SAUSALITO GENERAL PLAN

Draft Amendment to the

City of Sausalito General Plan

Land Use Element

Community Design Element

Circulation and Parking Element

January 2025

Prepared by De Novo Planning Group

INTRODUCTION

Sausalito is one of the oldest communities in Marin with many special qualities and assets that are important to preserve. Its natural beauty and central location have created many pressures unique to the city. Sausalito is located between Richardson's Bay and the Marin Headlands, across the Golden Gate Bridge from San Francisco.

Much of the city has remained as it was 70 years ago, after World War II and the transition of the Marinship to civilian use. This continuation of a unique community identity is due to a strong commitment by residents to preserve the existing character and community assets. The current challenge is to retain Sausalito's community identity while pursuing sustainable strategies to slow climate change, adapt to sea level rise, meet housing needs, and build a resilient local economy.

Policies in the Land Use and Growth Management Element of the General Plan guide the direction of the physical and economic development of the city in a way that is sustainable. The city adopts land use controls to shape and moderate development so that the city retains its historic character, ensures appropriate infrastructure capacity, reduces public safety hazards, and retains resident-serving uses, its artist community, and essential marine related industrial uses. Environmental risks associated with sea level rise and flooding, subsidence, environmental contamination, urban wildfires, and geologic activity are acute dangers that require careful land use management.

A goal of the Sausalito General Plan is to maintain the variety of uses that exist in the community, while allowing changes in keeping with the existing community character and its needs.

TABLE 1-1: GENERAL PLAN LAND USE DESIGNATIONS

RESIDENTIAL

Land Use	Description
Very Low Density Residential Up to 2.2 du/ac Avg. 4.12 persons/ac	Located only in the Wolfback Ridge area. Intended to be a transition area between the city and the Golden Gate National Recreation Area open space. Also intended to preserve hillsides and ridgelines from higher density development. Development under this category typically consists of construction of new single-family homes on large lots or minor expansion of existing single-family residences. Whenever possible, construction of new single-family homes should be clustered to maintain maximum open space.
Low Density Residential Up to 5.4 du/ac Avg. 7.98 persons/ac	Located on the higher slopes east of State Highway 101. Intended to protect and maintain the vegetated, scenic character of the City. Development under this category typically consists of single-family homes on parcels a minimum of 8,000 square feet.
Medium Low Density Residential Up to 7.3 du/ac Avg. 16.38 persons/ac	Located on the upper slopes of town above the primary commercial and high-density residential areas of the city. Development under this category is typical of Sausalito's character; single-family homes on parcels a minimum of 6,000 square feet.
Medium Density Residential Up to 8.7 du/ac Avg. 19.32 persons/ac	Developed during the 1960s and 1970s, this designation was intended to apply to large-lot planned development in the north end of town. The designation provides for two-family development with larger minimum lot sizes than other two-family areas.
Medium High Density Residential Up to 17.4 du/ac Avg. 27.42 persons/ac	This density begins to reflect the more urban parts of the city. Located throughout the city, this area is intended to provide a transition between the lower density uses on the steep slopes and the higher density uses on the flat lands.
Planned Development – High Density Residential	This density applies to only two planned residential development areas known as Whiskey Springs and

Up to 22.3 du/ac Avg. 48.55 persons/ac	the Anchorage. This designation is intended to preserve the density now enjoyed by the properties.
High Density Residential Up to 29.0 du/ac Avg. 54.6 persons/ac	Surrounding the city's commercial areas, this density reflects the urban character to a greater extent than the Medium High Density Residential category. The multi-family category is envisioned to maintain a mix of single-family residences, condominiums and apartment buildings. The intent of this category is to accommodate housing locations that provide opportunities for residents to live within easy walking distance of commuter and shopping facilities.
Arks Up to 0.35 du/ac	This area is located on the waterfront of the New Town neighborhood. This specific location is a historical remnant of Sausalito's old waterfront. Accordingly, the seven existing arks have been designated Noteworthy Structures by the city. Because there are no vacant parcels, future development will likely only consist of repair or replacement of the existing arks.
Houseboats Up to 4.35 du/ac	Like the residential arks designation, this area is part of Sausalito's history. This area is located in the Marinship and other waterfront parts of the city. Subject to BCDC approval, new houseboats may be constructed in this area. Additional houseboat locations have been identified in the Shoreline area of the city's northern Sphere of Influence.
Housing-29 Overlay (H-29) Minimum: 20 du/ac on a site identified to accommodate very low and low income housing units in Housing Element Appendix A Maximum: Up to 29.0 du/ac	Applied to sites identified to address the City's shortfall in accommodating the 6th Cycle City's Regional Housing Needs Allocation. Residential uses may include multifamily rental units, live-work units, and townhome and condominium (ownership or rental) units. Development on a site with this overlay that is identified to accommodate very low and low income housing units under Housing Element Appendix A shall include 20% of units or more affordable to lower income households and residential uses at not less than 20 du/ac regardless of the underlying land use designation.

Housing-49 Overlay (H-49) Minimum: 25 du/ac Maximum: Up to 49.0 du/ac	Applied to sites identified to address the City's shortfall in accommodating the 6th Cycle City's Regional Housing Needs Allocation. Residential uses may include multifamily rental units, live-work units, and townhome and condominium (ownership or rental) units. Development on a site with this overlay shall include 20% of units or more affordable to lower income households and residential uses at not less than 43 du/ac regardless of the underlying land use designation.
Housing-70 Overlay (H-70) Minimum: 25 du/ac Maximum: Up to 70.0 du/ac	Applied to sites identified to address the City's shortfall in accommodating the 6th Cycle City's Regional Housing Needs Allocation. Residential uses may include multifamily rental units, live-work units, and townhome and condominium (ownership or rental) units. Development on a site with this overlay shall include 20% of units or more affordable to lower income households and residential uses at not less than 50 du/ac regardless of the underlying land use designation.

COMMERCIAL

Land Use	Description
Mixed Residential and Commercial FAR up to 1.00 Up to 29.0 du/ac	Located in the Caledonia Street area of the New Town neighborhood. Intended to be a local/resident serving area with a mix of residential and commercial uses. The commercial uses are intended to be of a type that will serve residents and local visitors. Commercial establishments on the ground floor should provide goods and services needed by residents and local visitors. Residential use is the preferred use on the upper levels of all structures. The residential component of the area is intended to serve as a location for high-density residential development with some affordable units due to its location near public transit and access to major roadways and public services. All existing residential structures are to remain in residential use pursuant to the direction of the 1985 Traffic Initiative. Historic and

	architecturally significant structures in this area are to be protected.
Mixed Use-29 Overlay (MU-29) Non-residential FAR up to 0.3 Minimum: 20 du/ac on sites identified to accommodate very low and low income housing units in Housing Element Appendix A Maximum: Up to 29.0 du/ac	Applied to sites identified to address the City's shortfall in accommodating the 6th Cycle City's Regional Housing Needs Allocation. Residential uses may comprise 100% of a project and include multifamily rental units, live-work units, and townhome and condominium (ownership or rental) units. Projects may include commercial, office, service, and institutional uses oriented to residents and local visitors. Development on a site with this overlay that is identified to accommodate very low and low income units in Appendix A of the Housing Element shall include 20% of units or more units affordable to lower income households and residential uses at not less than 20 du/ac regardless of the underlying land use designation. Non-residential uses allowed under the underlying land use designation may be developed up to the allowed FAR, provided that the minimum residential requirement is met.
Mixed Use-49 Overlay (MU-49) Non-residential FAR up to 0.3 Minimum: 25 du/ac Maximum: 49.0 du/ac	Applied to sites identified to address the City's shortfall in accommodating the 6th Cycle City's Regional Housing Needs Allocation. Residential uses may comprise 100% of a project and include multifamily rental units, live-work units, and townhome and condominium (ownership or rental) units. Projects may include commercial, office, service, and institutional uses oriented to residents and local visitors. Development on a site with this overlay shall include 20% of units or more affordable to lower income households and residential uses at not less than 43 du/ac regardless of the underlying land use designation. Non-residential uses allowed under the underlying land use designation may be developed up to the allowed FAR, provided that the minimum residential requirement is met.
Mixed Use-70 Overlay (MU-70) Non-residential FAR up to 0.3	Applied to sites identified to address the City's shortfall in accommodating the 6th Cycle City's

Minimum: 25 du/ac Maximum: Up to 70.0 du/ac	Regional Housing Needs Allocation. Residential uses may include multifamily rental units, live-work units, and townhome and condominium (ownership or rental) units. Projects may include commercial, office, service, and institutional uses oriented to residents and local visitors. Development on a site with this overlay shall include 20% of units or more affordable to lower income households and residential uses at not less than 50 du/ac regardless of the underlying land use designation. Non-residential uses allowed under the underlying land use designation may be developed up to the allowed FAR, provided that the minimum residential requirement is met.
Central Commercial FAR up to 1.30 Up to 29.0 du/ac	Located along Bridgeway and a small portion of Princess Street. This designation describes the intense retail shopping area serving residents and visitors. First-floor uses should be retail commercial with general office and residential uses on the upper floors of buildings in this area. The vast majority of the parcels in this area are located within the city's Historical District and all development must respect its historic character.
Neighborhood Commercial FAR up to 0.50 Up to 29.0 du/ac FAR up to 0.35	There are three neighborhood commercial areas in the city. One is located along Second Street in the Old Town neighborhood. The second is located along Bridgeway between Easterby and Olive Streets in the Spring Street Valley neighborhood. The third area is the commercial strip area north of Coloma Street and west of Bridgeway in the Nevada Street Valley neighborhood. The uses that are encouraged in these areas are resident serving commercial uses. Residential uses will also be permitted on upper levels of structures, with the exception of the Coloma/Nevada neighborhood at least until the Housing Element is next updated (see program LU-2.8.2).
Commercial Waterfront FAR up to 0.30	Located along the waterfront of the New Town neighborhood east of Bridgeway, between Dolphin Street to the south and Napa Street to the north. The commercial uses located on the water in this area are

	to be marine related or water-dependent. The uses in this area should be considered in the context of the nearby Mixed Residential and Commercial areas as well as expanding the lands of Dunphy Park.
Shopping Center FAR up to 0.20	Located in the Marinship area of the city. This designation is specific to the single site located west of the U.S. Post Office. The commercial use of the site is to serve the local community as well as areas in the city's sphere of influence.

MISCELLANEOUS

Land Use	Description
Industrial FAR up to 0.40	Located in the Marinship area of the city east of Bridgeway and between Napa Street to the south and the City limits to the north. Intended to maintain one of the last working waterfronts in Marin County, this area is intended to be an economically sustainable working waterfront maritime and industrial neighborhood with maritime, industrial, and arts uses and only under certain limited circumstances, supportive uses. There are several large underdeveloped parcels in this area. Any future development of these parcels should be respectful of potential impacts on surrounding parcels and the city as a whole.
Waterfront FAR up to 0.30	Located in the Marinship and Central Waterfront areas of the City. This designation serves two distinct areas. The primary waterfront area is located in the Marinship. In the waterfront area of the Marinship, development will be limited to water-dependent uses and those that support marine industry. Marine service harbors, public access piers, and minor modifications to existing recreational marinas will be the only authorized use of the water, in addition to sea level rise, climate, and marine research uses.
Public Institutional FAR will be based on use and the FAR of surrounding land use designations	Located throughout the city, this designation is applied to publicly-owned properties to accommodate city facilities and other civic, public, and quasi-public uses. Minor development may take place at these sites over time. ~~The Martin Luther King, Jr.~~

	~~Campus may have commercial uses as a temporary condition (without any increase in land area or floor area devoted to commercial use) until the city is able to finance its permanent use as a public recreation facility, pursuant to Ordinance No. 1128.~~
Public Parks	Located throughout the city, this designation is specific to the 18 publicly-owned recreational areas such as parks and piers. Development is not to take place in these areas except for minor site improvements as deemed appropriate.
Open Space	This designation includes maintained natural recreation spaces as well as the federally owned lands of the Golden Gate National Recreation Area (GGNRA). Development is not to take place in these area except for minor site improvements as deemed appropriate.
Open Area FAR up to 0.10	This designation applies to the open water areas located on the eastern boundary of the City. The parcels found in this category are exclusively underwater parcels, most of which are owned by the City. Parcels that are not owned by the City have been identified as potential public open space acquisition sites. No development is anticipated for these open water areas.

SPHERE OF INFLUENCE

Land Use	Description
General Commercial FAR 0.35	A mix of office and retail uses are permitted in these areas at intensities consistent with the Marin Countywide Plan.
Conservation Overlay FAR 0.00	This designation is located in the Sphere of Influence to the north of the City limits. This designation is intended to protect unique and valuable natural resources such as the open shoreline. Development is to be avoided in this area, and every effort should be made to cluster the development to preserve the integrity of the surrounding natural resources.

BACKGROUND AND CONTEXT

There have been few major land use developments since the previous General Plan was adopted in 1995. Twentieth-century land use patterns have been maintained, guided by the General Plan and the 1988 Marinship Specific Plan.

The City of Sausalito has nearly reached its maximum buildout potential based on the objectives of the General Plan. For the most part, future building will involve redevelopment or reuse of existing developed areas. In most residential neighborhoods, easily developed lots on the whole have been developed, and most remaining vacant lots have significant physical constraints. General Plan policies anticipate limited additional residential, commercial, and industrial development in the city. This is in keeping with the June 4, 1985, voter-approved Sausalito Fair Traffic Limits Initiative (Ordinance No. 1022), which established limits on the intensity of additional commercial and industrial development.

POPULATION, HOUSING, AND JOBS PROJECTIONS

The city's population has remained relatively constant since 1990, when it had a population of 7,193. In 2019, the city's population was 7,416 (a 3.1 percent increase over 29 years).

If the maximum development allowed by all the General Plan policies is achieved by 2040, the city could have approximately 6,006~~5,134~~ dwelling units~~, an increase of 304 units over the total identified in 2017~~. Approximately ~~94~~ 187 of these units are anticipated to be new accessory dwelling units and SB 9 units to meet affordable housing demand within the severe development constraints that exist.

A large proportion of homes in Sausalito are single-family detached homes. In 1990, 34 percent of the homes in the city were single-family detached units and 66 percent were multiple-family and other types of units. By 2017, 40 percent of homes were single-family detached and 60 percent were multiple-family and other types of units.[1]

Sausalito households averaged 1.78 persons per household in 2019, which is 27.4 percent smaller than the Marin County average of 2.48 persons per household.

Average household income in Sausalito-Marin City was estimated at $110,385 in 2017. This is five percent greater than the Marin County median income of $104,703.

In 2017, residential land uses comprised approximately 17 million square feet (398 acres). Sausalito commercial and industrial land uses covered approximately 6

[1] US Census data (from the 1990 Census and 2013-2017 5-Year American Community Survey)

million square feet (136 acres). Industrial and commercial buildings totaled approximately 2,131,088 square feet of space.

If the maximum General Plan limits concerning maximum commercial and industrial development are realized, a total of approximately 612,017~~587,960~~ square feet of new commercial floor area and 140,186~~6,124~~ square feet of new industrial floor area could be developed in Sausalito.

Jobs-Housing Balance

In 2017, there were 1.17 jobs for every housing unit in Sausalito. By 2040, there will be an estimated 1.11~~35~~ jobs per every unit if Sausalito sees the forecasted buildout.

TABLE 1-2: JOBS-HOUSING BALANCE

	2017	2040 (projected)
Jobs-Housing Balance	1.17	1.11~~35~~

Source: Marin County Assessor (2017), Longitudinal Employer-Household Dynamics, US Census (2017)

LAND USE DESIGNATIONS

The General Plan Land Use Map, Figure 1-1, depicts 21 different land use designations within the City limits. Two additional land use designations are in the city's sphere of influence. The land use designation categories are defined in Table 1-1, along with allowable dwelling unit densities and building intensities. The definitions are intended to provide a broad description of desired uses; the Zoning Ordinance lists the specific allowed uses within each zoning district.

See Figure 1-1: Land Use Map

Table 1-3 delineates the amount of acreage in each residential land use category within the city as well as the existing and potential number of dwelling units.

TABLE 1-3: RESIDENTIAL DEVELOPMENT POTENTIAL

		EXISTING CONDITIONS			TOTAL GENERAL PLAN BUILDOUT		
GP LU	**Land Use Designation**	**No. of Parcels**	**Acres**	**Existing Residential Units**	**Additional Residential Capacity**	**Total General Plan Units (Existing + Capacity)**	**Capacity Growth**
A	Arks	7	0.3	6	0	6	0%
H	Houseboats	468	58.6	386	0	386	0%
VLR	Very Low Density Residential	64	25.1	40	16	56	40%
LR	Low Density Residential	127	34.4	124	3	127	2%
MLR	Medium Low Density Residential	833	135.5	913	19	932	2%
MR	Medium Density Residential	90	5.9	90	2	92	2%
MHR	Medium High Density Residential	982	85.0	1,366	29	1,395	2%
HR	High Density Residential	599	49.7	1,171	59	1,230	5%
PR	Planned Development Residential	281	3.7	281	0	281	0%
	Accessory Dwelling Units			36	94	130	261%
I	Industrial	59	65.4	9	0	9	0%
W	Waterfront*	44	42.3	146	31	177	21%
CS	Shopping Center	1	1.6	0	0	0	0%
PI	Public Institutional	26	64.7	7	0	7	0%
CC	Central Commercial	56	7.0	114	0	114	0%
CW	Commercial Waterfront*	18	6.6	0	0	0	0%
CR	Mixed Residential & Commercial	57	7.6	117	45	162	38%
CN	Neighborhood Commercial	32	5.5	16	6	22	38%
OA	Open Area†	73	788.1	0	0	0	0%
OS	Open Space	52	219.1	5	0	5	0%
PP	Public Parks	19	16.1	0	0	0	0%
	Conservation (SOI)	41	49.7	3	0	3	0%
	General Commercial (SOI)	3	1.0	0	0	0	0%
	Totals	**3,932**	**1,673**	**4,830**	**304**	**5,134**	**6%**
	Population: 2019 (CA State Finance)			**7,416**	**2040 (Projected)**	**7,883**	**6%**

Notes:

** = Only land acreage was calculated for "Acres" for these LU Designations.*

† = Open Area is used to designate parcels entirely over-water on Richardson's Bay.

