCE Limit



Statutory Findings

3. The properties sought to be condemned are necessary for the proposed project.

Picture 1 – Parcel 13488 (NB Shoulder, Looking South)



Existing Property Line

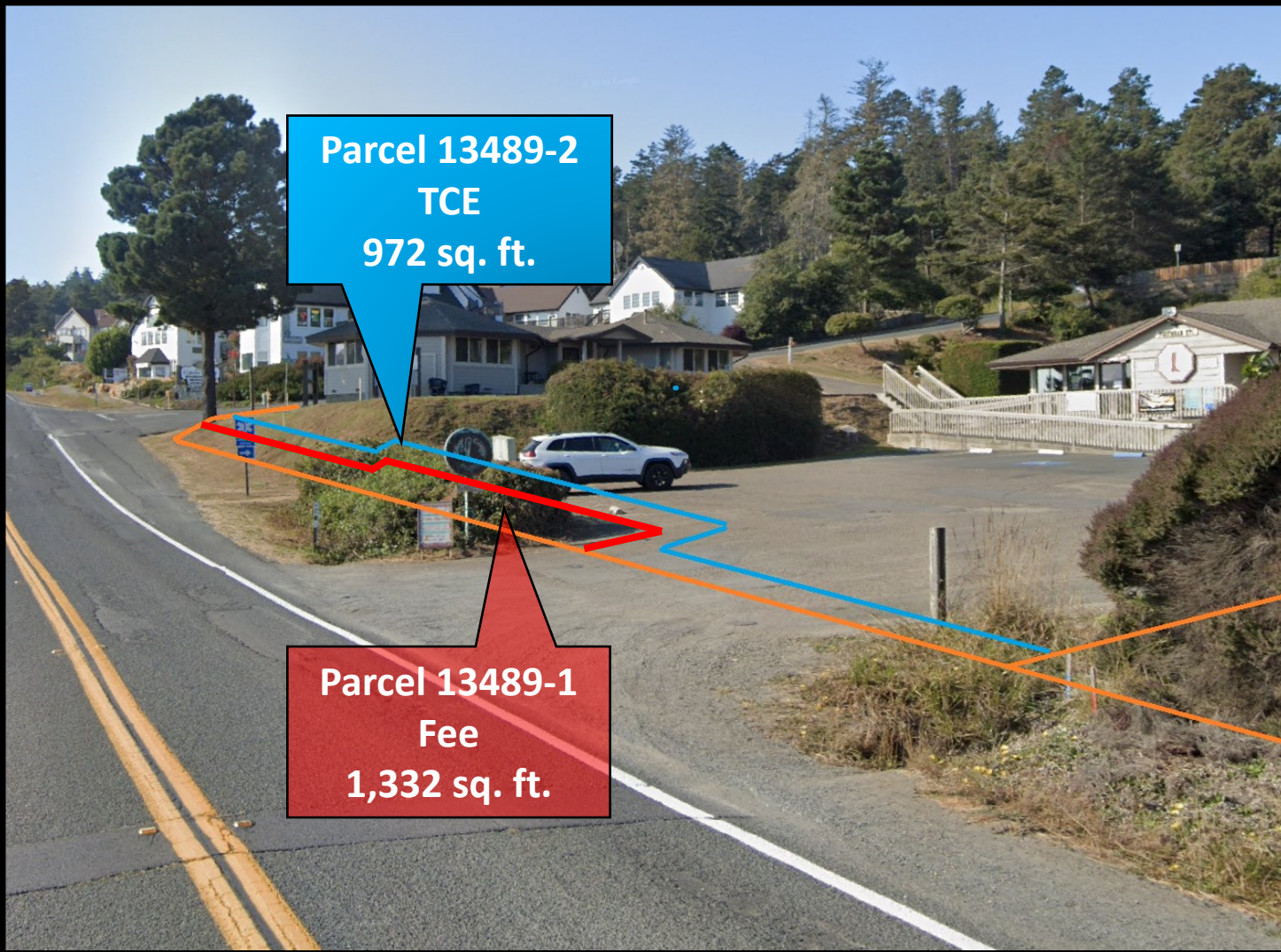
TCE limit



Statutory Findings

3. The properties sought to be condemned are necessary for the proposed project.

Picture 1 – Parcel 13489 (Looking North)