		EXISTING CONDITIONS			TOTAL GENERAL PLAN BUILDOUT		
Land Use Designation		**No. of Parcels**	**Acres**	**Existing Residential Units**	**Additional Residential Capacity**	**Total General Plan Units (Existing + Capacity)*****	**Capacity Growth**
A	Arks	7	0.3	6	0	6	0%
H	Houseboats	468	58.6	386	0	386	0%
VLR	Very Low Density Residential	64	25.1	40	16	56	40%
LR	Low Density Residential	127	34.4	124	4	128	3%
MLR	Medium Low Density Residential	833	135.5	913	90	1,003	10%
MR	Medium Density Residential	90	5.9	90	16	106	18%
MHR	Medium High Density Residential	982	85	1366	48	1,414	4%
HR	High Density Residential	599	49.7	1171	177	1,348	15%
PR	Planned Development Residential	281	3.7	281	0	281	0%

	Accessory Dwelling Units/SB 9 Units	-	-	36	187	223	519%
I	Industrial	59	65.4	9	313	322	3,478%
W	Waterfront*	44	42.3	146	20	166	14%
CS	Shopping Center	1	1.6	0	0	0	0%
PI	Public Institutional	26	64.7	7	152	159	2,171%
CC	Central Commercial	56	7	114	16	130	14%
CW	Commercial Waterfront*	18	6.6	0	50	50	0%
CR	Mixed Residential & Commercial	57	73.6	117	45	162	38%
CN	Neighborhood Commercial	32	5.5	16	50	66	313%
OA	Open Area**	73	788.1	0	0	0	0%
OS	Open Space	52	219.1	5	0	5	0%
PP	Public Parks	19	16.1	0	0	0	0%
	ROW	-		0	-	0	0%
	Conservation (SOI)	41	49.7	3	0	3	0%
	General Commercial (SOI)	3	1	0	0	0	0%
	Totals	**3,932**	**1,738.9**	**4,830**	1,176	6,006	24%
Population: 2019 (CA State Finance)			***7,413***	***Projected Buildout***		***10,510***	

Notes:
** Only land acreage was calculated for "Acres" for these LU Designations.*
*** Open Area is used to designate parcels entirely over Richardson's Bay.*
****Buildout reflects General Plan land use designations including capacity of Housing Element Program 4.*

Table 1-4 delineates the amount of acreage in each non-residential land use category within the city as well as the existing and potential amount of commercial square footage in each commercial category. The purpose of these two tables is to show the maximum development potential for each land use designation. For the purpose of establishing the General Plan buildout, the analyses~~is~~ undertaken for the 2015-2023 Housing Element and the 2023-2031 Housing Element were~~as~~ used as a baseline, with an increase in accessory dwelling units included throughout the plan period. Maximum allowable non-residential development was assumed, under both General Plan and zoning limits. The methodology used for reaching the maximum potential buildout numbers in Tables 1-3 and 1-4 is explained in Appendix B.

TABLE 1-4: NON-RESIDENTIAL DEVELOPMENT POTENTIAL

		EXISTING CONDITIONS			TOTAL GENERAL PLAN BUILDOUT			
GP LU	Land Use Designation	No. of Parcels	Acres	Existing Non-Residential Development (sf)	Max. FAR	Non-Residential Built Capacity (sf)	Max. Built Capacity (sf)	Capacity Growth
I	Industrial	59	65.4	1,119,836	0.40	146,124	1,265,960	13%
W	Waterfront*	44	42.3	271,869	0.30	340,061	611,930	125%
CS	Shopping Center	1	1.6	22,751	0.20	0	22,751	0%
PI	Public Institutional	26	64.7	213,871		0	213,871	0%
CC	Central Commercial	56	7.0	190,330	1.30	79,199	269,529	42%
CW	Commercial Waterfront*	18	6.6	50,029	0.30	56,823	106,852	114%
CR	Mixed Residential & Commercial	57	7.6	129,832	1.00	69,582	199,414	54%
CN	Neighborhood Commercial	32	5.5	110,248	0.50	33,762	144,010	31%
OA	Open Area†	73	788.1	0		0	0	0%
OS	Open Space	52	219.1	0		11,363	11,363	0%
PP	Public Parks	19	16.1	0		0	0	0%
	Conservation (SOI)	41	49.7	0		0	0	0%
	General Commercial (SOI)	3	1.0	18,593	0.35	8,534	27,127	46%
	Totals	**481**	**1,275**	**2,127,359**		**745,447**	**2,872,806**	**35%**

Notes:

** = Only land acreage was calculated for "Acres" for these LU Designations.*

† = Open Area is used to designate parcels entirely over-water on Richardson Bay.

		EXISTING CONDITIONS			TOTAL GENERAL PLAN BUILDOUT			
Land Use Designation		No. of Parcels	Acres	Existing Non-Residential Development (sf)	Max. FAR †	Additional Non-Residential Capacity (s.f.)	Max. Built Capacity (sf)	Capacity Growth
I	Industrial	59	65.4	1,119,836	0.40	140,186	1,260,022	13%
W	Waterfront*	44	42.3	271,869	0.30	347,261	619,130	128%
CS	Shopping Center	1	1.6	22,751	0.20	0	22,751	0%
PI	Public Institutional	26	64.7	213,871		0	213,871	0%
CC	Central Commercial	56	7	190,330	1.30	79,199	269,529	42%
CW	Commercial Waterfront*	18	6.6	50,029	0.30	64,994	115,023	130%
CR	Mixed Residential & Commercial	57	73.6	129,832	1.00	68,126	197,958	52%
CN	Neighborhood Commercial	32	5.5	110,248	0.50	32,540	142,788	30%
OA	Open Area**	73	788.1	0		0	0	0%
OS	Open Space	52	219.1	0		11,363	11,363	0%
PP	Public Parks	19	16.1	0		0	0	0%
	ROW	-				-	-	0%
	Conservation (SOI)	41	49.7	0		0	0	0%
	General Commercial (SOI)	3	1	18,593	0.35	8,534	27,127	46%
	Totals	**3,932**	**1,738.9**	**2,127,359**		752,203	2,879,562	35%

Notes:

† Max. FAR is based on land use designation, except where a Housing Mixed Use overlay designation would result in a greater FAR.

**Only land acreage was calculated for 'Acres' for these LU Designations.*

*** Open Area is used to designate parcels entirely over water on Richardson Bay.*

Implementation of the Land Use and Growth Management Element and Housing Element policies and programs will result in the creation of new residential uses in the commercially designated areas. It is also recognized that maximum residential densities may not be achieved just through implementation of these policies. The Housing Element contains a breakdown of the potential housing units by each zoning category which considers these factors.

DESCRIPTION OF SAUSALITO'S EIGHT NEIGHBORHOODS

Sausalito has a varied and diverse character and has historically been comprised of eight neighborhoods: Old Town/Hurricane Gulch, Wolfback Ridge, The Hill, New Town, Monte Mar Vista/Toyon Terrace, Spring Street Valley, the Marinship, and Nevada Street Valley. The boundaries of the neighborhoods are shown in Figure 1-2.

See Figure 1-2: Neighborhoods

Old Town/Hurricane Gulch

Old Town/Hurricane Gulch extends from the southern city limits to North Street and Cable Roadway to the north. It is the oldest part of the city and is characterized by a mix of single-family, duplex, and multiple-family units with many small dwellings and rental units. Newer, larger units are located on steeper slopes.

There were an estimated 1,028 dwelling units in 2017. General Plan policies would allow infill and selective rebuilding at intensities compatible with existing neighborhoods. Assuming maximum potential development is realized in this neighborhood, an additional ~~27~~ 47 dwelling units could be constructed in addition to accessory dwelling units and Senate Bill (SB) 9 units.

Wolfback Ridge

The Wolfback Ridge area is a very low-density hillside and ridgeline residential neighborhood, which is physically separated from the rest of Sausalito by Highway 101. The neighborhood represents the western-most area in Sausalito and the area with the highest elevation. Some of the homes are either fully or partially visible from various vantage points throughout the city.

The area also contains some of the steepest slopes in the city, with slope stability a major concern. The very low-density land use designation has been applied to the ridge area to create a density transition area to the lands of the GGNRA, respond to topographic limitations, and preserve ridgeline open space and visual resources.

Wolfback Ridge has large expanses of open space, with over 8 acres of land designated as open space.

There were an estimated 40 dwelling units in 2017. State law and General Plan policies allow accessory dwelling units at many sites. Assuming maximum potential development is realized in this neighborhood, an additional ~~13~~ 14 dwelling units could be constructed in addition to accessory dwelling units and SB 9 units.

The Hill

The Hill remains much as it was shortly after the turn of the 20th century. It extends from Richardson's Bay to North Street and Cable Roadway on the southern border, Highway 101 on the westerly border and Santa Rosa Avenue on the northern border. The Hill contains large older homes, mixed with condominiums and apartment units near downtown.

There were an estimated 889 dwelling units in 2017. There are estimated to be a moderate number of existing accessory dwelling units. General Plan policies allow infill and some intensification of densities close to the commercial area as well as new accessory dwelling units at many sites. Assuming maximum potential development is realized in this neighborhood, an additional ~~three~~ 178 dwelling units could be constructed in addition to accessory dwelling units and SB 9 units.

"We should encourage Hill people to go Downtown."

— Visioning Workshop Participant: June 23, 2018

New Town

New Town includes The Glen, the resident-serving commercial uses along Caledonia Street, and the central waterfront. It contains smaller bungalows, mixed age apartments, condominiums, and older small homes. The high-density residential portions are near the Civic Center and Caledonia Street stores. The area extends on both sides of Caledonia Street from Johnson Street to Napa Street and also includes the frontage along Bridgeway in this area. The Caledonia Street area is intended to be the main shopping area for city residents, providing retail and office space.



Residential Streets in the New Town Neighborhood

There were an estimated 876 dwelling units in 2017. General Plan policies would allow residential and commercial infill, new second units and encourage new mixed-use development including housing above commercial stores. Assuming maximum potential residential development is realized in this neighborhood, an additional ~~58~~ 121 dwelling units could be constructed in addition to accessory dwelling units and SB 9 units.

Monte Mar Vista/Toyon Terrace

Monte Mar Vista includes Toyon Terraces and is located north of The Glen, with Highway 101 as its westerly border. Monte Mar Vista contains a mix of units including single-family, duplexes, and condominiums. There were an estimated 226 dwelling units in 2017. There are estimated to be a moderate number of existing accessory dwelling units. State law and General Plan policies allow accessory dwelling units at many sites. Assuming maximum potential development is realized in this neighborhood, an additional ~~five~~ 12 dwelling units could be constructed in addition to accessory dwelling units and SB 9 units.

Spring Street Valley

Spring Street Valley is bordered by the New Town to the south, Nevada Street Valley to the north, Bridgeway to the east, and Highway 101 to the west. It is a mix of more recently constructed multiple units and older single-family homes. The bulk of the development in this area occurred during the late 1950s and early 1960s. There were an estimated 367 dwelling units in 2017. General Plan policies allow infill and a limited number of new accessory dwelling units. Assuming maximum potential development is realized in this neighborhood, an additional ~~46~~ 57 dwelling units could be constructed in addition to accessory dwelling units and SB 9 units.

Nevada Street Valley

Nevada Street Valley is located in the northerly part of the city bordering Bridgeway to the east and Highway 101 to the west and north. This is the newest area of Sausalito, much of which was annexed to the city in 1981. It contains a mixture of older small single-family homes and large multiple-family projects mostly built in the

1960s and 1970s when the area was under county jurisdiction. There were an estimated 841 dwelling units in 2017. Assuming maximum potential development is realized in this neighborhood, an additional ~~27~~ 232 dwelling units could be constructed in addition to accessory dwelling units and SB 9 units.

Marinship

The Marinship, located east of Bridgeway and north of Napa Street, represents the city's only industrial and working waterfront area. The majority of the area is comprised of fill which was created in 1942 by the US Army Corps of Engineers to construct a shipyard. A large portion of the Marinship consists of the original buildings associated with the shipyard. These buildings are an important element of the area since they are a defining characteristic unique to Sausalito.

Houseboats and liveaboards are permitted subject to San Francisco Bay Conservation and Development (BCDC) approval. As of 2017, there were 154 units (houseboats and liveaboards) in the Marinship. As shown in the General Plan Residential Buildout Table (Table 1-3), an additional ~~31~~ 313 units could be permitted ~~as liveaboards~~ in addition to accessory dwelling units.

RESIDENTIAL POLICIES AND PROGRAMS BACKGROUND

Single-Family

The General Plan is not recommending any significant changes to the policy direction of the previous General Plan for the single-family areas of Sausalito. Sausalito's guiding development principles have included the concept of locating higher density and intensity uses on the relatively flatter parcels in the city, including more commercial and industrial areas on these flat lands while maintaining the city's residential character.

"We recognize that one of the major factors that makes Sausalito such a desirable place to live is the diversity of life styles and occupations it has derived through a rich and colorful history. We want to preserve this diversity."

— Lore Phillips: 1995 General Plan

Generally, density and intensity should decrease—while heightened review due to safety, as described in programs CD-2.2.2 and HS-1.2.5 should increase—as the parcel slopes increase. At the same time, the Plan continues to recommend mechanisms to allow for the maintenance of the existing diversity of housing types.

The most likely type of additional residential units in single-family residential areas of the city consists of single family units and accessory dwelling units.

The single-family residential densities range from a low of two units per acre in Wolfback Ridge to a high of seven units per acre in The Hill. The densities established on the Land Use Map (Figure 1-1) reflect actual densities of existing single-family neighborhoods. It is intended that infill development maintain similar densities and the single-family character that has been established in the various neighborhoods.

Although the majority of the structures in the low-density residential areas are single-family homes, two-family and multiple-family residential buildings are also found in these areas. The predominantly single-family character can be maintained while allowing for continued maintenance of the existing two-family and multiple-family residential buildings. New development of accessory dwelling units and Senate Bill SB 9 units, which allow an urban lot split and up to two units per lot on lots zoned for single family use that meet specific criteria, may be allowed where required to be accommodated under State law. ~~may be allowed.~~

Two-Family

As with the single-family areas, densities allowed in the two-family residential areas continue to reflect what previous General Plans allowed. Permitted two-family densities shown on the Land Use Map range from 8 to 17 units per acre. The majority of the two-family residential areas shown on the map allow development at the higher end of the range. Even though many parcels with this designation are steeply sloped, this density has been maintained. New development of accessory dwelling units may be allowed.

Many properties within the Medium High-Density Residential area have been developed at or near the density of 17 units per acre. There are properties built at even higher densities, particularly in Old Town, which pre-dated the 1963 zoning regulations and are currently non-conforming.

The approach of the Plan is to continue to permit densities up to 17 units per acre but to carefully review future development to reflect topography, vegetation, street capacity, and neighborhood character. Densities at the upper end of the two-family range are not guaranteed and can only be achieved if site constraints and zoning regulations can be satisfied.

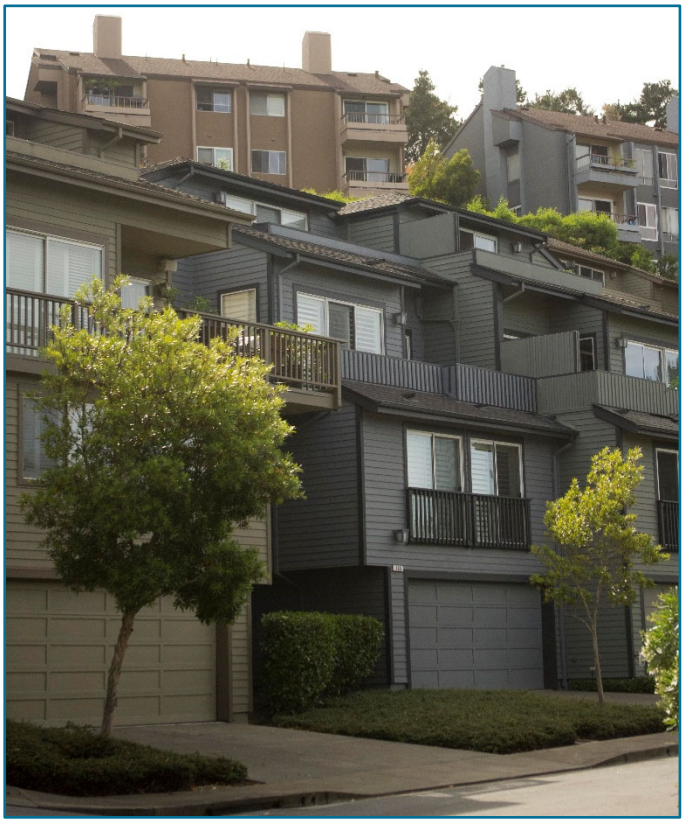
Planned Development

This land use category recognizes the residential density of two existing residential projects which were developed as planned unit developments: Whiskey Springs and the Anchorage. Additional planned developments may be considered in a public

process to change land use designations, but none are currently being considered. These two neighborhoods are developed at 22.3 units per acre. No additional residential units are projected for these areas, but existing densities can be maintained.