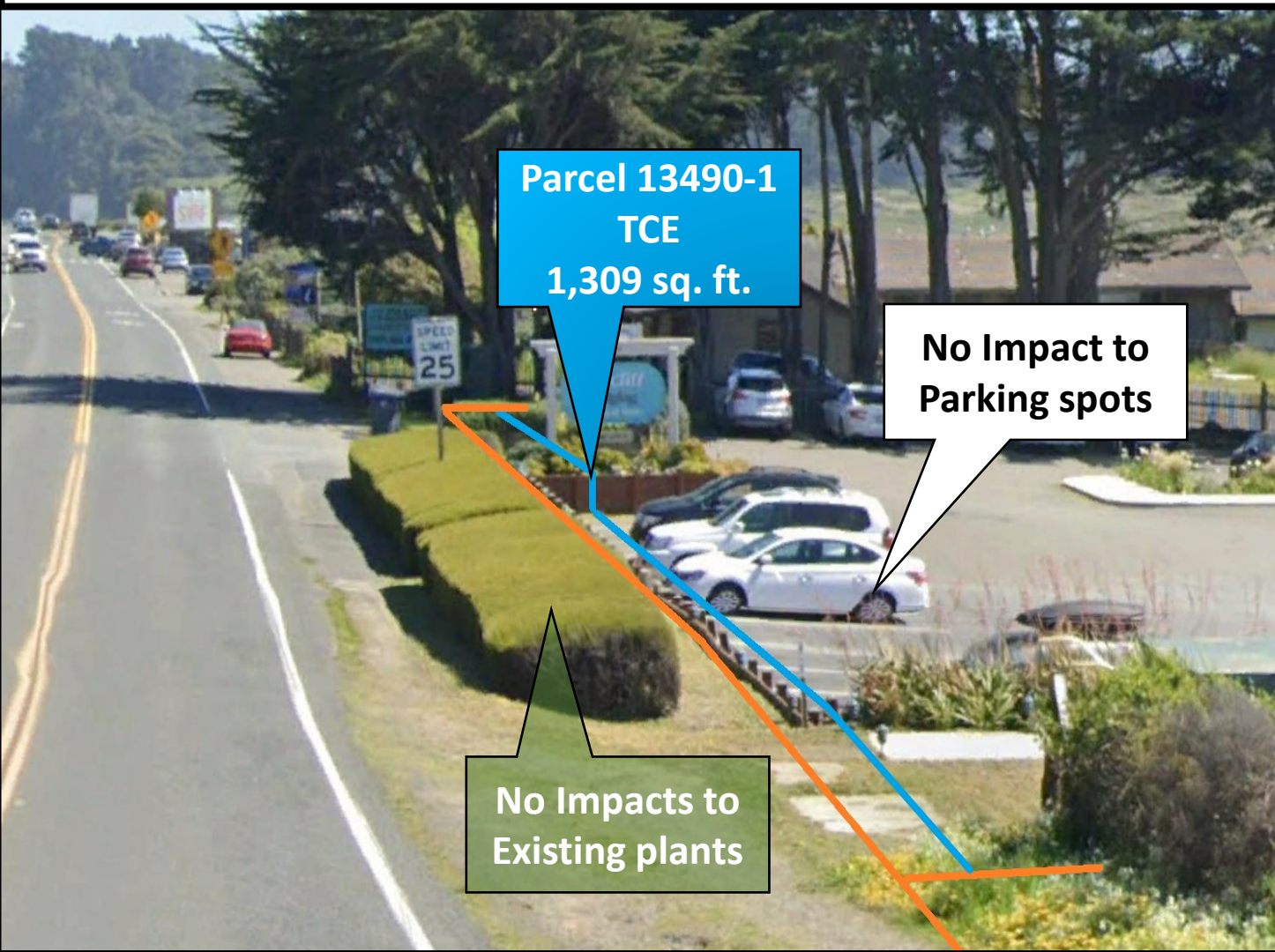
- Existing Property Line
- Fee limit
- TCE Limit



Statutory Findings

3. The properties sought to be condemned are necessary for the proposed project.

Picture 1 – Parcel 13490 (Looking South)