Multiple-Family Residential

Multiple-family residential densities are permitted in this plan up to 29 units per acre in the base land use designations and up to 49 to 70 units per acre in areas with a housing or mixed use overlay.~~Multiple-family residential densities are permitted in this plan up to 29 units per acre.~~ These high-density areas generally surround the downtown and Caledonia Street commercial districts. They are close to shopping, services, and transportation. The one exception is the Sausalito Towers apartment site in Spring Street Valley. This is a single parcel developed to its fullest potential and no additional units are projected. The southeastern vacant portion of the site has been designated private open space and may be used for recreational facilities for the residents of Sausalito Towers.



Multiple-Family Residential in Sausalito

As with the two-family residential areas, densities established by this plan have been permitted since 1963. This density has been maintained to avoid rendering existing properties developed to the maximum density non-conforming. Future multiple-family residential development may be permitted, although maximum density may not be achievable in every instance. To allow for the continued diversity in housing type and variety in sizes of structures, emphasis will be placed on project design.

In Old Town, much of the multiple-family residential areas consist of relatively small parcels that can only support single- and two-family residences. Existing parcel sizes and the uses located on these smaller parcels are

vital contributions to the character of the city and shall be preserved. New development of accessory dwelling units may be allowed.

Special Residential

The houseboats found along the shoreline of Richardson's Bay have become a defining characteristic of Sausalito. These residences symbolize the artistic and colorful recent past of the city. Since their establishment in the Bay, the state has created the BCDC to regulate development in and around the Bay.



Houseboats Along the Shoreline

In 1984, the Richardson's Bay Special Area Plan was adopted by BCDC, Marin County, Belvedere, Mill Valley, Tiburon, and Sausalito. A joint powers authority was established to implement the plan. Consistent with that plan, it is the intent of the city to define allowable uses and to promote the protection of the Bay.

This General Plan echoes the issues and policies identified in the Richardson's Bay Special Area Plan by allowing limited houseboat uses (subject to BCDC approval) and liveaboard uses of recreational vessels only in identified marinas. Further, the city will require that any new residential uses located on Richardson's Bay be equipped with appropriate water, sewer, electrical, and fire protection services.

The vast majority of the houseboats found in Richardson's Bay waters are outside the city's limits, but city policies and programs extend to the shoreline area in Sausalito's Sphere of Influence where the houseboats are located.

Residential Development Intensity

Many residential sites have developed at less than the maximum lot coverage in order to provide for acceptable on-site parking, open space setbacks, and tree and view preservation.

The policies in the Plan attempt to balance the property owner's need and State requirements for some certainty concerning allowed building intensity with the community's desire to address other development concerns and specific site constraints. Plan policies make clear that proposals at the upper end of the maximum allowable floor area and coverage undergo heightened review. However, all new development projects should balance a property owner's plans with the community's desires.

Although it is recognized that maximizing bulk allowances and developing to the limits calculated from development standards may be desirable to applicants of proposed projects, maximizing bulk and building to the limits may not be appropriate in every case given the specific constraints and characteristics unique to each site and its surrounding area. The Plan envisions the establishment of a predictable procedure for project review and decision-making.

To this end, the following factors will be considered alongside the mitigation measures identified as part of program HS-1.2.5 in the development of design standards and objective standards that implement this Plan:

1. Tree preservation
2. Lot configuration
3. View preservation
4. Public safety
5. Required grading, including average gradient and potentially other safety measures
6. Parking
7. Landscaping
8. Slope/Topography

The following floor area ratio and lot coverage allowances listed in Table 1-5 are the General Plan residential land use intensity standards. These standards are also included in the current Zoning Ordinance regulating residential bulk allowances and are the maximum permitted unless variance findings can be made. Higher intensities are allowed in select locations through the application of an overlay designation, as shown in Table 1-1 and Figure 1-1.

TABLE 1-5 MAXIMUM FLOOR AREA RATIOS AND LOT COVERAGES

Residential Land Use and Zoning Categories			Max. FAR	Max. Coverage (%)	Max. DU/Ac
Very Low Density	VLR	R-1-20	0.35	30	2.2
Low Density	LR	R-1-8	0.40	30	5.4
Medium Low Density	MLR	R-1-6	0.45	35	7.3
Medium Density	MR	R-2-5	0.40	35	8.7
Medium High Density	MHR	R-2-2.5	0.65	50	17.4
Planned Development – High Density	PR	PR	0.65	50	22.0

Residential Land Use and Zoning Categories			Max. FAR	Max. Coverage (%)	Max. DU/Ac
High Density	HR	R-3	0.80	50	29.0
Arks	A	RA	0.30	30	29.0
Houseboats	H	H	0.25	25	4.36

RESIDENTIAL MASTER PLANS

The city is not expecting to add new master-planned residential communities to those that already exist: Whiskey Springs and the Anchorage. Although the development standards adopted for each planned community will remain unchanged, there are no specific policies for new master-planned residential communities.

NON-RESIDENTIAL FACILITIES

Throughout Sausalito's residential neighborhoods, non-residential uses are permitted. Typically, these are low intensity uses that operate only during specific times, such as places of public assembly. The following are examples of such uses in Sausalito: the Sausalito Woman's Club, Star of the Sea Catholic Church, Sausalito Presbyterian Church, Christ Episcopal Church, and the First Baptist Church.

The city wishes to provide for diverse uses that serve a community need. In order to ensure that any one neighborhood, or portion of a neighborhood, not be unduly impacted, the Plan calls for the establishment of siting criteria for new non-residential uses.

CHILD CARE AND RESIDENTIAL CARE FACILITIES

In compliance with California Health and Safety Code, family daycare homes that provide care for up to 14 children are required to be treated as a residential use of property for purposes of all local ordinances and shall be treated as a permitted use. Family daycare homes are defined by the California Health and Safety Code, and include a detached single-family dwelling, a townhouse, a dwelling unit within a dwelling, or a dwelling unit within a covered multifamily dwelling in which the underlying zoning allows for residential uses (or as otherwise defined by the most recent Health and Safety Code). State licensing regulations would continue to apply to the review and licensing of family daycare homes.

Residential care facilities and day care centers other than family day care homes will be evaluated through the city's review process.

NON-CONFORMING USES/STRUCTURES

The Plan establishes policies that address both existing non-conforming uses and non-conforming structures. Policies reflect the city's desire to require a greater level of discretionary review for non-conforming uses than for non-conforming structures.

Non-conforming uses can only be reinstated through the approval of a discretionary permit if the cessation of the use was involuntary. A non-conforming use which was voluntarily discontinued for an extended period of time, as detailed in the Zoning Ordinance, may not be reinstated.

Because the maintenance of existing diversity of building size and type in residential areas is desired, the Plan allows for additions and alterations to all residential structures provided the change does not increase or exacerbate the non-conformity.

The Plan also allows for the reconstruction of any non-conforming residential structure voluntarily or involuntarily demolished. Nonconforming structures may be replicated if involuntarily demolished and may be replicated if voluntarily demolished and reconstruction takes place within a specified time period as detailed in the Zoning Ordinance.

Procedures for establishing a record of what exists on residential parcels will be developed in order to identify and maintain non-conforming residential structures (program LU-1.17.2).

Historic Designations

Unique to the residential areas of the city, there are four properties that are located on the National Register of Historic Places as of 2020. These four properties are:

- Casa Madrona Hotel (156 Bulkley - 801 Bridgeway)
- Griswold House (639 Main Street)
- Machine Shop (25 Liberty Ship Way)
- Sausalito Woman's Club (San Carlos and Central Avenues)

The Sausalito Woman's Club and the Casa Madrona Hotel are unique in that they are non-residential uses located within residential land use areas and would be considered non-conforming uses.

Because these four properties are important to the character of Sausalito and are designated as sites of national significance, the General Plan establishes a policy by which the structures and their uses can be reinstated in the event of involuntary destruction of the structures (program LU-1.18.1). The intent of the policy is to assure

that the affected properties maintain their historic use and assure that they are authentically replicated in the event of demolition. It is not envisioned by this policy that there will be an expansion of commercial uses on Bulkley Avenue, which is a high-density residential area.

HOUSING OPPORTUNITY SITES

In 2021, the City received an unprecedented Regional Housing Needs Allocation (RHNA) of 724 units from the Association of Bay Area of Governments, reflecting Sausalito's share of the Bay Area's projected housing needs for 2023 to 2031. As a mostly built-out city, Sausalito has limited sites available to accommodate this level of growth. The majority of Sausalito's development sites are constrained and do not accommodate more than modest amounts of development due to subsidence, the effects of sea level rise, wildfire hazards, ingress and egress limitations due to narrow and steep roads, and environmental and land use conflicts, particularly with existing industrial uses in the Marinship. The City went through a detailed process during preparation of the 6th Cycle Housing Element to identify sites with potential to accommodate residential growth.

The 6th Cycle Housing Element of this General Plan identifies the capacity of sites to accommodate a portion of the RHNA, including sites with existing capacity under the City's General Plan and zoning regulations to accommodate a portion of the RHNA and "Opportunity Sites", which require a change in the General Plan land use designation and zoning, to accommodate the remaining RHNA. The residential development potential of the Opportunity Sites is established through the application of the H-29, H-49, H-70, MU-29, MU-49, and MU-70 overlay designations.

The General Plan was amended in 2024 to apply the overlay designations to a variety of sites throughout the City, including sites designated Public Institutional, Industrial, Waterfront, Commercial Waterfront, Central Commercial, Neighborhood Commercial, Mixed Residential and Commercial, High Density Residential, Medium High Density Residential, Medium Density Residential, and Medium Low Density Residential. The overlay designations require the minimum level of residential development shown in Table 1-1 regardless of the base land use designation.

The Plan provides for voter consideration of changes to development standards controlled by the 1985 Fair Traffic Initiative to accommodate Opportunity Sites to increase the City's residential capacity (program LU-2.5.2 and Housing Element Action 4).

COMMERCIAL POLICIES AND PROGRAMS BACKGROUND

Housing in Commercial, Mixed Use, and Non-residential Designations

The introduction of the H-29, H-49, H-70, MU-29, MU-49, and MU-70 overlay designations in 2024 provided for residential capacity on various commercial, mixed use, and non-residential sites as shown in Figure 1-1 to assist in accommodating the City's RHNA. These sites will introduce increased residential development potential into the City's commercial and other non-residential areas.

In addition to the residential potential created by the housing and mixed use overlay designations, Assembly Bill 2011 (2022) mandates a ministerial approval process for multifamily housing developments on sites within a zone where office, retail or parking are the principally permitted use subject to specific criteria. The law provides for slightly different criteria depending upon whether the project is (1) a 100-percent affordable project or (2) a mixed-income project located in "commercial corridors." Qualifying considerations, include but are not limited to, at least 75 percent of the site must adjoin parcels developed with urban uses, the housing on the site shall not be located within 500 feet of a freeway, the site does not contain tribal cultural resources that could be affected by the development, and the AB 2011 process does not apply to a project on or adjoined to a site where more than one-third of the square footage of the site is dedicated to industrial use.

Downtown Central Commercial

In the 1950s, the downtown was filled with resident-serving stores. Gradually, resident-serving stores have moved out or changed their focus to cater to the large numbers of day visitors. Today, only a few resident oriented stores remain in downtown, and Sausalito residents are concerned that visitor-serving businesses that do not have goods and services for local residents will force out the neighborhood stores along Caledonia Street as well.

Business revenues in Sausalito make up more than half of the city's General Fund revenues. The downtown and Marinship areas in Sausalito are the main source of city business revenues and jobs in the city. Each of these two areas accounts for approximately 30 percent of sales tax revenue that helps to fund city services (Police, Library, Parks and Recreation, Community Development and other services.)



Downtown Sausalito

In recent years, the number of visitors and tourists visiting downtown Sausalito has been declining. Since tourism is one of the city's key business sectors, the city and visitor-oriented businesses (hotels, restaurants, downtown retailers) will need to work together to address and reverse this trend.

The downtown area includes housing units and the potential for more housing units. These residences could help support resident-serving business downtown. In addition, these residences could include affordable housing, supporting the city's social equity goals.

General Plan policies for the downtown commercial area have been designed to enhance the economic diversity and vitality of the uses in the downtown for both visitors and residents. Furthermore, the policies have been designed to minimize the impacts of this intensely-used commercial area on the surrounding neighborhoods.

Uses in the Downtown

The citizens of Sausalito have expressed a desire for increased usability of the downtown commercial area by residents. In order to accomplish this goal, the city will work with the downtown businesses to develop a program that will enhance the existing retail environment. Programs focusing on downtown revitalization and economic development incentives will be pursued. Business Assessment Districts will also be investigated as a means of providing funding for physical improvements and assistance in tenant enhancement.

The city recognizes the importance of the visitor serving commercial area of downtown to the health and vitality of the local economy, but at the same time recognizes the importance of assuring a mix of retail activity serving both the visitor and resident market. Merchants are encouraged to enhance the quality and reduce

the redundancy of the merchandise available in the downtown. Goods and services that are demanded by both residents and visitors are encouraged. Unique goods, particularly goods which have some connection to the local area, will also be encouraged.

In the interest of assuring the economic health of the downtown while encouraging desired uses, the Plan proposes to continue annual updates of the Shared Parking Model, including revisions as necessary (program CP-2.4.4).

The Plan encourages developers and property owners to retain existing residential dwelling units in the downtown (program LU-2.1.2) and provides for additional residential capacity through allowing residential units in the Central Commercial designation and including a MU-29 overlay site. By maintaining existing residential units and accommodating new residential growth, the downtown ensures nighttime usage while also benefiting from the continuation of much needed affordable housing.

Downtown Economic Strengths and Challenges

Downtown Sausalito is an iconic destination in the San Francisco Bay Area, home of an eclectic blend of restaurants, boutiques, and galleries along a picturesque waterfront. The downtown has ample parking, multiple ferry lines, and is highly accessible by visitors and tourists.

The downtown faces several challenges. Most of downtown is visitor-serving, with congested areas during peak tourist-season. However, there are limited hotel rooms and a large proportion of visitors come on day trips, leading to a limited customer base in evening hours and a dependency on travel trends outside of local control. These can be exacerbated by shifting economic trends that have impacted even the most popular shopping districts, leading to concerns that the current resident and visitor populations may not be able to sustainably support the independent and eclectic retailers in the downtown area.

Potential improvements could include increasing downtown capacity for overnight guests and evaluating experiential attractions, such as increased outdoor dining and potentially formula retail establishments. Downtown's unique architecture, including the former Bank of America property, could be used to activate the downtown area with uses such as a local artist collective, food hall, or engaging pop-up spaces. In addition, the city should develop a theme of making downtown Sausalito more engaging for the Sausalito community and not only local visitors.

Historic Character

The downtown is unique in that it has been designated by the city as a Historic District. As such, it is important to preserve the historical character of the downtown structures as they are remodeled or redeveloped over time. Strategies to promote preservation of the historic buildings shall be explored to assist property owners in these efforts (program LU-2.9.1). For additional historic preservation discussion, refer to the Community Design, Historic and Cultural Preservation Element.

Neighborhood Impact

The minimization of the impact of visitor uses on the surrounding neighborhoods is addressed in several ways. One is to buffer the Caledonia Street area from the downtown visitor serving area with the existing residential properties located between the two areas (policy LU-2.3). These buffering properties should be preserved as residential.

Uses which result in noise levels unacceptable to residents surrounding the downtown will not be allowed. Transportation programs which encourage multi modal travel including greater use of public transit by visitors, efforts by employers to encourage employees to carpool, bicycle, walk, or use transit, and expanded use of the resident only parking programs will continue to attempt to address the parking problems residents in these areas face.

Caledonia Street-Residential Commercial

Mixed Residential and Commercial Focus

The Caledonia Street area includes both sides of Caledonia Street and the west side of Bridgeway from Johnson Street to Napa Street. It also includes the Police Station, the Fire Station and the retail shops between Johnson Street and the intersection of Bridgeway and Caledonia Street. It is in this area that resident serving uses such as community gathering spaces, medical offices, a gas station, markets, and dry cleaners are located. Residents have expressed the need for more local oriented stores, especially food, drugs, apparel, and variety stores and services such as full-service gas stations or repair garages.

"We should support and encourage locally-owned businesses."

— Visioning Workshop Participant: June 23, 2018

Residents have also expressed a desire to maintain the mix of residences and commercial establishments through the adoption of the 1985 Fair Traffic Limits Initiative. This Plan continues to implement the objectives of the 1985 Initiative by

having a policy to enforce its prohibition against the conversion of residential uses to commercial uses (program LU-2.8.1). In addition, the Plan encourages considering new upper-floor housing (program LU-2.8.2), allows residential uses in the Mixed Residential & Commercial designation to accommodate additional residential growth.

Caledonia Street Economic Strengths & Challenges

Caledonia Street is well-enjoyed by Sausalito residents as a resident-serving main street with restaurants and independent retailers. It is well-positioned near community amenities (City Hall, the Police Department, and several parks) and well-located between the downtown and Marinship business areas.

However, the Caledonia Street area may need improvements to overcome challenges with circulation, parking, vacancies, and online retail. Potential strategies for further consideration may include wayfinding and connectivity.

Architectural and Historical Character

As with the case of the downtown area, Caledonia Street is an area of local historic importance. Although the area is not a historic district, there are several structures of historical and/or architectural importance located within its boundary. It is important to preserve the historical and architectural character of these structures as they are remodeled or redeveloped over time.

"Preserve the historical character, diversity, and small-town scale of Sausalito."

— Visioning Workshop Participant: June 23, 2018

To assist property owners in preservation of historic buildings, incentives such as intensity credits or transfer of development rights should be considered (program LU-2.9.1). Furthermore, it is equally important to review construction of neighboring buildings for compatibility with the identified historic buildings. For specific historic preservation discussion, refer to the Background section in the Community Design, Historic and Cultural Preservation Element.

Neighborhood Commercial

The neighborhood commercial areas in Old Town, Spring Street Valley, and Nevada Street valley are intended to provide needed goods, ~~and~~ services, and housing within walking distance of residents and employees in those areas. Uses that create excessive employee parking demand should be limited.

Marinship Commercial

The Marinship commercial area in Sausalito (consisting of the Industrial and most of the Waterfront land use designations) is one of the main sources of city business revenues (sales tax, property tax, and business license tax. See the Economic Element for more detail). The Marinship area features a diverse mix of business uses including Maritime, Applied Arts, Industrial, Business Commercial, Restaurant, Grocery Store, Financial, and Other uses.

The Plan establishes a policy precluding development of new commercial office space in the Marinship except for necessary ancillary and accessory office space for permitted uses (program LU-2.16.3). The Plan provides for continued use of existing office buildings (program LU-2.16.2) and for limited commercial uses that support this industrial area and support an innovative network of skilled artisans, builders and inventors (program LU-3.1.2). The only other commercial designation within the Marinship is the Shopping Center designation, which allows the continued use of a full-service supermarket (policy LU-2.17).

Residential development is allowed on select sites in the Marinship area through application of the H-40, H-70, MU-29, MU-49, and MU-70 overlay designations.

Special Commercial Issues

Hotels

Hotels attract additional visitors to Sausalito, but can generate nuisances related to overnight parking, employee parking, noise generation, and lighting associated with night operations. If a restaurant is connected to the hotel, the potential for additional impacts exist. However, hotels can have minimal impact on nearby residential areas with good location, management and adequate parking.

Hotel transient occupancy taxes provide significant revenues to the City of Sausalito (over $1.8 Million in the 2019-20 fiscal year). Sausalito's historical setting could also make bed & breakfast inns natural attractions. These inns could serve economic uses in some areas.

Hotel and bed & breakfast uses should be located in the downtown Central Commercial land use designation. All new hotel and bed & breakfast uses should be small scale and compatible with the character of the existing structures in the downtown (program LU-2.4.3).

Non-Conforming Structures and Uses

Like the policies for residential non-conforming structures and uses, the Plan establishes policies which address existing non-conforming structures and uses in

commercial areas (policy LU-2.18). These existing structures and uses will be retained in the event of any potential involuntary loss.

PUBLICLY-OWNED PROPERTIES POLICIES AND PROGRAMS BACKGROUND

The General Plan distinguishes between public recreational uses and public institutional uses. This allows for the regulation of land uses on publicly-owned properties with different purposes. Special public zoning categories regulate uses on parcels owned by public entities.

Many publicly-owned parcels in the city could be redeveloped to serve the city's housing needs. The city should consider housing development, including affordable senior housing or other affordable housing, on publicly-owned properties (policy LU-5.4).

Martin Luther King, Jr. Campus (MLK Site)

The Martin Luther King, Jr. Campus (MLK Site) is a 17.4-acre parcel surrounded by residential development except for the commercial frontage along Bridgeway. The site contains about 10 acres of open fields (playing fields, basketball and tennis courts) and about 7.4 acres devoted to what comprised the former school and bus storage facility.



Martin Luther King, Jr. Campus

Unused space was rented by the school district to low intensity commercial and light industrial uses in 1981. In 1986, the school district discontinued school use entered into a purchase agreement with the City of Sausalito. At present, the existing school buildings are being used for schools as well as a variety of small-scale industries including art studios, repair shops, and marine equipment manufacture.

The Plan envisions the MLK site as a park, ~~and~~ recreational, commercial, and residential area for residents and the Sausalito community. In order for maximum usage as a public park to be accomplished, additional considerations need to be explored in more detail. One consideration includes some reassessment of the current financing mechanism which uses approximately $600,000 per year of revenues from leases of the MLK Site through May 2031 to pay the debt service

payments of Certificates of Participation (COPs) used to improve three city parks. Another consideration is the availability of the MLK Site. The Housing Element anticipates approximately 94 units on a designated area located in the southwest portion of the MLK site through application of the MU-49/85% overlay designation. Possible changes to the school and commercial uses now permitted on the site, such as housing development, would need to be considered, subject to the limitations contained in program LU-5.2.1.

SPHERE OF INFLUENCE POLICIES AND PROGRAM BACKGROUND

Marin County, the Marin County Open Space District, the Local Agency Formation Commission (LAFCO), the utility districts, Golden Gate National Recreation Area (GGNRA) and other agencies provide planning or project review for areas outside of the Sausalito corporate limits. It is the City of Sausalito's desire to review and comment on all projects within the area of interest designated on General Plan Figure 1-3.

See Figure 1-3: Sphere of Influence

Marin City

Marin City consists of broad coverage of residential developments, including large number of multifamily buildings, and a large commercial shopping mall on Donahue Street, located west of Highway 101. The Marin City Community Plan (1992) currently governs land use in Marin City. However, there are discussions as of 2020 for new development and potentially a new community plan.

The General Plan contains a policy to consider whether to expand the city's sphere of influence to include Marin City (LU-6.2). This is in part because Sausalito shares a school district and sewer infrastructure with Marin City, and in part because Marin City was previously in Sausalito's sphere of influence until it was removed in 2010.[2]

Shoreline

The shoreline area is a commercial area located east of Highway 101 stretching from the Stinson Beach/Highway 1 exit to the northern city limits. Land use issues in the area relate to the intensity of uses allowed on undeveloped parcels if undeveloped parcels are not obtained as open space. About 40 percent of the designated waterfront along Richardson's Bay identified in the Marin Countywide Plan has been publicly acquired as open space. The city supports additional open space purchase of lands in this area. Future uses, if not in open space, should be consistent with the

[2] Marin County Local Agency Formation Commission Periodic Update (2010)

policies in the Marin Countywide Plan. Constraints on roadway traffic and peak hour capacity, combined with wetland and wildlife protection and the need for strong design controls to avoid view-blocking development would be needed for this very visible area.

Golden Gate National Recreation Area

The Golden Gate National Recreation Area (GGNRA) forms the city's boundary on much of the west and south of the city. This National Recreation Area forms an excellent natural greenbelt, defining the city and clearly separating it from its neighboring communities. The city intends to coordinate with GGNRA on an ongoing basis to resolve questions of slope stability and landslide potential, watershed management, viewsheds, development of parcels adjacent to the park uses and future park facilities and uses.

GROWTH MANAGEMENT BACKGROUND

Fire Service

There is one fully-staffed fire station located within city limits, located at 333 Johnson Street, across Caledonia Street from the police station. This fire station supports fire protection in Sausalito. The Southern Marin Fire Protection District (SMFD) owns a second fire station at 300 Spencer Avenue that is not currently in use. Program CD-1.4.4 in the Community Design, Historic and Cultural Preservation Element encourages a proactive approach to the reuse of this second fire station.

With the assumption of very limited growth within the city, SMFD does not anticipate the need for any further space or additional stations within the city. SMFD has a robust marine program that -provides fire protection and water rescue services for the waterfront areas of the city as well as the entire Richardson's Bay area, and are further supported through automatic and mutual aid agreements by fireboats from the Tiburon Fire District, and San Rafael Fire Department. If needed, SMFD can call upon other fireboat resources from neighboring cities across the San Francisco Bay.

The SMFD is equipped with a dedicated fireboat that has fire-fighting and water/dive rescue capabilities, as well as other water vessels (rigid hull inflatable, Rescue Water Craft and other) primarily dedicated to water rescue. The SMFD fireboat is moored at the end of Johnson Street, in close proximity to the fire station at 333 Johnson Street.

Police Service

The Sausalito Police Department is located at the corner of Caledonia and Johnson Streets in a building that was completed in September 2010. The police building, just as with the fire station across the street, was built to meet earthquake seismic

standards for modern public safety buildings. The 9,000 square-foot police station is of adequate size for current staffing for a city of Sausalito's size and potential growth and contains the features and capabilities expected in a new law enforcement facility with the exception of parking. There is limited parking for law enforcement vehicles and no parking for police employees. PD Support Services vehicles and police employee vehicles park two blocks away in a city-owned municipal parking lot.



Fire and Police Stations

Prior to 2002, the Police Department was staffed with 24 full-time sworn police personnel. From 2002-2005 the Police Department staffing was reduced to 18 full-time sworn personnel due to city budget cuts. In 2015 the Commission on Peace Officer Standards and Training (POST) agreed to conduct a management and workload study of the Police Department. Due in part to that study, the Police Department was authorized to add two full-time police officers back to the department staffing. Also contained in that study was a caution to consider the need to add an additional patrol beat and officers to staff that beat, at least in day time hours, to patrol the Marinship and waterfront to adequately respond to calls for service on land and on the water.

The City's Emergency Operations Center (EOC) is located in the Fire Department building across the street from the police station. The EOC is not set up permanently but is able to be made ready with a minimum of preparation for emergency situations. The police station's Briefing Room serves as the secondary EOC and the primary Department Operations Centers as needed.

Library Services

The Sausalito Public Library is located on the main floor of Sausalito City Hall at 420 Litho Street. Normally open seven days a week, it provides one of the most highly-used public services in Sausalito. In addition to an extensive collection of books and other media for adults and children, the library offers comfortable seating and free high-speed Wi-Fi, making it popular with casual readers, telecommuters, and everyone in between. It is also a crucial resource for vulnerable populations and an emergency gathering spot during power shutdowns and other hazard events.

The library also has extensive program offerings for all ages, including museum docent lectures, book groups, story times, and an annual summer reading program for children. Mobile shelving in the library "living room" makes it possible to transform the central area into a program space capable of seating 100 people for Friday evening programs and special events.

Public Schools

Sausalito is served by two public school districts. The Sausalito Marin City School District educates children from kindergarten through eighth grade at two schools: the Bayside Martin Luther King, Jr. Academy public school and the Willow Creek Academy public charter school. Tamalpais Union High School District serves grades 9 through 12 at Tamalpais High School. Alternative public schools for students grades 9 through 12 with special learning needs are available at San Andreas School in Larkspur.

In 2019, the Sausalito Marin City School District stipulated to a desegregation order with the State of California, which is expected to take five years to complete. The desegregation order is currently being enacted with an implementation plan that will be in effect in time for the 2020-2021 school year. The city will work with the school district to implement programs as necessary to remedy segregation.

Tamalpais High School is the public high school serving the Sausalito area. The school had a population of 1,584 at the start of the 2017-18 academic year. The school district has experienced a steady growth of 24 percent over 1,281 students at the start of the 2013-2014 academic year.

Telecommunications

There are currently seven internet providers in Sausalito. As telecommunication services continue to expand and evolve, including the emerging 5G technology being deployed nationwide, the city continues to consider how this infrastructure would be implemented in Sausalito, in compliance with all regulatory frameworks governing their installation and in consideration of the opportunities they can provide.

The city should work with telecommunication providers to ensure service is maintained in the case of emergency and that infrastructure will not be drastically affected by sea level rise, ground subsidence, or liquefaction (program LU-7.2.2).

OBJECTIVES, POLICIES, AND PROGRAMS

Objective LU-1 Protect and Maintain the Character of Residential Neighborhoods

Policy LU-1.1 Very Low, Low, and Medium Low Density Residential. Protect and preserve the existing single-family areas as described in Table 1-1.

PROGRAMS

LU-1.1.1 Very Low, Low, and Medium Low Density Designation. Apply the land use densities as shown on the General Plan Land Use Map (Figure 1-1).

LU-1.1.2 Community Design Policies. Review all proposed development in accordance with city design policies and background discussed in the Community Design, Historic and Cultural Preservation Element.

Policy LU-1.2 Medium and Medium High Density Residential. Allow a mix of single- and two-family structures as described in Table 1-1.

PROGRAMS

LU-1.2.1 Medium and Medium High Designation. Apply land use densities as shown on the General Plan Land Use Map (Figure 1-1).

LU-1.2.2 Community Design Policies. Review all proposed development in accordance with city design policies and background discussed in the Community Design, Historic and Cultural Preservation Element.

LU-1.2.3 Objective Standards. Develop objective standards for multi-family projects in Medium and Medium High Density Residential areas.

Policy LU-1.3 Planned Development High Density. Allow clustered high-density housing which provides on-site amenities and is located near transportation, commercial and public services as described in Table 1-1.

PROGRAM

LU-1.3.1 Planned Development Overlay. Provide a Planned Development overlay zone which establishes standards for Planned Development high density areas.

Policy LU-1.4 High Density Residential. Allow a mix of high-density housing types in areas that are located a half-mile from a major transportation stop and commercial and public services as described in Table 1-1, while recognizing that the maximum number of units may not be achieved on all sites due to parcel configuration and other site constraints.

PROGRAMS

LU-1.4.1 High Density Designation. Apply land use densities as shown on the General Plan Land Use Map (Figure 1-1).

LU-1.4.2 Minimum Parcel Area Standards. Review the minimum parcel area and density standards as identified in the Zoning Ordinance in order to achieve Housing Element objectives.

LU-1.4.3 Objective Standards. Develop objective standards for multi-family projects in High Density Residential areas.

Policy LU-1.5 Houseboats. Maintain and enhance the city's diverse housing stock by continuing to allow houseboat uses on the city's waterfront.

PROGRAM

LU-1.5.1 Houseboat Designation. Allow houseboats only in specifically designated area(s) as shown on the General Plan Land Use Map (Figure 1-1), subject to BCDC approval. Approved locations must be consistent with the Richardson's Bay Special Area Plan and support the local and state regulations governing the use of houseboats as primary residences.

Policy LU-1.6 Residential Arks. Preserve the existing residential arks where designated by the General Plan Land Use Map (Figure 1-1).

PROGRAMS

LU-1.6.1 Design and Historic Preservation Policies. Enforce all design and historical preservation policies and programs as identified in the Community Design, Historical and Cultural Preservation Element that relate to the arks.

LU-1.6.2 Arks Retrofitting. Consider promoting retrofitting existing arks to floating hulls that can rise with sea levels if sea level rise threatens the residential arks.

Policy LU-1.7 Liveaboards. ~~Allow limited~~Protect residential use of liveaboards and pleasure boats in the marinas located throughout the city, supporting an increase in marina berths to be occupied by liveaboards and

houseboats and providing for 100% water-based residential communities as described in the Housing Element, ~~for both~~ to help address the City's housing needs and provide security ~~purposes~~ while prohibiting the multi-family or commercial use of liveaboard recreational boats.

PROGRAMS

LU-1.7.1 Liveaboard Use Criteria. Maintain liveaboard use criteria, in accordance with area plans, which marinas and navigable vessels must satisfy.

LU-1.7.2 Zoning Ordinance (Liveaboards). Encourage marinas to allow limited residential use of marina berths up to BCDC limits.

Policy LU-1.8 Traffic Impacts. Consider the impact of traffic on the city street system for development located in residential zoning districts.

PROGRAM

LU-1.8.1 Project Review. Review the traffic generation impact of future development applications by appropriate project specific traffic studies and consider transportation demand management approaches and other innovative ways of reducing single-use occupancy automobile trips.

Policy LU-1.9 Residential Development Intensity. Regulate balance between the amount of lot coverage and floor area ratio (FAR) of structures located on any site designated for residential use. Regulation could include requiring heightened review of proposals at the upper end of the maximum allowances in the Zoning Ordinance.

PROGRAM

LU-1.9.1 Zoning Ordinance (Design Factors). Review and revise the Zoning Ordinance to make the findings necessary to approve a project less subjective and more objective, including revisions for heightened design review findings that are more directly linked to whether a larger structure is appropriate for the setting.

Policy LU-1.10 Open Space Requirement. Recognize the irregular nature of the development pattern in Sausalito when designing open space requirements.

PROGRAM

LU-1.10.1 Zoning Ordinance (Setbacks). Maintain the Zoning Ordinance implementation of flexible setback requirements.

Policy LU-1.11 Planned Unit Development. Maintain the intent and purpose of all existing Planned Unit Developments when proposals for plan revisions are submitted to the city.

PROGRAM

LU-1.11.1 PUD Zoning. Amend the zoning maps to include an overlay designation identifying existing Planned Unit Developments, the housing type intended, and number of units originally approved.

Policy LU-1.12 Accessory Dwelling Units. Provide opportunity for owners to legalize and construct accessory dwelling units if specified standards can be met.

PROGRAMS

LU-1.12.1 Accessory Dwelling Ordinance. Maintain an Accessory Dwelling Unit Ordinance that encourages such units and conforms to state standards.

LU-1.12.2 Amnesty Accessory Dwelling Unit Periods. Consider, from time to time, amnesty periods to allow for accessory dwelling units ~~established prior to January 1, 2012~~ to receive reprieve and legalization.

Policy LU-1.13 Non-Residential Facilities. Permit places of public assembly including houses or places of worship, private schools and private clubs in residential areas where such non-commercial uses will have minimal impact on the surrounding neighborhood.

PROGRAM

LU-1.13.1 Short-term Rentals. Consider adopting a city strategy for short-term rentals in residential areas, including enacting a specific prohibition on them.

Policy LU-1.14 Concentration of Non-Residential Facilities. Control the over-concentration of permitted non-residential uses in all residential neighborhoods.

PROGRAMS

LU-1.14.1 Zoning Ordinance (Non-Residential Criteria). Amend the Zoning Ordinance to establish locational criteria for new non-residential uses.

Policy LU-1.15 Child Care and Residential Care Facilities. Permit childcare facilities and residential care facilities as required by state law, ideally where such uses will have minimal impact on the surrounding neighborhood.

PROGRAM

LU-1.15.1 Conditional Use Permit (Child Care). Remove city requirements for conditional use permits for small and large family child care homes in order to comply with state regulations.

Policy LU-1.16 Non-Conforming Uses (Residential). Allow property owners to apply for discretionary permits for the reinstatement of use or expansion of uses that are not consistent with the permitted uses in residential areas.

PROGRAM

LU-1.16.1 Review of Non-Conforming Uses. Continue to implement the Zoning Ordinance standards as they apply to non-conforming uses in residential areas.