Existing Property Line

TCE limit



Summary of Communication with Property Owner

- ✓ 11/13/23 – Initial Study with Negative Declaration was approved.
- ✓ 01/10/24 – Sent a Notice of Decision to Appraise.
- ✓ 03/21/24 & 04/08/2024 – Appraiser visited and inspected project site.
- ✓ 08/15/24 – Appraisal approved.
- ✓ 09/04/24 – FWO mailed to Owner via certified mail.
- ✓ 09/10/24 – Owner confirmed receipt.
- ✓ 12/26/24 – NOI mailed.
- ✓ 01/08/25 – Appearance request letter received from owner's attorney.
- ✓ 01/14/25 – Responded to Appearance Request
- ✓ 02/07/25 – Conducted District Condemnation Evaluation (DCEM) meeting.
- ✓ 05/01/25 - Revised Offer based on Reduction of Acquisition Area
- ✓ 05/27/25 - Owner Confirmed Receipt of FWO
- ✓ 06/09/25 – Response letter addressing DCEM concerns sent to owner's attorney.

- ✓ 08/12/25 – Conducted HQ Condemnation Panel Review Meeting.
- ✓ 08/28/25 - Contacted owner's attorney to discuss CPRM and efforts being made to address owner's concerns.
- ✓ 10/24/25 - Provided letter in response to CPRM addressing owner's concerns.
- ✓ 11/14/25 – Conducted a virtual meeting with owner's attorney to talk about issues, predominately property rights and highway rights.
- ✓ 11/17/25 - Sent letter to owner's attorney making a settlement offer.

Communication since first written offer:

Type of Contact	Number of Contacts
Mailing of Information	6
Emails	10+
Phone Calls	8
Meetings	5

Related to the findings of the Commission:

2. The project is planned or located in the manner that will be most compatible with the greatest public good and the least private injury.

PROPERTY OWNER CONTENTS:

Removing on-street parking could harm the Surf Market business and should be mitigated by Caltrans.

DEPARTMENT RESPONSE:

- Removal of on-street parking is in accordance with Section G3.6-12 of the Gualala Town Plan, which states, “no on-street parking shall be permitted on Highway 1.”
- On-street parking reduces highway visibility and pushes pedestrians & cyclists into traffic.
- The potential impact on the adjacent business and whether removing on-street parking creates a State obligation are compensation issues that will be resolved in court as part of the owner’s due-process rights.

**Picture – Informal on-street Parking
(SB shoulder Looking North)**



Related to the findings of the Commission:

2. The project is planned or located in the manner that will be most compatible with the greatest public good and the least private injury.

PROPERTY OWNER CONTENTS:

Adding more crosswalks will cause traffic disruptions.

DEPARTMENT RESPONSE:

- Only one designated crosswalk on SR-1 between the project limits.
- Additional crosswalks are needed to improve pedestrian safety by minimizing J-walking.
- The crosswalk locations were selected using engineering judgment per CA-MUTCD, accounting for numerous driveways, truck turning movements, and truck access points, to optimize safe connectivity between businesses across SR-1.



Related to the findings of the Commission:

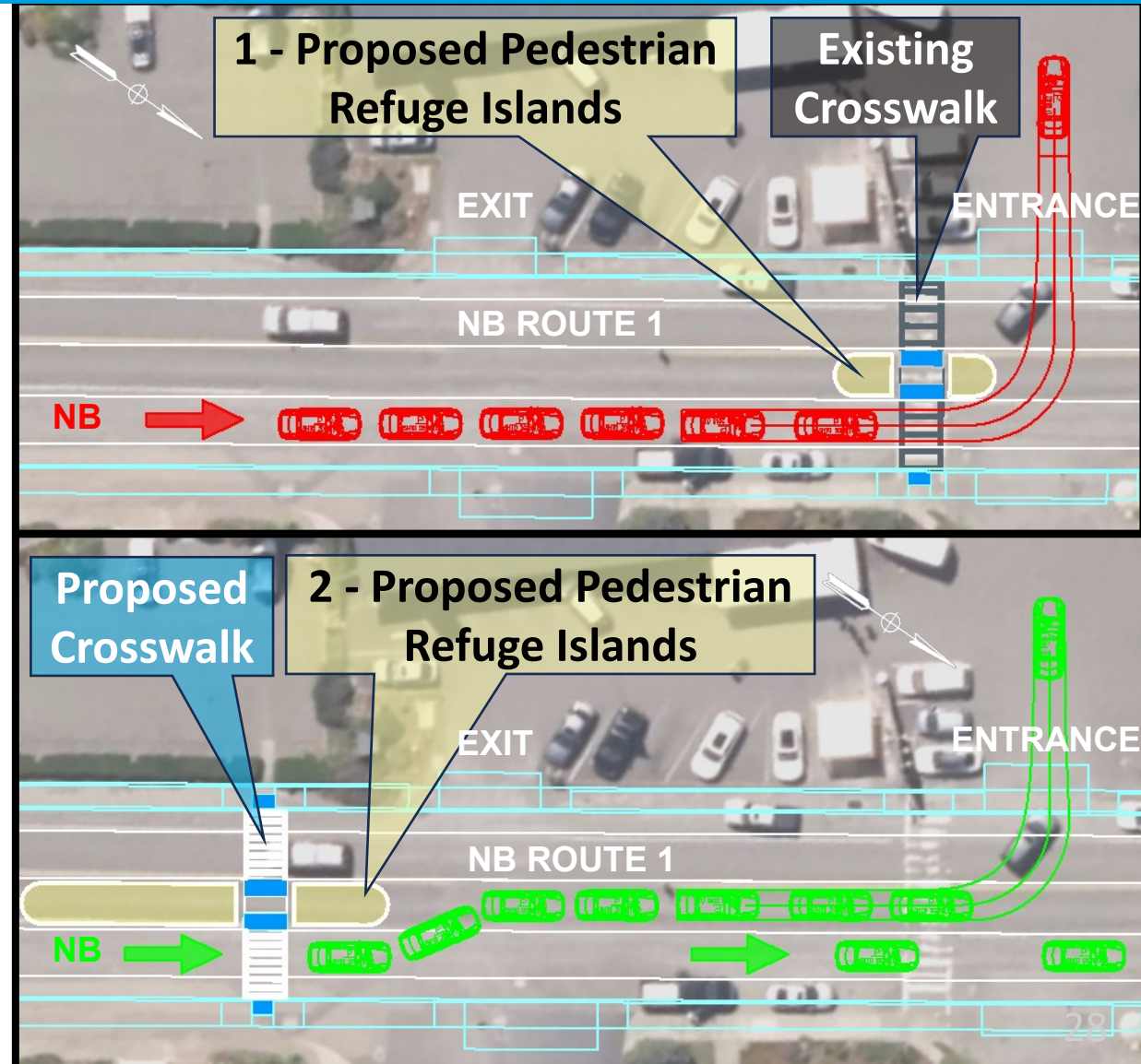
2. The project is planned or located in the manner that will be most compatible with the greatest public good and the least private injury.

PROPERTY OWNER CONTENTS:

Relocating the existing crosswalk may cause issues since the community is familiar with its current location.

DEPARTMENT RESPONSE:

- Standards require pedestrian refuge islands for wide or multilane roadways.
- Keeping the existing crosswalk would block the new Two-Way-Left-Turn Lane (TWLTL).
- Relocating the existing crosswalk south would clear TWLTL and allow unobstructed left turns into the parking lot.
- Provides safer pedestrian connectivity to retail, grocery, hotel, and scenic overlook areas.



Related to the findings of the Commission:

2. The project is planned or located in the manner that will be most compatible with the greatest public good and the least private injury.