Policy LU-1.17 Non-Conforming Structures (Residential). Recognize the importance of maintaining the existing character of Sausalito neighborhoods by limiting the types of changes to non-conforming structures so that changes would not increase the degree of non-conforming conditions.

PROGRAMS

LU-1.17.1 Zoning Ordinance. Amend the Zoning Ordinance to clarify the Zoning Ordinance standards as they apply to non-conforming residential structures.

LU-1.17.2 Inventory of Structures. Consider developing an inventory of residential structures so non-conforming structures can be identified and developed pursuant to the Zoning Ordinance.

Policy LU-1.18 Historic Properties. Promote the preservation and continued use of structures that are listed on the National Register of Historic Places.

PROGRAMS

LU-1.18.1 Involuntary Demolition. Continue to implement the Zoning Ordinance standards as they apply to properties on the National Register of Historic Places, California Register of Historical Resources, and Sausalito Historic Landmarks that are involuntarily demolished.

Policy LU-1.19 Affordable Housing and Senior Housing. ~~Consider areas~~Designate sites for affordable housing (including very low income, low income, and moderate income housing), affordable senior housing, senior housing, workforce housing, live/workspace for artists, and maritime workers, as well as opportunities for water-based housing, keeping the goal of long-term affordability and promoting a mix of uses in order to meet the City's housing needs while also providing for local employment and access to goods and services.

PROGRAMS

LU-1.19.1 Housing Element. Identify locations city-wide (including those on the water) and funding sources to produce housing for Very Low, Low, ~~and~~ Moderate, and Above Moderate Income households in each Housing Element cycle.

LU-1.19.2 Zoning Overlays. ~~As part of the 2023-2031 Housing Element process~~When necessary to accommodate the City's Regional Housing Needs Allocation, ~~evaluate the feasibility of~~ use overlay ~~zones~~ designations, including the H-29, H-49, H-70, MU-29, MU-49, and MU-70 overlay designations, to provide for additional residential capacity and rezone sites as necessary to implement the overlay designations~~as a potential residential planning tool in light of Housing Accountability Act, SB 35, and other recent relevant housing legislation~~.

Policy LU-1.20 Age-Friendly Community. Promote residential land uses and policies that support Sausalito's senior community, including those with mobility, sensory and other limitations or who need assistance with activities of daily living.

PROGRAMS

LU-1.20.1 Age-Friendly Plan. Maintain and update as necessary the Age Friendly Sausalito Community Action Plan. Periodically monitor progress on plan implementation to be consistent with

World Health Organization and Livable Communities principles and best practices.

LU-1.20.2 Aging in Place. Identify, support, and promote programs and services that facilitate home modifications supporting older residents who remain in their homes. These may include (but are not limited to) low-fee home adaptation work permits, online-only permit processing, and promoting governmental and non-governmental assistance programs to senior residents.

LU-1.20.3 Aging in Community. Support residential land uses and circulation policies that will allow Sausalito residents to maintain community ties while moving to a more age-friendly residence. These may include (but are not limited to) accessory dwelling units (policy LU-1.12) and senior housing (policy LU-1.19), as well as equitable transportation (policy CP-7.4) and senior transportation (program CP-2.6.5).

LU-1.20.4 Long Term Home-Sharing. Promote long-term home sharing, potentially with a non-profit partner, as a practical solution to limited housing availability and full usage of existing housing stock. Such programs match homeowners with extra bedrooms with individuals seeking affordable housing in exchange for rent and/or services.

LU-1.20.5 Residential Care Facilities. Encourage the creation of residential care facilities which can use existing or new housing stock to support seniors aging in place in small group homes with six or fewer residents and other traditional and innovative communal living models for seniors to age in community.

Policy LU-1.21 Welcoming Community. Make land use decisions to support a diverse, inclusive, and welcoming community to reduce the impact and mitigate for past exclusionary outcomes.

PROGRAMS

LU-1.21.1 Housing Opportunities. When updating the Housing Element, consider regulatory reforms such as the application of the H-29, H-49, H-70, MU-29, MU-49, and MU-70 overlay designations, that would create more housing opportunities for low-income households, provide for a mix of uses where feasible, and ensure the City's ~~apply the same~~ standards ~~to~~ accommodate

a mix of market rate and affordable housing, ~~and to~~ including both rental and ownership units.

LU-1.21.2 Age-Friendly Homes. Expand the Age-Friendly Home Adaptation Grant Program to low income households for energy-efficiency projects.

LU-1.21.3 Housing and Access. ~~When updating the Housing Element, consider~~Prioritize incentives for~~zoning incentives for proposed~~ multifamily and mixed use development projects that incorporate walkability, and access to fresh foods~~,~~ and ~~access to~~ services, ~~all of which are needed to achieve~~in order to promote an equitable built environment.

LU-1.21.4 Tenant Disputes. Publicize resources for free tenant/landlord mediation services.

Objective LU-2 Promote and Enhance Commercial Diversity

Policy LU-2.1 Downtown Land Use. Retain the boundaries of the visitor-serving commercial area in the downtown to provide a clear distinction between the visitor-serving commercial activities and neighboring residential uses.

PROGRAMS

LU-2.1.1 Land Use Designations. Maintain a zoning map which reflects the General Plan land use designations for the area.

LU-2.1.2 Residential Use (Downtown). Maintain General Plan designations, including overlay designations to accommodate residential and mixed uses, as well as Zoning Ordinance standards that allow residential dwelling units in the downtown.

Policy LU-2.2 Downtown Economic Diversity. Work with affected downtown businesses to enhance the economic diversity of the area.

PROGRAM

LU-2.2.1 Funding Downtown Enhancement. Investigate potential funding programs that will assist in the enhancement of the downtown.

Policy LU-2.3 Tourist/Residential Serving Buffer. Provide a buffer so that the downtown visitor commercial area and the Caledonia Street residential serving commercial areas remain distinct.

PROGRAM

LU-2.3.1 Buffer Zone. Retain the existing residential properties located between the downtown and the Caledonia Street areas as a buffer between the two commercial locations.

Policy LU-2.4 Visitor-Serving Uses in Downtown. Emphasize visitor-serving commercial uses in the downtown area while also encouraging uses that also serve the needs of residents and local and regional visitors.

PROGRAMS

LU-2.4.1 Zoning Ordinance (Mix of Downtown Businesses). Consider changes to the permitted uses in the Zoning Ordinance to encourage a desired mix of local-serving businesses.

LU-2.4.2 Parking Standards (Downtown). Continue annual updates of the Shared Parking Model, including revisions as necessary.

LU-2.4.3 Hotels. Revise and update the Zoning Ordinance so that all new hotel and bed & breakfast uses should be in the downtown (Central Commercial Land Use Designation), small in size, and maintain the same scale and character as nearby existing structures.

Policy LU-2.5 Commercial/Residential Compatibility. Encourage rebuilding and reuse of commercial space in a manner which minimizes conflict with adjacent residential uses and promote residential standards for commercial and mixed use areas that do not conflict with the provision of goods and services necessary for the community, including commercial and industrial uses.

PROGRAMS

LU-2.5.1 Zoning Ordinance (Uses and Standards). Review the existing Zoning Ordinance use restrictions and development standards to ensure conflicts are minimized.

~~**LU-2.5.1**~~**LU-2.5.2 Fair Traffic Initiative Residential Capacity).** Implement Housing Element Program 4 to seek a vote of the electorate to modify the standards of Ordinance 1022, accommodating the overlay designations on affected Opportunity Sites (Sites 39, 44, 47, 72, 79, 81, 84, 201, 211, 301, 303, and 306).

~~LU-2.5.2~~LU-2.5.3 **Market Study.** Conduct, as necessary, marketing and feasibility studies of commercial areas in order to inform potential changes to use or development standards.

Policy LU-2.6 Public Art. Encourage local artists to exhibit their works in Sausalito through the development of a Public Art Policy.

PROGRAMS

LU-2.6.1 Artists' Showcase. Work with interested parties, such as the Chamber of Commerce, local artist groups (including ICB and other Marinship artists) and other interested parties to investigate the possible locations for an artists' showcase.

LU-2.6.2 Arts Commission. Study viability of development of a public art policy.

Policy LU-2.7 Visitor Information. Provide for the dissemination of visitor-serving information to enhance the economic sustainability of the downtown.

PROGRAMS

LU-2.7.1 Visitor Information Center. Work with the Chamber of Commerce and other interests to investigate possible locations and funding mechanisms for operating a visitor information center.

LU-2.7.2 Increased Outreach. Work with the Chamber of Commerce and other interested parties to increase the city's and businesses' digital presence using social media and marketing to reach younger visitors and tourists.

Policy LU-2.8 Upper Floor and Mixed Residential Uses. Encourage residential use on the upper levels of commercial, service, institutional, and mixed use structures, where new residential uses would not result in conflicts with existing uses.

PROGRAMS

LU-2.8.1 Zoning Ordinance (Upper Floor Residences). Maintain the Zoning Ordinance regulations to preclude conversion of upper-floor residential to commercial uses due to the importance of housing retention in addressing the housing crisis.

LU-2.8.2 ~~CN-2 Residential~~Mixed Uses. Continue to apply zoning districts, including overlay districts, to allow residential uses in

commercial and other primarily non-residential areas where desirable to promote a vibrant mixed use environment or where necessary to accommodate the City's share of regional housing needs~~sider amending the Zoning Ordinance to allow upper-floor residential in CN-2 or convert the CN-2 designation to CN-1 in order to meet future housing needs~~.

Policy LU-2.9 Downtown Historic Character. Protect the historic character of the downtown area.

See Figure 1-4: Downtown and Caledonia Area

PROGRAMS

LU-2.9.1 Zoning Ordinance (Historic Preservation Incentives). Consider amending the Zoning Ordinance to provide incentives to property owners for preservation of historic structures. Incentives may include intensity credits for FAR, parking, lot coverage, or transfer of development rights to the historic structures.

LU-2.9.2 Design Guidelines. Consider establishing streetscape and/or neighborhood guidelines for the purpose of protecting the historic character of the area.

Policy LU-2.10 Caledonia Street's Role. Enhance Caledonia Street's role as a mixed residential and commercial area by encouraging commercial uses that serve locals, residents, and local and regional visitors and the preservation of housing as described in Table 1-1, General Plan Land Use Categories, and shown on the General Plan Land Use Map (Figure 1-1).

PROGRAMS

LU-2.10.1 Zoning Ordinance (Commercial Uses). Periodically review and update as necessary the list of commercial uses that are local/resident serving and appropriate for the Caledonia Street area.

LU-2.10.2 Zoning Ordinance (Street Activation). Consider allowing co-working spaces to encourage trip generation on Caledonia Street.

LU-2.10.3 Street Level Uses. Amend the Zoning Ordinance to require that commercial parcels locate local/resident serving retail and personal service at the street level.

LU-2.10.4 Traffic Initiative. Continue to implement the requirement of the 1985 Fair Traffic Limits Initiative pertaining to

the prohibition of conversion of existing residential uses to commercial uses in the CR zone.

LU-2.10.5 Caledonia Commercial District. Consider forming a "Caledonia Commercial District" which would contribute to the beautification of the district's shops and streetscape, direct economic studies, and oversee retail mix to promote economic prosperity. This scope may include a Caledonia Area Historic District or a Music/Arts Discontiguous Historic District, if feasible.

LU-2.10.6 Commercial Design Standards. Establish design standards for new and remodeled stores.

LU-2.10.7 Caledonia Street Promotion. Improve signage around Sausalito directing pedestrian traffic to Caledonia Street and promoting its use among residents.

Policy LU-2.11 Caledonia Street Parking. Adapt new parking approaches and other infrastructure modifications to support the residential and commercial activities in the Caledonia Street area without excessive impairment to the quality of life for New Town residents.

PROGRAMS

LU-2.11.1 Locust Street Parking Lot. Integrate the Locust Street parking lot (Lot #5) into Caledonia Street parking needs.

LU-2.11.2 Parking Standards. Consider the establishment of an appropriate common parking standard for all principally permitted uses in the Caledonia area.

LU-2.11.3 Zoning Ordinance (Shared Parking). Amend the Zoning Ordinance to streamline shared parking for residential and commercial uses on the same lot.

LU-2.11.4 Evolving Parking Patterns. Continue to revisit parking standards on Caledonia Street to align with evolving parking patterns for commercial and residential areas and provide better resident and local-oriented bike parking.

Policy LU-2.12 Caledonia Street Historic Character. Protect the historical character and the architecturally significant structures of the Caledonia Street area.

PROGRAMS

LU-2.12.1 Zoning Ordinance (Historic Preservation Incentives). Consider amending the Zoning Ordinance to provide incentives to property owners for preservation of historic structures. Incentives may include intensity credits for FAR and lot coverage or a transfer of development rights program.

LU-2.12.2 Design Guidelines. Consider establishing streetscape and/or neighborhood guidelines for the purpose of protecting the historic character of the area.

Policy LU-2.13 Neighborhood Commercial Uses. Only promote uses that will increase the diversity and economic sustainability and viability of local neighborhood commercial areas that serve immediate neighborhoods as described in Table 1-1, General Plan Land Use Categories, and shown on the General Plan Land Use Map, Figure 1-1.

PROGRAMS

LU-2.13.1 Zoning Ordinance (Neighborhood Commercial Uses). Periodically review the current lists of principally and conditionally permitted uses and the parking requirements for those uses in the Zoning Ordinance to reflect the desire of maintaining and encouraging local neighborhood commercial uses.

LU-2.13.2 Community Amenities. Consider creating and maintaining an inventory of desired community amenities and defining incentives to establish amenities in Neighborhood Commercial areas.

Policy LU-2.14 Neighborhood Commercial Areas. Limit neighborhood commercial areas in Sausalito to those that currently exist.

PROGRAM

LU-2.14.1 Neighborhood Commercial Designation. Enforce the land use types as shown on the General Plan Land Use Map (Figure 1-1).

Policy LU-2.15 Existing Marinship Office Uses. Recognize all office buildings and office uses built or established prior to April 5,1988 (adoption date of Marinship Specific Plan) and the office uses contained within as permitted legal conforming office uses in the Marinship.

PROGRAM

LU-2.15.1 Identification of Existing Office Uses. To implement the policy of the 1988 City Council intent to allow that the square footage of existing office uses could be transferred within a given parcel but not exceed the amount that existed at MSP adoption, maintain an inventory of location and square footage information of office uses in the Marinship as of April 5, 1988. This inventory will also include field verification of existing uses and identification of any uses that have been established without appropriate approvals.

Policy LU-2.16 Marinship Office Uses Impacts. Continue to ensure that office uses do not adversely affect the desired continuance of maritime, industrial, and other waterfront-related uses in the Marinship area.

PROGRAMS

LU-2.16.1 Adequate Parking. Continue to require adequate parking for existing office uses through the occupancy permit process or reduce the need for parking by enforceable transportation demand management plans that reduce single occupancy vehicle trips.

LU-2.16.2 New Marinship Office Uses. Limit office uses in the Industrial and Waterfront Land Use Designations to those offices that existed prior to or on April 5, 1988 and the new ancillary/accessory office space referenced in program LU-2.16.3.

LU-2.16.3 Ancillary/Accessory Office Space. Revise the Zoning Ordinance section 10.28.050(D)(2) to specify the maximum percentage of building area that can be considered ancillary/accessory office space (i.e. the small amount of office activity needed to administer the operations of an approved use).

Policy LU-2.17 Supermarket Use. Maintain a full-service regional serving supermarket on Harbor Drive in the Marinship.

PROGRAMS

LU-2.17.1 Shopping Centers. Continue to apply Zoning Ordinance standards as they pertain to the Shopping Center Land Use Designation.

LU-2.17.2 Harbor Drive Intersection Improvements. Pursue the Harbor Drive Intersection improvements identified in the Circulation and Parking Element, refer to Program CP-1.1.2, and

the description in the Background section of the Circulation and Parking Element.

Policy LU-2.18 Non-Conforming Commercial Uses and Structures. Maintain replication rights for non-conforming structures and uses in non-residential areas.

PROGRAMS

LU-2.18.1 Zoning Ordinance (Non-Conformities). Continue to implement the Zoning Ordinance requirements for non-conforming structures and uses in non-residential areas.

Objective LU-3 Promote and Enhance Industrial Economic Viability

Policy LU-3.1 Marinship Industrial. Encourage industrial use of the Marinship as described in General Plan Land Use Categories, Table 1-1, and shown on the General Plan Land Use Map, Figure 1-1, recognizing select sites have overlay designations to meet the City's housing needs.

PROGRAMS

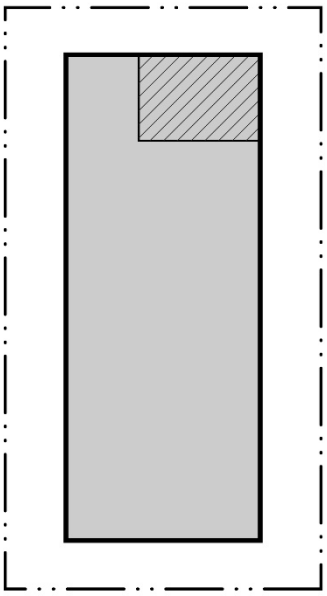
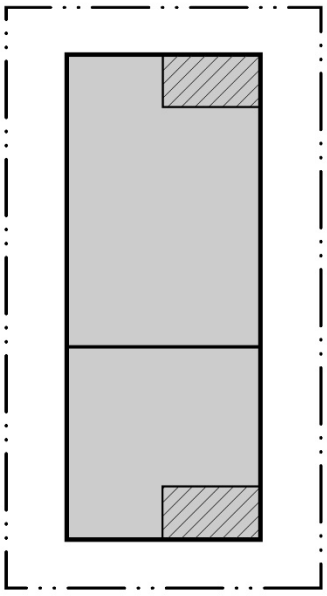
LU-3.1.1 Zoning Ordinance (Marinship Uses). Update and revise the list of permitted uses in the Zoning Ordinance to be consistent with the Land Use designations and the Marinship Vision, provided in the Waterfront and Marinship Element, and to accommodate the overlay designations to meet the City's housing needs. Define conditions under which conditional uses will be permitted.