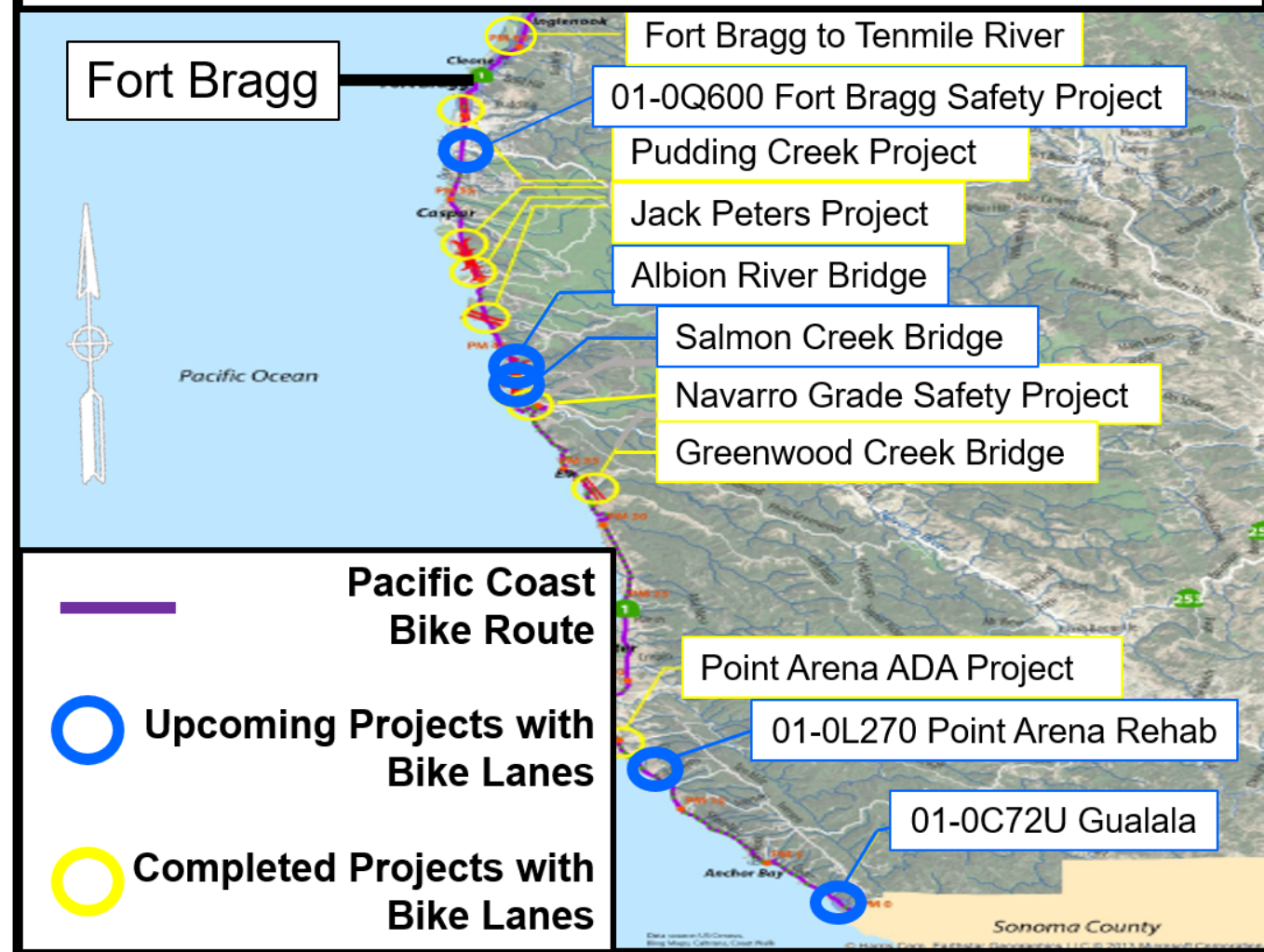
PROPERTY OWNER CONTENTS:

The bike lanes are unnecessary, lead to nowhere, and do not connect to existing facilities.

DEPARTMENT RESPONSE:

- The Gualala corridor is one of many statewide segments, both past and upcoming, that contribute to continuous coastal connectivity.
- The Gualala Town Plan and Caltrans studies identify this corridor as a priority for bicycle connectivity.
- The project improves safety and access for local residents, tourists, and long-distance cyclists.

Picture 1 - Shows the Mendocino County PCBR along SR1 with completed and upcoming connection projects



Related to the findings of the Commission:

3. The properties sought to be condemned is necessary for the proposed project.

PROPERTY OWNER CONTENTS:

The drainage modifications at the outlet of the South Drainage System are unnecessary, claiming the addition of Rock Slope Protection (RSP) would trap sediment, promote weeds, and increase fire risk.

DEPARTMENT RESPONSE:

- Inadequate existing drainage system causing localized flooding.
- National Marine Fisheries Service recommended the RSP.
- RSP is needed to reduce erosion and prevent toxic chemicals from entering the Gualala Estuary, protecting endangered Coho Salmon.
- RSP length is reduced from 100 ft. to 50 ft.
- Caltrans Maintenance will control vegetation to reduce potential fire risk.

Picture 1 – Aerial View Parcel 13487



Related to the findings of the Commission:

4. An offer of just compensation has been made in accordance with Government Code 7267.2.

PROPERTY OWNER CONTENTS:

Caltrans has not made the requisite Government Code Section 7267.2 offer. The offer made does not comply with the constitutional principles of just compensation and does not offer compensation for the property interests sought to be acquired.