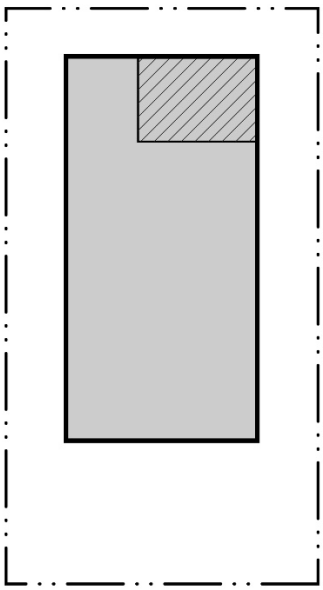
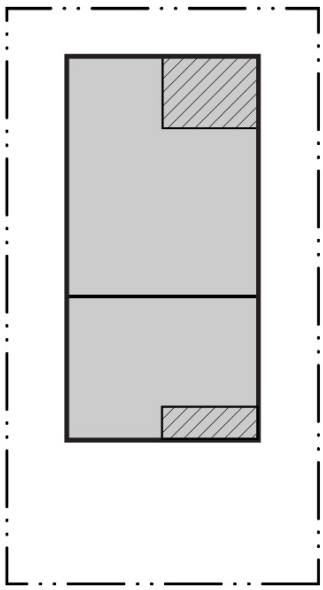
LU-3.1.2 Commercial Uses in the Industrial Zone. Consistent with the Fair Traffic Initiative, revise the zoning requirements for the Industrial Marinship District to limit inclusionary commercial uses to 15 percent Floor Area Ratio on the parcel (instead of 40 percent of the FAR which results in 16 percent non-industrial FAR). Inclusionary commercial uses are limited to commercial office, commercial services, restaurants and food services that provide needed support to the primary industrial uses, and only when developed with approved non-commercial uses.

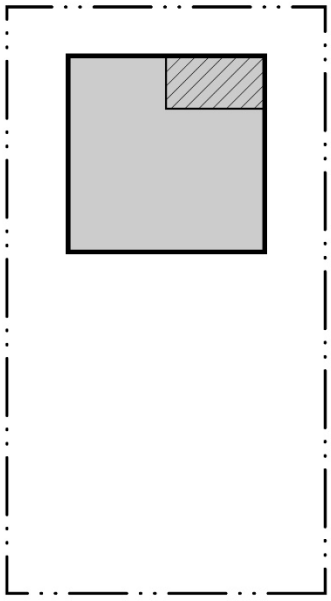
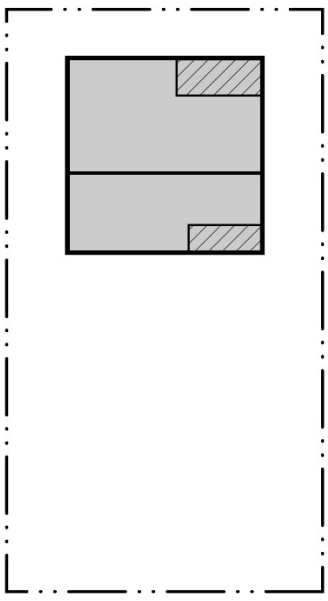
~~LU-3.1.2~~**LU-3.1.3 Residential Uses in the Marinship.** Ensure that the City's zoning requirements accommodate the residential and mixed use overlay designations applied selectively in the

Marinship as shown on Figure 1-1 and consistent with Housing Element Action 4.

~~LU-3.1.3~~LU-3.1.4 **Accessory Uses.** Revise the existing Zoning Ordinance limitation of accessory (the small amount of office or retail activity needed to support the operations of an approved use) commercial and office uses within the Industrial Marinship District from 0.15 of the total permitted floor area ratio on the parcel to 15 percent floor area maximum of the tenant space, not to exceed 0.15 of the total permitted floor area ratio for accessory uses of the parcel.

<table>
<tr><td colspan="6">Industrial Zoned Properties in the Marinship: Accessory Office Use
Parcel Size: 10,000 square feet
Industrial Zone
Maximum Permitted FAR: 0.40</td></tr>
<tr><td colspan="3">Scenario A: Non-Conforming Building Size (Over-Developed)
Single-Tenant Scenario</td><td colspan="3">Scenario AA: Non-Conforming Building Size (Over-Developed)
Multi-Tenant Scenario</td></tr>
<tr><td colspan="2"></td><td>15% floor area maximum of the tenant space</td><td>15% of the total permitted floor area ratio</td><td colspan="2">15% floor area maximum of the tenant space</td><td>15% of the total permitted floor area ratio</td></tr>
<tr><td rowspan="2">Existing Building Size and Tenant Space (sf)</td><td rowspan="2">5,000</td><td rowspan="2">750</td><td rowspan="2">600</td><td>Existing Building Size (sf)</td><td>5,000</td><td></td><td></td></tr>
<tr><td>Tenant Space A (sf)</td><td>3,000</td><td>450</td><td rowspan="2">600</td></tr>
<tr><td></td><td></td><td></td><td></td><td>Tenant Space B (sf)</td><td>2,000</td><td>300</td></tr>
<tr><td colspan="2">Maximum Permitted Accessory Office Use (sf) (lesser of 15% of permitted FAR or 15% of Tenant Space)</td><td colspan="2">600 sf max</td><td colspan="3">600 sf max, with no more than 15% of the floor area of either tenant space dedicated to accessory office, not to exceed 600 sf total for the site.</td></tr>
<tr><td colspan="4">Scenario A
</td><td colspan="3">Scenario AA
</td></tr>
</table>

<table>
<tr><td colspan="6">Industrial Zoned Properties in the Marinship: Accessory Office Use
Parcel Size: 10,000 square feet
Industrial Zone
Maximum Permitted FAR: 0.40</td></tr>
<tr><td colspan="3">Scenario B: Conforming Building Size (At Maximum)
Single-Tenant Scenario</td><td colspan="3">Scenario BB: Conforming Building Size (At Maximum)
Multi-Tenant Scenario</td></tr>
<tr><td colspan="2"></td><td>15% floor area maximum of the tenant space</td><td>15% of the total permitted floor area ratio</td><td colspan="2">Existing Building Size (sf) 4,000</td><td>15% floor area maximum of the tenant space</td><td>15% of the total permitted floor area ratio</td></tr>
<tr><td rowspan="2">Existing Building Size and Tenant Space (sf)</td><td rowspan="2">4,000</td><td rowspan="2">600</td><td rowspan="2">600</td><td>Tenant Space A (sf)</td><td>2,500</td><td>375</td><td rowspan="2">600</td></tr>
<tr><td>Tenant Space B (sf)</td><td>1,500</td><td>225</td></tr>
<tr><td colspan="2">Maximum Permitted Accessory Office Use (sf) (lesser of 15% of permitted FAR or 15% of Tenant Space)</td><td colspan="2">600 sf max</td><td colspan="4">600 sf max, with 375 max sf for Tenant A and 225 max sf for Tenant B.</td></tr>
<tr><td colspan="4">Scenario B
</td><td colspan="4">Scenario BB
</td></tr>
</table>

<table>
<tr><td colspan="6">Industrial Zoned Properties in the Marinship: Accessory Office Use
Parcel Size: 10,000 square feet
Industrial Zone
Maximum Permitted FAR: 0.40</td></tr>
<tr><td colspan="4">Scenario C: Conforming Building Size (Underdeveloped)
Single-Tenant Scenario</td><td colspan="2">Scenario CC: Conforming Building Size (Underdeveloped)
Multi-Tenant Scenario</td></tr>
<tr><td colspan="2"></td><td>15% floor area maximum of the tenant space</td><td>15% of the total permitted floor area ratio</td><td>Existing Building Size (sf) 2,000</td><td>15% floor area maximum of the tenant space</td><td>15% of the total permitted floor area ratio</td></tr>
<tr><td rowspan="2">Existing Building Size and Tenant Space (sf)</td><td rowspan="2">2,000</td><td rowspan="2">300</td><td rowspan="2">600</td><td>Tenant Space A (sf) 1,250</td><td>188</td><td rowspan="2">600</td></tr>
<tr><td>Tenant Space B (sf) 750</td><td>113</td></tr>
<tr><td colspan="2">Maximum Permitted Accessory Office Use (sf) (lesser of 15% of permitted FAR or 15% of Tenant Space)</td><td colspan="2">300 sf max</td><td colspan="3">300, with 188 max sf for Tenant A and 113 max sf for Tenant B.</td></tr>
<tr><td colspan="4">Scenario C
</td><td colspan="3">Scenario CC
</td></tr>
</table>

Policy LU-3.2 Marine Industrial Uses. Promote and encourage new marine industrial uses.

PROGRAM

LU-3.2.1 Zoning Ordinance (Marine Industrial Uses). Update and revise the list of permitted uses in the Zoning Ordinance and define conditions under which conditional uses will be permitted.

Policy LU-3.3 New General Industrial Uses. Promote new general industrial uses that are small scale, low traffic generating, non-polluting, and contribute to the economic sustainability of the Marinship.

PROGRAMS

LU-3.3.1 Zoning Ordinance (General Industrial Uses). Update and revise the list of permitted uses in the Zoning Ordinance and define the conditions that permit conditional uses.

LU-3.3.2 Industrial Study. Conduct study on strategies to retain existing industrial businesses and what new industrial or industrial-related uses would suit the Marinship. Implement the study through an action plan, as appropriate.

Policy LU-3.4 Marinship Preservation. Preserve the heritage, history, and existing vibrant industrial community.

PROGRAMS

LU-3.4.1 Zoning Ordinance (Marinship Preservation). Update and revise the list of permitted uses in the Zoning Ordinance and define conditions under which conditional uses will be permitted.

LU-3.4.2 Restaurant Restriction. Limit the amount of new restaurant and food services uses in the Waterfront and Industrial Land Use designations to those that provide unique local neighborhood-serving services and amenities, and consider encouraging mobile food vendors rather than brick-and-mortar uses.

LU-3.4.3 Design Guidelines. Consider the development of Marinship design guidelines that maintain an urban rather than suburban character for building style, landscaping and supporting elements.

LU-3.4.4 Sense of Place. Development plans should recognize the aesthetic and social value of small-scale, individual activities as a vital component in the overall composition of the Marinship.

Objective LU-4 Preserve Sausalito's Waterfront

Policy LU-4.1 Marinship Waterfront Uses. Promote marine industrial oriented uses that require waterfront locations and strongly encourage the success of the existing general industrial uses found in the Marinship waterfront area.

PROGRAMS

LU-4.1.1 Zoning Ordinance (Marinship). Utilize a public process to revise the Zoning Ordinance to incorporate land use policies and development regulations contained in the 1989 Marinship Specific Plan. The revised Zoning Ordinance should implement the Marinship Vision, as provided in the Waterfront and Marinship Element. Specifically, the revised ordinance should achieve the following (including but not limited to):

LU-4.1.2 Zoning shall be in conformance with the land use designations and policies contained in this General Plan and facilitate the interrelated nature of the Marinship's maritime, light industrial, and artist communities.

LU-4.1.3 Any FAR modifications must accommodate the stipulations of Ordinance 1022, the Fair Traffic Limits Initiative, as amended to accommodate the Housing Element Opportunity Sites residential and mixed use overlay designations (see Programs LU-2.5.2 and LU-3.1.3.

LU-4.1.4 On any specific parcel, office use should be allowed only as an accessory use to an allowed use.

LU-4.1.5 On any specific parcel, commercial service use should be significantly limited in comparison to industrial use.

LU-4.1.6 On any specific parcel applied arts use should be regulated though a Conditional Use permitting process and may not exceed 50 percent of arts usage.

LU-4.1.7 Transition detailed View Corridor provisions, including any updates deemed necessary, into the Zoning Ordinance.

LU-4.1.8 The Marinship Specific Plan contains detailed descriptions and tailored land use requirements on a parcel by parcel basis. This guidance should be carefully evaluated and updated into a reader-friendly format that presents the information clearly. To avoid confusion in the future this should be done without reference to business or property owner names. Consideration should be given to consolidating land use requirements.

LU-4.1.9 Zoning should be considered with the necessary infrastructure improvements and impacts of sea level rise, subsidence, and liquefaction in mind.

LU-4.1.10 Retire Marinship Specific Plan. Upon adoption of the revised Zoning Ordinance implementing the Marinship Vision, discontinue use of the Marinship Specific Plan as a regulatory document.

Policy LU-4.2 New Recreational Marinas. Prohibit the creation of new shoreline recreational marinas along the Marinship waterfront.

PROGRAM

LU-4.2.1 Zoning Ordinance (Recreational Marinas). Amend the Zoning Ordinance to prohibit the construction of any new recreational marinas along the Marinship waterfront.

Policy LU-4.3 Existing Recreational Marinas and New Marine Service Boatyards. Provide opportunities to build new marine service boatyards, encourage upgrading and allow expansion of existing marine service boatyards and maritime construction and repair facilities, and allow for minor expansion of existing recreational marinas in the Marinship.

PROGRAM

LU-4.3.1 Zoning Ordinance (Boatyards). Continue to apply the provisions of the Zoning Ordinance as they pertain to boatyards in the Waterfront land use designation.

Policy LU-4.4 Central Waterfront Uses. Promote commercial uses that maximize open water and view corridors in the Commercial Waterfront area as described in General Plan Land Use Categories, Table 1-1, and shown on the General Plan Land Use Map, Figure 1-1.

PROGRAMS

LU-4.4.1 Master Plan for Underdeveloped Properties. Encourage preparation of a master plan for the currently underdeveloped properties in the central waterfront area.

LU-4.4.2 Zoning Ordinance (Recreational Marinas). Amend the Zoning Ordinance to allow new recreational marinas only if development is part of a master plan for properties in the central waterfront area.

Policy LU-4.5 Central Waterfront Open Water Areas. Preserve the total acreage of existing open water areas in the central waterfront.

PROGRAMS

LU-4.5.1 Dunphy Park Open-Water Properties. Maintain city ownership of open-water properties for Earl F. Dunphy Park.

LU-4.5.2 Retire Other Open Water Properties. Explore processes, such as conservation easements, to retire other open water properties in order to maintain views and provide ecological value.

Policy LU-4.6 Downtown Waterfront. Maintain and enhance the existing character of the downtown waterfront with a mixture of open vistas and commercial uses.

PROGRAMS

LU-4.6.1 Tourism Plan. Support the development of a Tourism Plan (objective E-7) that focuses on the downtown waterfront area and implements the Plan's land use recommendations.

LU-4.6.2 Zoning Ordinance (Over Water Uses). Review the Zoning Ordinance to allow the continued use of existing structures located over water even in the event of catastrophic damage.

LU-4.6.3 Existing Ferry Terminal. Maintain existing ferry terminal that serves visitors and commuters, benefitting the quality of life of Sausalito residents, workers, and community members.

LU-4.6.4 Improved Access. Improve public access by implementing policies W-1.4 and CP-5.8.

LU-4.6.5 Terminal Signage. Identify financing to improve signage directing pedestrians and bicyclists to the ferry terminal, and automobiles to municipal parking lots.

LU-4.6.6 Municipal Parking Lots. Consider innovative uses of parking lots, including exploring opportunities for open space or other public space while staying within requirements of Ordinance 1128 regarding municipal parking lots 1, 2, 3, and 4.

LU-4.6.7 Design Guidelines. Implement design guidelines and objective standards which support the existing character of downtown.

LU-4.6.8 Waterfront Gathering Spaces. In line with programs LU-4.6.3 (Existing Ferry Terminal) and LU-4.6.6 (Municipal Parking Lots), consider developing waterfront gathering spaces that can increase resident and community-serving focus on the downtown (supporting local businesses) as well as emphasize pedestrian and bicycle uses in the downtown waterfront.

Policy LU-4.7 Sea Level Rise. Consider land use and development in the context of a changing shoreline due to sea level rise, related subsidence and erosion.

See Figure 1-5: Sea Level Rise and Land Use Map

PROGRAMS

LU-4.7.1 Development. Continue to update uses and development standards throughout the city, and particularly in the Waterfront land use designation, to align with the city's sea level rise adaptation plan (program S-3.2.1) and the best available climate and sea level rise science.

LU-4.7.2 Environmental Cleanup. Conduct as required federal, state, and locally-mandated environmental cleanup operations for land projected to be inundated by Richardson's Bay to mitigate runoff issues.

LU-4.7.3 Habitat Restoration. Consider the sustainability of the Richardson's Bay biome when permitting projects on Sausalito's shoreline.

Objective LU-5 Preserve Sausalito's Publicly Owned Lands

See Figure 1-6: Open Space

Policy LU-5.1 City-Owned Open Space and Parks. Maintain existing city-owned lands as public open space or recreational parks, except where city-owned lands provide public parking, governmental services (City Hall, law enforcement, corporation yard, etc.), or are sites designated by the Housing Element to accommodate the City's share of regional housing needs.

PROGRAMS

LU-5.1.1 Municipal Parks. As required by Ordinance 1128, the city shall retain ownership of Gabrielson Park and Plaza Vina Del Mar and shall not sell, lease, or otherwise dispose of such parks without voter approval. Such areas shall not be used for any purpose other than public parks without voter approval. Such areas shall not be changed from their presently existing condition with the exception of minor maintenance and upkeep necessary to maintain such areas in their presently existing condition without voter approval.

LU-5.1.2 Construction Within Public Open Space. Only allow construction within public open space areas that will maintain public services and enhance public enjoyment of recreational facilities.