DEPARTMENT RESPONSE:

- Staff prepared an appraisal establishing just compensation for the Fee (F), Underlying Fee (UF), Drainage Easement (DE), and Temporary Construction Easement (TCE), approved on August 15th, 2024.
- The first written offer of just compensation was provided to the property owner's attorney on September 4th, 2024.
- A revised offer was provided on May 1st, 2025

Summary

1. The public interest and necessity require the proposed project.
Yes.
2. This project is planned and located in a manner that will be most compatible with the greatest public good and least private injury.
Yes.
3. The property sought to be condemned is necessary for the proposed project. **Yes.**
4. An offer of just compensation has been made in accordance with Government Code 7267.2. **Yes.**

BACK POCKET SLIDES

(For Just-in-Case)

Related to the findings of the Commission:

3. The properties sought to be condemned is necessary for the proposed project.

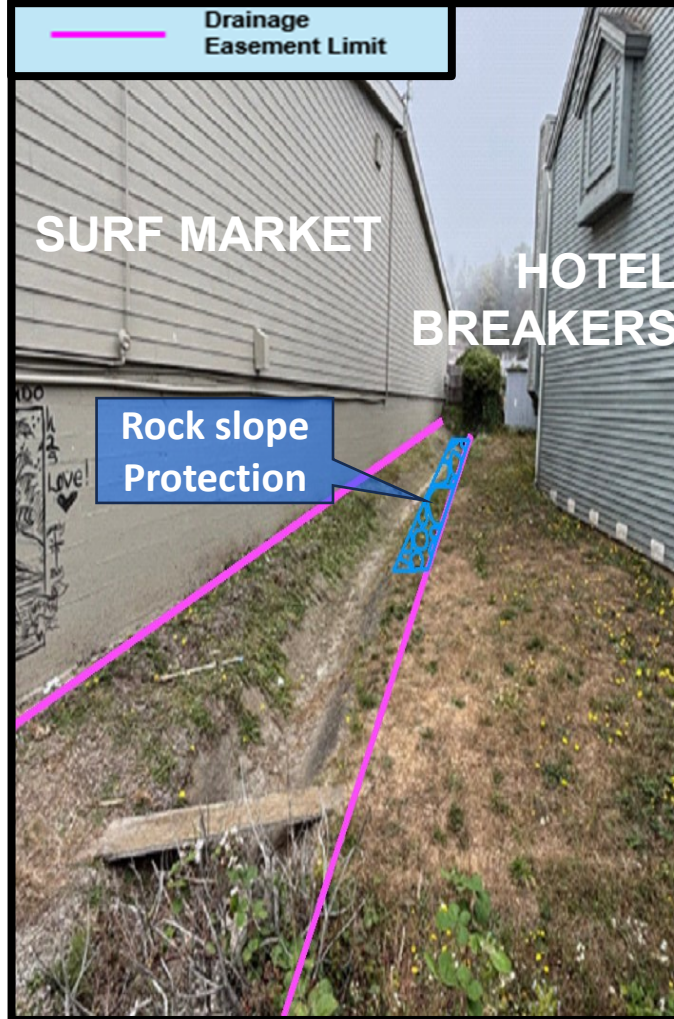
PROPERTY OWNER CONTENTS:

The drainage modifications at the outlet of the South Drainage System are unnecessary, claiming the addition of Rock Slope Protection (RSP) would trap sediment, promote weeds, and increase fire risk.

DEPARTMENT RESPONSE:

- After consultation with the National Marine Fisheries Service, it was determined that RSP is the best solution for the site.
- Constraints include existing features, environmental, and terrain dictate the RSP location. The RSP is designed for the least private injury.
- RSP is needed to reduce erosion and prevent toxic chemicals from entering the Gualala Estuary, protecting endangered Coho Salmon.
- To reduce potential fire danger, maintenance will control vegetation.

Picture 1 – Drainage Easement looking East



Picture 2 – Aerial View Parcel 13487



1962 Aerial Photo

Wagon Road

Centerline =



Travelled

Way width

40 Feet=



Existing lines
of occupation
(Fences)

60 Feet=



The Record of Survey in Map 2, Drawer 36, Page 78 matches Bower's Vesting Deed for the Surf Market Real Property, Document Number 1999-20125 M.C.R..