Policy LU-5.2 Martin Luther King, Jr. Campus. Provide greater opportunity to utilize the Martin Luther King, Jr. Campus site for recreational uses for the Sausalito community and local visitors.

PROGRAMS

LU-5.2.1 MLK Solvency. Examine new financing and development possibilities to ensure solvency and a reasonable debt retirement schedule on the MLK site provided, however, that the City shall retain ownership of the MLK site and shall not sell, lease, or otherwise dispose of such property without voter approval (as required by Ordinance 1128). The MLK site is identified as an Opportunity Site in the Housing Element and will be partially rezoned, subject to voter approval, in accordance with Ordinance No. 1128. No other part of the MLK site shall be used for purposes other than park and recreation purposes without voter approval provided, however, that the land area of said property currently devoted to school and commercial purposes may continue in such use on temporary basis. Without voter approval there shall be no increase in the land area of said site, or

the floor area situated thereon, which is devoted to commercial use.

LU-5.2.2 MLK Site Master Plan. Consider preparation of a Master Plan for the development of Martin Luther King, Jr. Campus.

Policy LU-5.3 Federal Government Facilities. Protect and maintain the existing federal government facilities and encourage additional facilities as needed.

PROGRAM

LU-5.3.1 Coordination with Agencies. Maintain open communication with representatives of the Army Corps of Engineers and the Post Office Department to ensure the continued existence of the Bay Model and the main Post Office in Sausalito.

Policy LU-5.4 Housing Opportunities. Consider whether any publicly-owned parcels would be suitable to address Sausalito's housing needs.

PROGRAM

LU-5.4.1 Housing Needs. Examine affordable senior housing, affordable housing, or workforce housing on select parcels of publicly-owned land during Housing Element cycles.

Objective LU-6 Establish a Sphere of Influence and Designate Desired Land Uses

Policy LU-6.1 Sphere of Influence Boundaries. Establish Sphere of Influence boundaries for areas which may annex in the future without eroding services now being provided within the current city limits.

PROGRAMS

LU-6.1.1 LAFCO. Work with LAFCO to assure that adequate studies are done prior to the establishment and any amendments to the Sphere of Influence boundaries.

LU-6.1.2 Sphere of influence Designations. Support land use designations shown on the Sphere of Influence Map (Figure 1-3).

Policy LU-6.2 SOI Expansion. Consider whether to expand the city's Sphere of Influence, including Marin City, Waldo Point, or houseboat areas in a collaborative process with the county and the communities of these areas.

PROGRAM

LU-6.2.1 Establish SOI. Examine feasibility and appropriateness of expanding the Sphere of Influence to include Marin City, Waldo Point, or houseboat areas.

Policy LU-6.3 Shoreline Houseboats. Enhance and maintain the diverse housing stock outside the city's immediate jurisdiction by continuing to allow houseboat uses on Richardson's Bay.

PROGRAMS

LU-6.3.1 Houseboat Designation. Encourage Marin County to require houseboats to be located in specifically designated areas as shown on the General Plan Land Use Map (Figure 1-1) and as authorized by the Richardson's Bay Special Area Plan.

LU-6.3.2 Local and State Houseboat Regulations. Coordinate with and support Marin County and BCDC in the enforcement of local and state regulations governing the use of houseboats as primary residences.

LU-6.3.3 Floating Homes. Consider working with Marin County to annex the floating home communities, already in Sausalito's sphere of influence, into the boundaries of Sausalito dependent upon an agreement with residents.

Policy LU-6.4 Richardson's Bay Shoreline. Preserve the existing shoreline of Richardson's Bay as open shoreline and natural habitat.

PROGRAMS

LU-6.4.1 Environmental Conservation Designation. Maintain the Land Use Map (Figure 1-1) that specifies the lands of the shoreline and open water as environmental conservation areas.

LU-6.4.2 Coordination with Marin County and BCDC. Take an active role in reviewing proposed uses of the shoreline lands with RBRA, Marin County, and BCDC to ensure compatible waterfront land uses.

Policy LU-6.5 Shoreline. Continue to include the Shoreline area, as shown on Figure 1-3, as a part of Sausalito's Sphere of Influence.

PROGRAMS

LU-6.5.1 Review of Development Proposals. Take an active role in coordinating with Marin County in reviewing development

proposals to ensure the preservation of the environmental and aesthetic integrity of the Shoreline area.

LU-6.5.2 Bothin Marsh and Hillsides. Consider the environmental and aesthetic importance of Bothin Marsh and the hillside on the southern side of the Shoreline Highway when making land use decisions in the city and its sphere of influence together with the county and other communities.

Objective LU-7 Ensure Sufficient Infrastructure Capacity for Present and Future Uses

Policy LU-7.1 Service Standards. Promote a Vehicle Miles Traveled (VMT) standard while maintaining a level of service standard of the letter grade "D" during P.M. peak hour for the signalized intersections along Bridgeway except for Johnson, Bay, and Princess Streets.

PROGRAMS

LU-7.1.1 VMT Transition. Transition from Level of Service (Level of Service) to VMT (Vehicle Miles Traveled) standards, as described in program CP-1.4.1.

LU-7.1.2 Circulation and Parking Policy CP-1.2. Comply with the policies and supporting programs of policy CP-1.2.

LU-7.1.3 Traffic Impacts. Consider the impact of future development proposals on vehicle miles travelled and current infrastructure.

LU-7.1.4 Transportation Demand Management. Consider transportation demand management, encouraging non-automotive transportation choices, in land use decisions.

Policy LU-7.2 Adequacy of Services. Strive to achieve and maintain a high level of service for the Police, Library, Parks and Recreation, Community Development and other city departments.

PROGRAMS

LU-7.2.1 Level of Service Standards. Establish minimum level of service standards in the City's annual budget review process in order to ensure prompt service and adequate facility space.

LU-7.2.2 Telecommunications Service. Work with telecommunication providers to ensure a high level of service is maintained, even in case of emergency. Telecommunications

service should not be drastically affected by sea level rise, ground subsidence, or liquefaction.

Policy LU-7.3 Encroachments. Manage encroachment on public street rights-of-way by private development.

PROGRAMS

LU-7.3.1 Encroachment Permits. Continue to require Encroachment Permits for private use of public rights-of-way.

LU-7.3.2 Right-of-Way Fees. Investigate appropriate fees for constructing structures within the right-of-way where it is found to be appropriate through the encroachment permit process.

LU-7.3.3 Review of Encroachments. Develop a consistent policy for addressing encroachment permit and agreement applications.

Policy LU-7.4 Procedural Changes. Strive to streamline and improve the development review procedures.

PROGRAM

LU-7.4.1 Zoning Administrator. Continue to utilize the Zoning Administrator position to review and decide on specified discretionary permit applications and consider opportunities for streamlining.

Objective LU-8 Protect and Enhance the Historic Marinship

Policy LU-8.1 Marinship Development. Limit deterioration of the Marinship historic assets, incompatible uses that are not ancillary, and collocation of incompatible uses in order to preserve the marine, industrial, and arts uses of the Marinship and the historical significance of the Marinship, ensure the health and safety of the waterfront and boating community, for future members of the Sausalito community.

PROGRAMS

LU-8.1.1 Discontiguous Historic District. Collaborate with the Marin City community to document the historical significance of the Marinship and explore the creation of a Discontiguous Historic District that incorporates all remaining elements of shipyard related uses, including worker housing, the recruitment center, and cafeteria, as well as the shipyard itself. The historic district would exist across jurisdictions and potentially receive state or national recognition.

LU-8.1.2 Marine Rails ("Shipways"). Encourage the repair and maintenance of the Marinship Shipways to allow for continued use and ensure compliance with environmental regulations and other regulatory requirements. Such encouragement could include (but is not limited to) the consideration of:

a. Designating the Shipways as a national, state, or local landmark if possible.
b. Creation of a zoning overlay designation to protect shipyards and resources, including buildings that already have been designated as historically significant.

LU-8.1.3 Critical Maritime Services and Business. Create a list of Critical Services and Businesses that are required to maintain the well-being and safety of Sausalito's waterfront community. As part of Maritime-Industrial Study (program E-8.1.1), develop programs to prioritize these businesses as critical to the health and safety of floating homes and commercial and recreational vessels.

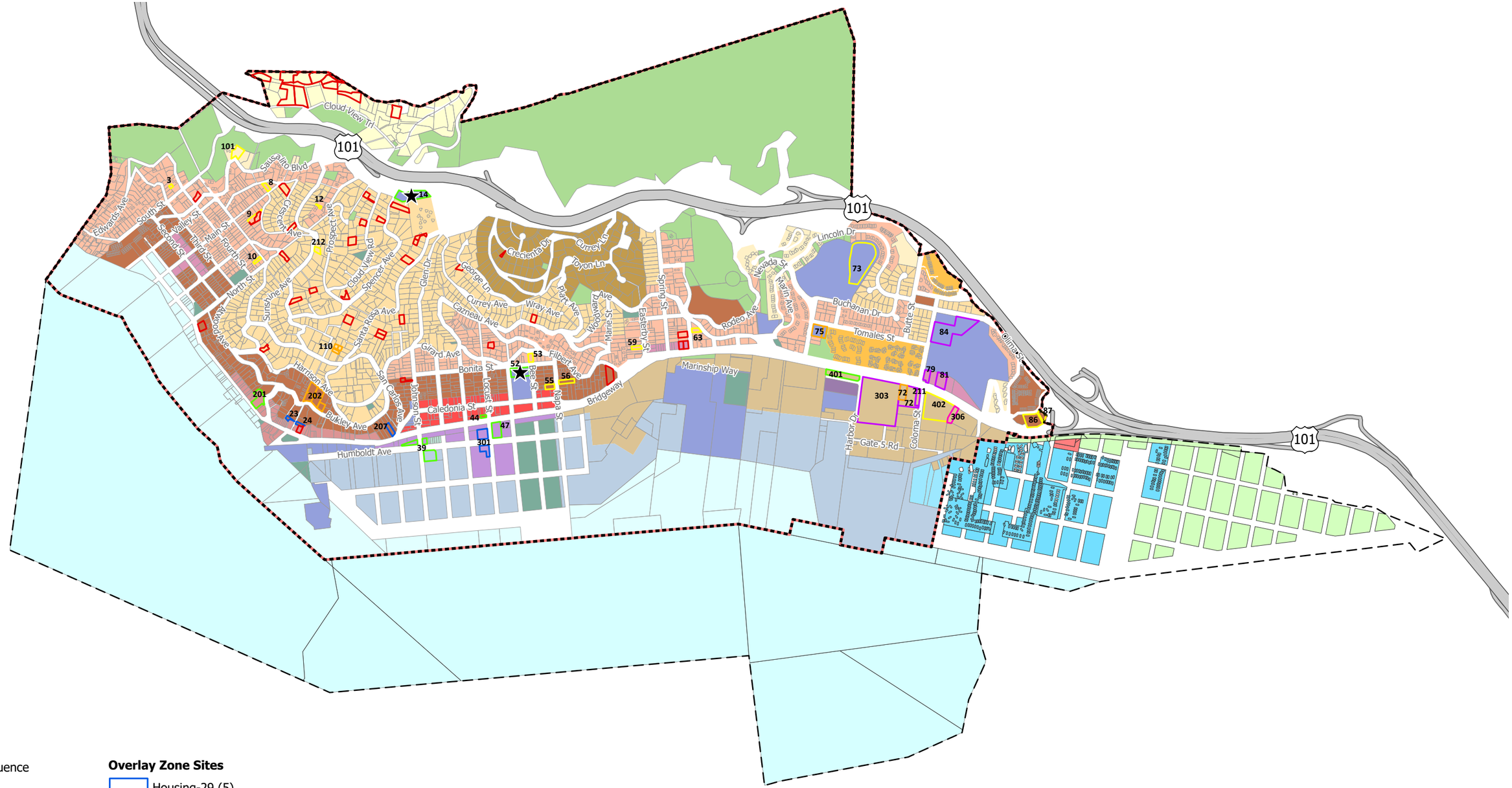
Objective LU-9 Implement Land Use Policies

Policy LU-9.1 Municipal Code Enforcement. The Land Use policies and programs will be implemented mainly through the city's Zoning Ordinance to promote a desired array of land uses in appropriate areas of Sausalito. Enforcement of Zoning Ordinance regulations contributes to the implementation of land use policies.

PROGRAMS

LU-9.1.1 Enforcement Staffing. Establish, maintain and fund an appropriate level of staffing to enforce the Municipal Code including zoning regulations throughout the city.

LU-9.1.2 Zoning Update. Update the Zoning Ordinance to reflect General Plan land uses.



LEGEND

- Sphere of Influence
- City Boundary
- ★ Modified Project Alternative - Potential Site (2)

Inventory Sites

- Inventory Site (42)

Overlay Zone Sites

- Housing-29 (5)
- Housing-49 (16)
- Housing-70 (11)
- MU-29/85% (9)
- MU-49/85% (6)
- MU-70/85% (1)

Land Use

- Public Institutional
- Industrial
- Waterfront
- Central Commercial
- Neighborhood Commercial
- Shopping Center
- Commercial Waterfront
- Mixed Residential & Commercial
- Arks
- Houseboats
- Very Low Density Residential
- Low Density Residential
- Medium Low Density Residential
- Medium Density Residential
- Medium High Density Residential
- High Density Residential
- Planned Development Residential
- Public Parks
- Open Space
- Open Area
- Conservation (SOI Only)
- General Commercial (SOI Only)

SAUSALITO GENERAL PLAN UPDATE

FIGURE 1-1: LAND USE

0 500 1,000 Feet

De Novo Planning Group
A Land Use Planning, Design, and Environmental Firm

1-23-2025

INTRODUCTION

The goals and policies of the Community Design, Historic and Cultural Preservation Element reinforce the identity and delicate beauty of Sausalito. The city's setting defines its special character: a community nestled into the wooded hillsides, bordered by Richardson's Bay on one edge and by Wolfback Ridge and the lands of the Golden Gate National Recreation Area on the other with remarkable views of the Bay and its landmarks from throughout the city. The aesthetic quality of Sausalito's public landscapes is one of the city's most defining features and should be preserved for the enjoyment of future generations.

Sausalito's views of the water are part of what makes the city special, and the scenic qualities of Sausalito are further exemplified by the garden atmosphere of the hillside residential areas. Small landscaped parks and neighborhood greenbelts are found throughout Sausalito. The diverse though harmonious architectural style is a major attribute of this evolution. The public realm, including lighting, landscaping, medians, and sidewalks are all vital to the ambiance of the city.

Sausalito has a rich history tied to its waterfront and vibrant art community. The city's history and culture are unique aspects that set it apart from other Bay Area cities. One of the priorities of the General Plan is to highlight and preserve these distinct components of Sausalito.

This Element ensures that as Sausalito continues to evolve, the diversity of design will continue to be harmonious with the existing character of the city in a way that is sustainable. The preservation of historic buildings will be balanced with the incorporation of new buildings that respect the existing scale and diverse architectural character of the community. It is also aimed at maintaining and enhancing the relationship between the city's natural features, including the water and existing vegetation, and the built environment.

The policies contained in this Element ensure that future design and development are well-integrated into Sausalito's existing design style, the city's history is preserved and honored, the distinct culture of Sausalito is supported, and the iconic views of the natural landscape are maintained.

BACKGROUND AND CONTEXT

The Community Design, Historic and Cultural Preservation Element is not mandated by the state. It is included in the Sausalito General Plan because of the local importance of community appearance and livability. The background section describes the city's design and historic preservation goals and proposed measures to achieve those goals. A major factor in achieving the desired appearance is promoting the city's rich architectural history, its existing character, and the scale of development in Sausalito.

DESIGN GOALS

Size and location of structures are important factors in considering new development proposals, including accessory dwelling units, renovations, additions to existing structures, and teardowns (see Table 1-3 in the Land Use and Growth Management Element) and projected potential industrial and commercial development (see Table 1-4 in the Land Use and Growth Management Element). There will also be limited infill development of the remaining vacant parcels, but few cases of major development on large pieces of vacant land. Since Sausalito is nearly built out, new development will have an impact on surrounding properties.

Maximum bulk limits shall be placed on new development to minimize potential negative impacts. Designs of new development should also be considerate and compatible with surrounding properties. Design policies encourage a level of quality, compatibility, and diversity in new designs that will help maintain Sausalito's identity.

Other considerations that promote quality design include, but are not limited to, views, privacy, light and air, landscaping, topography, and scale.

Diversity and Compatibility

As the city has developed over time, both unique designs and those that are visually similar to neighboring structures have characterized new development. Variety in architecture, including innovative building styles and materials, is highly encouraged in new designs and need not be homogenous with the established character defined by structures in the surrounding area.

"It is this eclectic assemblage of old and new, land based and floating structures, and hillside neighborhoods looking down on a bustling harbor that makes Sausalito such a delightful place for people to visit and residents to enjoy."

— Phil Frank: 1995 General Plan

The character of the city's design has evolved slowly without major shifts in community or neighborhood character. Policies in this Element will ensure that diversity of architecture and neighborhood compatibility will be observed in the future.

Specifically, the intent of this Element is to allow for creativity in diverse design proposals that would also be considerate of the established character of a given neighborhood. The result will be the continued evolution of the city's character.

DESIGN REVIEW APPROACH

The Zoning Ordinance establishes standards for the general location of a structure on a site and the maximum size of that structure. City design policies recognize that these standards by themselves do not assure high-quality design. In response to this, the Plan calls for the establishment of design guidelines (program CD-4.2.1) and objective standards (program CD-4.2.2) that continue to give the Planning Commission (program CD-4.5.1) and, when relevant, the Historic Preservation Commission (programCD-6.1.1) a role in design review.