Please note the calls to-and-along the Westerly line of Highway #1 shown below

Commencing at an iron pin set on the Westerly line of California State Highway #1, said point of commencement being the northerly corner of the 2 acre parcel lying near the Gualala Store referred to by Official Records, Book 267, Page 263, Mendocino County Records, and being a corner of the lands of Ida Bower as described therein; thence South 35°09' East along the Westerly line of said Highway #1, 325.00 feet to an iron pin, said iron pin being at the most northerly corner of that certain tract of land conveyed to Sidney Johnson et ux, by deed recorded April 11, 1956 in Book 426 of Official Records, Page 536, Mendocino County Records; thence following the boundary line of Johnson land South 54°51' West,

Bower's curb extends roughly 5 feet beyond his ownership line described in deed legal description.

Surf Market

Gualala
Hotel

LEGEND

- FOUND 1/2" IRON PIPE WITH MARKED L.S. 3089 AS SHOWN IN C.2, D.31, P.19, M.C.R.
- FOUND 1/2" IRON PIN TAGGED ON THE MAP FILED IN C.2
- 1/2" IRON PIPE WITH A PLATE L.S. 3089 SET THIS SURVEY
- () RECORD DATA PER THE DEED 612, PAGE 87, OFFICIAL RECORD
- () RECORD DATA PER THE MAP P.19, M.C.R

BASIS	OF
1.	1980-1981
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97.	2076-2077
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100.	2079-2080
101.	2080-2081
102.	2081-2082
103.	2082-2083
104.	2083-2084
105.	2084-2085
106.	2085-2086
107.	2086-2087
108.	2087-2088
109.	2088-2089
110.	2089-2090
111.	2090-2091
112.	2091-2092
113.	2092-2093
114.	2093-2094
115.	2094-2095
116.	2095-2096
117.	2096-2097
118.	2097-2098
119.	2098-2099
120.	2099-2100
121.	2100-2101
122.	2101-2102
123.	2102-2103
124.	2103-2104
125.	2104-2105
126.	2105-2106
127.	2106-2107
128.	2107-2108
129.	2108-2109
130.	2109-2110
131.	2110-2111
132.	2111-2112
133.	2112-2113
134.	2113-2114
135.	2114-2115
136.	2115-2116
137.	2116-2117
138.	2117-2118
139.	2118-2119
140.	2119-2120
141.	2120-2121
142.	2121-2122
143.	2122-2123
144.	2123-2124
145.	2124-2125
146.	2125-2126
147.	2126-2127
148.	2127-2128
149.	2128-2129

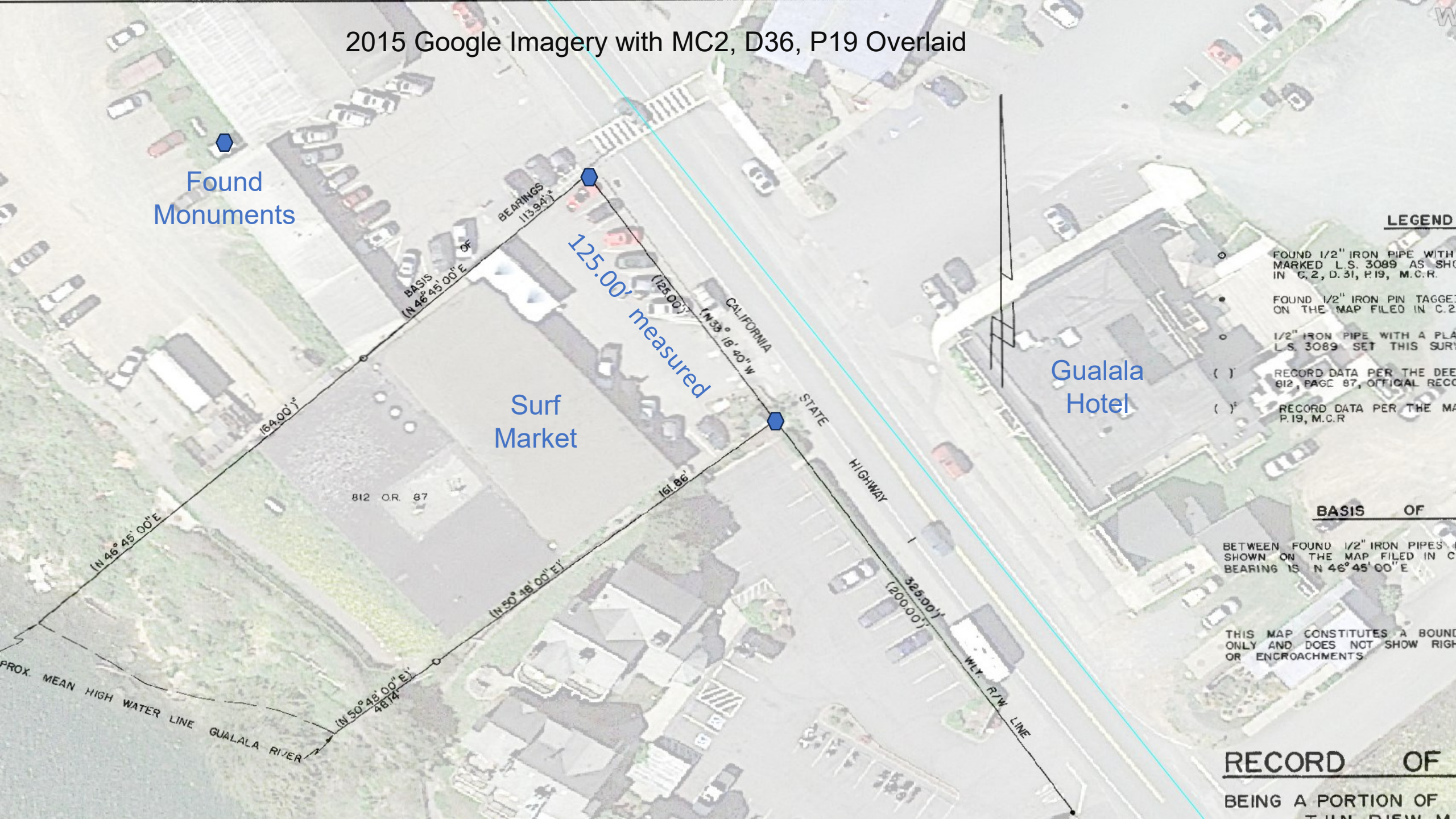
BETWEEN FOUND 1/2" IRON PIPES
SHOWN ON THE MAP FILED IN C
BEARING IS N 46° 45' 00" E

THIS MAP CONSTITUTES A BOUNDARY ONLY AND DOES NOT SHOW RIGHTS OR ENCROACHMENTS.

RECORD OF

BEING A PORTION OF

2015 Google Imagery with MC2, D36, P19 Overlaid



Found
Monuments

Surf
Market

Gualala
Hotel

125.00' measured

BASIS
(N 46° 45' 00" E
OF
BEARINGS
(113.94')

CALIFORNIA
(N 33° 16' 40" W

STATE
HIGHWAY

161.86'

(N 50° 48' 00" E)

812 O.R. 87

(N 46° 45' 00" E

164.00')

PROX. MEAN HIGH WATER LINE
GUALALA RIVER

(N 50° 48' 00" E)
4814

325.00')
(200.00')

WLY. R/W LINE

LEGEND

- FOUND 1/2" IRON PIPE WITH MARKED L.S. 3089 AS SHOWN ON THE MAP FILED IN C.2, D.31, P.19, M.C.R.
- FOUND 1/2" IRON PIN TAGGED ON THE MAP FILED IN C.2
- 1/2" IRON PIPE WITH A PLAIN L.S. 3089 SET THIS SURVEY
- () RECORD DATA PER THE DEED 812, PAGE 87, OFFICIAL RECORD
- () RECORD DATA PER THE MAP P.19, M.C.R.

BASIS OF

BETWEEN FOUND 1/2" IRON PIPES AS SHOWN ON THE MAP FILED IN C.2, D.31, P.19, M.C.R. BEARING IS N 46° 45' 00" E

THIS MAP CONSTITUTES A BOUNDARY ONLY AND DOES NOT SHOW RIGHTS OR ENCROACHMENTS

RECORD OF

BEING A PORTION OF THE PLAN

Code of Civil CIV 831

“An owner of land bounded by a road or street is presumed to own to the center of the way, but the contrary may be shown.”