New development would be considered under existing design review procedures that promote high-quality designs compatible with the existing architecture and aligned with the community's goals, except where projects are eligible for a streamlined ministerial process. The design review procedures should be incorporated into design guidelines and objective standards.

Design Guidelines and Objective Standards

The General Plan proposes design guidelines and objective standards to provide clarity in the development process. Design guidelines provide flexibility for architects, designers, and engineers, while assuring conformance to Sausalito's vision and goals for development. The purpose is to provide design guidance for new development that takes place in the city, including the maintenance and renovation of historic structures.

The design guidelines are accompanied by objective standards. Objective standards provide a baseline level of guidance for particular developments according to state

laws. Design guidelines will provide general design recommendations for proposed development, while allowing for flexibility within individual designs. Objective standards bring clarity to the development process while design guidelines will provide suggestions as to how to minimize the aesthetic impact that development may have on the surrounding area. The State of California's Housing Accountability Act (65589.5) states that only objective standards can be used to regulate the appearance and bulk of certain multifamily and mixed-use projects.

Design guidelines are primarily implemented through program CD-4.2.1 (under policy CD-4.2, "Neighborhood Character" and are discussed in the following programs (policy titles are provided in parenthesis.):

- CD-1.1.1 (Architectural Innovation)
- CD-1.4.1 (Commercial, Industrial, and Institutional Uses)
- CD-2.2.2 (Steep Sloping Sites)
- CD-4.6.1 (Working Waterfront)
- CD-4.7.1 (Marinship Character)
- CD-4.7.3 (Marinship Character)
- CD-6.2.9 (Historic Guidelines)

Objective standards are implemented through program 4.4.1 (under "Objective Standards") and program CD-4.2.2 (under policy CD-4.2, "Neighborhood Character").

NATURAL FEATURES

One of the most defining features of Sausalito is its natural landscape. With Richardson's Bay to the east and the Marin Headlands Hills to the west, the city is distinct in its diversity of views and publicly accessible outdoor spaces.



A Deck to Observe Natural Features on the Waterfront

Sausalito's landscape, however, also poses several environmental concerns that existing and future development should address in the design process. Much of Sausalito's waterfront properties, including the Marinship and the Downtown Historic District, is vulnerable to sea level rise, subsidence, and flooding. Subsidence, or the sinking of land, in particular can have serious effect on structures.

Additionally, the city is surrounded by forested hills which pose wildfire and landslide risks to hillside properties. Rising temperatures and unpredictable precipitation patterns heighten the risk of more frequent and higher intensity wildfires in the future, which may also have air quality implications.

"Green the city, protect trees, add trees, remove weeds, and encourage pollination."

— *Visioning Workshop Participant: June 23, 2018*

Design should help mitigate potential environmental hazards. The Landslide Task Force provided a list of recommendations in 2019 that included design guidelines to increase safety on hillside development sites (program HS-1.2.5). In general, the priority in design should be placed on creating structures that fit the site rather than significantly altering the site more than necessary to fit the design of a structure. Since Sausalito is a hillside community, the majority of residential development in the city is located on steeply sloping sites. As a result, excavation and grading will be necessary to accommodate development.

Past development in the city is characterized by structures that "bunker" into hillsides. The result of this style of development is massive excavation and large retaining walls. Another characteristic of development on steep slopes is the appearance of looming structures. This is frequently due to structures projecting out from the slope of the site and is further exacerbated using unbroken walls that extend from the lowest point of the slope up to the lowest point of habitation of the structure. This Plan will balance these two development characteristics by encouraging new development to integrate a site's topography with the design of any project proposal.

TREE PRESERVATION

The removal or alteration of trees to accommodate new development is an important factor in the review of a proposed design. Trees provide shade and privacy, enhance the general appearance of Sausalito, maintain slope stability, reduce erosion and are an important part of the ecosystem. However, they can also result in the blockage of scenic views. Poorly maintained trees may exacerbate wildfire risks, as discussed in the Health, Safety, and Community Resilience Element.

The city has a tree preservation ordinance which provides protective measures for certain types of trees while encouraging the removal of others. It also establishes mechanisms for dispute resolution where disagreement between property owners

concerning the benefit of maintaining existing trees. Trees that are within the public realm are the responsibility of the city to maintain.

VIEWS

It is important that views be considered when reviewing development applications and implementing the provisions of this Element. View corridors from streets and paths, special vantage points, and views from private properties will all be considered in the development review process.



Views from Sausalito's Hills

Defining criteria for the preservation of views from private property is one of the most difficult design issues facing Sausalito. Spectacular views of the waterfront, the open waters of the Bay, and land masses beyond are a treasured amenity of many properties in Sausalito. The policies in the Plan recognize both the importance of maintaining views and the obligations of residents and owners to use their property in a manner deemed appropriate in the Land Use and Growth Management Element, and consistent with more specific restrictions of the Zoning Ordinance. View conflicts will be resolved on a case-by-case basis.

COMMUNITY SUB-AREAS – NEIGHBORHOODS

While Sausalito has a unique identity as a city, Sausalito is comprised of many different sub-areas and neighborhoods which have unique characteristics of their own. The General Plan has identified eight neighborhoods in the Land Use and Growth Management Element:

1. Old Town
2. The Hill
3. New Town
4. Monte Mar Vista/Toyon Terraces
5. Spring Street Valley
6. Nevada Street Valley
7. Wolfback Ridge
8. The Marinship

The descriptions of each neighborhood are in the Land Use and Growth Management Element's Background and Context section (see "Description of Sausalito's Eight Neighborhoods."

This General Plan clearly delineates boundaries in order to better implement objective standards and design guidelines (see Figure 1-2 in the Land Use and Growth Management Element). Specific sub-areas within neighborhoods can be defined through objective standards and design guidelines, which will describe the distinct characteristics and qualities of the area. These sub-areas may also include sub-areas that require heightened design review due to geologic hazards.

"The Marinship contains the culture of this town."
— Marinship Workshop Participant: September 7, 2019

In addition, there are eight commercial sub-areas that should be considered in the development of objective standards and design guidelines:

1. 2nd Street (Old Town/Hurricane Gulch)
2. Bridgeway and Easterby Street (Spring Street Valley)
3. Bridgeway and Coloma Street (Nevada Street Valley)
4. Caledonia Street (New Town)
5. Commercial Waterfront (New Town)
6. Downtown (The Hill)
7. Marinship – Inland (Marinship)
8. Marinship – Waterfront (Marinship)

Objective standards and design guidelines for subareas should be considered in the context of their neighborhoods.

HISTORIC AND CULTURAL PRESERVATION

An important defining characteristic of Sausalito is the age range of its buildings. About half of the city's buildings were constructed before 1950, some as early as the late 1800s. Policies that respect the existence of these structures serve as a reminder to all the city's rich and colorful history.

There is a keen recognition in the community of the importance of preserving these links with the past. In response to this community recognition, the city adopted Ordinance 901 in June 1976, which established the Historical Landmarks Board and the procedure that designates areas or structures as historic landmarks. It also provided for official recognition of other historically noteworthy structures which did

not qualify for landmark status. In July 2018, the Historical Landmarks Board was renamed as the Historic Preservation Commission.

Historic Preservation Commission

The role of the Historic Preservation Commission (HPC) is to promote the preservation of historic sites, landmarks, and other features associated with the city's history. The HPC reviews proposals for development in historic districts and renovations to existing historic or noteworthy structures, historic sites, and landmarks in Sausalito. The HPC may also work with property owners, the city, or other interested parties in identifying potential historic structures and landscapes.

The HPC also advises owners of such properties of the benefits and responsibilities of historic property ownership and, additionally, advises City Council and the Planning Commission on issues concerning the identification and designation or acquisition of historic resources in Sausalito.

Historic Structures

Since 1976, eight structures have been given local landmark status and one Historic District has been designated. The city has also designated many structures and sites throughout the city as Noteworthy Structures and Sites. The city-designated Downtown Historic District has been placed on the eligibility list of the National Register of Historic Places.

The original Casa Madrona Hotel at 156 Bulkley Avenue, the Sausalito Woman's Club at 120 Central Avenue, the Griswold House at 639 Main Street, and the Machine Shop at 25 Liberty Ship Way have been placed on the National List of Historic Places. The Machine Shop is on the National Register and is also a Sausalito Landmark.

See Figure 4-1: Existing Historic Structures

TABLE 4-1: SAUSALITO HISTORIC LANDMARKS

	Address	Name
1)	168 Harrison Ave.	The Bungalow/Tanglewood
2)	221 Bridgeway Blvd.	Castle by the Sea
3)	Santa Rosa & San Carlos	Christ Episcopal Church
4)	76 Cazneau Ave.	Madrona Cottage/Ritchie House
5)	300 Main St.	NWPRR Freight Depot
6)	625 Locust Rd.	Elderberry Cottage
7)	780 Bridgeway Blvd.	Ice House

8)	25 Liberty Ship Way	Machine Shop

TABLE 4-2: NATIONAL REGISTER BUILDINGS

	Address	**Name**
1)	801 Bridgeway Blvd.	Casa Madrona/Barrett House
2)	639 Main St.	Griswold House/Economo
3)	120 Central Ave.	Sausalito Woman's Club
4)	25 Liberty Ship Way	Machine Shop

Noteworthy Structures and Sites

A current list of the designated Noteworthy Structures and Sites, as prepared by the Sausalito Historical Society and local architects, is available at the Community Development Department and the Sausalito Historical Society archives in City Hall.

OBJECTIVES, POLICIES, AND PROGRAMS

Objective CD-1 Scale and Architectural Diversity

Policy CD-1.1 Architectural Innovation. Encourage projects that promote architectural quality and innovative solutions rather than conformity to standard designs while honoring the distinctive neighborhood characteristics, density, and mass.

PROGRAM

CD-1.1.1 Design Guidelines. Prepare design guidelines that support positive, creative, and/or innovative design solutions for appropriate development.

Policy CD-1.2 Construction Near Historic District or Landmarks. Enhance the historic quality of established districts and landmark structures by encouraging any new development in the general vicinity to demonstrate compatibility with them.

PROGRAMS

CD-1.2.1 Historic Compatibility. Consider updating the Historic Design Guidelines to include a definition of historic compatibility and a measurement for "near" for construction near the historic district or landmarks.

CD-1.2.2 Historic Character Compatibility. In a public process, amend the Zoning Ordinance to require consideration of historic compatibility as part of the design approval by the Historic Preservation Commission and Planning Commission.

Policy CD-1.3 Maximum Height Limit. Establish a maximum height limit for all structures in Sausalito while recognizing that maximum height is not guaranteed for development proposals where view preservation, shadow impact, and scale are an issue, except sites identified in the Housing Element Appendix D1, Inventory of Residential and Opportunity Sites, may develop up to the maximum height pursuant to the Objective Design and Development Standards.

PROGRAMS

CD-1.3.1 Zoning Ordinance (Height Limit). Continue to permit the 32-foot maximum height limit for residential and commercial

zones, except where greater heights are allowed pursuant to the Objective Design and Development Standards.

CD-1.3.2 Height Limits and Sea Level Rise. Consider allowing flexibility for height limits on parcels affected by sea level rise, in conformance with Objective S-3 in the Sustainability– Climate Change Impact and Resiliency Element.

Policy CD-1.4 Commercial, Industrial, and Institutional Uses. Develop all commercial, industrial, and institutional sites in a balanced composed manner consistent with those uses contemplated in specific areas.

PROGRAMS

CD-1.4.1 Non-Residential Design Criteria. Prepare design guidelines for non-residential areas that provide guidance on type of building materials, signage, interaction with pedestrian, bicycle and vehicular circulation, location of utilities, screening of trash collection and loading areas, and appropriate landscaping of parking lots.

CD-1.4.2 Sign Ordinance. Review and update the sign ordinance to establish size, location, and types of signs allowed for each commercial and industrial area.

CD-1.4.3 Zoning Ordinance (Recycling Areas). Assure compliance with state law by amending the Zoning Ordinance to require the inclusion of adequate areas for the collection and loading of recyclable materials in all development projects.

CD-1.4.4 Fire Station 2 Reuse. Encourage a proactive approach to the reuse of Fire Station 2 through a community process to examine appropriate uses, including for response to wildfire and mutual aid to nearby communities and facilities.

Policy CD-1.5 Landscaping. Emphasize the importance of landscaping to any design and the role of landscaping as a complement to the streetscape and the neighborhood.

PROGRAMS

CD-1.5.1 Landscape Plans. Continue to require landscape plans for new construction and major modification of existing structures and site improvements.

CD-1.5.2 Water Conservation. Continue to require that new landscaping plans be reviewed to assure compliance with the Water Conservation Ordinance. (See program EQ-4.4.2)

Policy CD-1.6 Public Realm. Promote a positive relationship between a structure and the adjoining public realm.

PROGRAMS

CD-1.6.1 Geographic Constraints. In order to enable safe use of buildings, use design guidelines discussed in program HS-1.2.5 to ensure that new developments and substantial remodels work within the geographic constraints of its parcel.

CD-1.6.2 Structure-Street Relationship. If a public-facing structure, new development and substantial remodels should include safe access for pedestrians, bicycles, and automobiles.

CD-1.6.3 Outdoor Lighting. Encourage the installation of LED fixtures or other equivalent energy efficient technology on streets in parking lots and for other outdoor lighting needs.

Objective CD-2 Integrate Structures with the Natural Environment and Protect Natural Features

Policy CD-2.1 Natural Features. Maintain and enhance natural site features and minimize disturbance to the natural terrain to the extent possible, consistent with permitted densities.

PROGRAMS

CD-2.1.1 Tree Removal. Require city approval for the proposed removal of any Protected Tree and enforce penalties for tree removal without approval.

CD-2.1.2 Design Review Considerations. Consider how each proposed project integrates with its natural environment through the design review process.

CD-2.1.3 Green Building Ordinance. Adopt a green building ordinance that requires green building strategies and provides targets for energy efficiency savings that meets or exceeds state building and energy codes.

Policy CD-2.2 Steep Sloping Sites. Give special attention to the design considerations for proposed development on steeply sloped sites.

See Figure 4-2: Parcel Slope

PROGRAMS

CD-2.2.1 Topography Study. Conduct a study of available topographic materials to develop a citywide slope survey and assist in the definition of steep slopes. Obtain LIDAR data and additional data from the United States Geological Survey as needed to create mapping zones to identify where heightened review should be required due to slopes in excess of 30 percent, sea level rise, flood plains, and other natural hazards that present risks to health and safety.

CD-2.2.2 Design Standards. Develop illustrative design guidelines to provide general guidance for construction on steep slopes, including considering design review when the average gradient of a property exceeds 40 percent.

Policy CD-2.3 Challenged Sites. Consider long-term risks when developing property that is or could potentially be at risk.

PROGRAM

CD-2.3.1 Sea Level Rise Standards. When developing the sea level rise vulnerability and risk assessment (policy S-3.1) and sea level rise adaptation plan (program S-3.2.1), both of which have considerations for land subsidence, include recommendations for management of developed and undeveloped parcels at risk of sea level rise.

Policy CD-2.4 Urban Green Space. Expand and maintain urban green space throughout the city in order to moderate surface temperatures, improve environmental quality, and maintain the quality of life for the Sausalito community.

See Figure 4-3: Urban Green Space

PROGRAMS

CD-2.4.1 Tree Canopy. Identify opportunities to expand the tree canopy along city streets and in parking lots.

CD-2.4.2 Green Space Maintenance. Identify strategies to help private green space owners maintain environmentally beneficial spaces.

CD-2.4.3 Urban Farming. Identify opportunities and expand resident/business outreach to promote urban farming, community gardens, and pollinator habitats throughout the city.

Objective CD-3 Balance View Protection with Property Rights

Policy CD-3.1 Private Views. Locate and design new and significantly remodeled structures and landscape improvements to minimize the interference with primary views from structures on neighboring properties. Some minor loss of view may be consistent with this policy if necessary to protect a property right. It is recognized that development pursuant to the Objective Design and Development Standards may interfere with views and such development shall be permitted to accommodate development of sites in Housing Element Appendix D1, Inventory of Existing and Opportunity Sites.

PROGRAMS

CD-3.1.1 Design Review of Private View Impacts. Analyze project submittals for impacts on views from adjacent properties through Design Review, except where the ODDS are applicable.

CD-3.1.2 Fences. Continue to enforce Zoning Ordinance provisions that require fence heights to consider view blockage on adjacent properties.

Policy CD-3.2 Public Views. Locate and design new and significantly remodeled structures and other private and public improvements with consideration for their impact on significant public views and view corridors.

See Figure 4-4: View Corridors

PROGRAMS

CD-3.2.1 Design Review of Public View Impacts. Through Design Review, analyze project submittals for new and significantly remodeled structures and landscaping for their impact on views from major public vantage points.

CD-3.2.2 Map of Public Views. Develop and maintain a citywide map that identifies priority public viewpoints that should be considered for mandatory preservation.

Objective CD-4 Preserve the City's Identity and the Character of Its Communities

Policy CD-4.1 City Identity. Develop a prominent city identity.

PROGRAMS

CD-4.1.1 Identity Development. Develop a city identity that connects Sausalito's diverse neighborhoods and identities to each other.

CD-4.1.2 Identity Implementation. Use the city identity as a basis for developing design guidelines for the city's neighborhoods and sub-areas.

Policy CD-4.2 Neighborhood Character. Maintain the uniqueness of Sausalito's neighborhoods by protecting and enhancing desired attributes.

PROGRAMS

CD-4.2.1 Design Guidelines. Prepare design guidelines for commercial and residential sub-areas that provide general guidance for development proposals, but that do not limit possible design solutions.

CD-4.2.2 Objective Standards. Prepare objective development standards for commercial and residential sub-areas.

CD-4.2.3 Environmental Resilience and Adaptation. Consider incorporating principles of resilient green design in the design guidelines for new developments, as well as for outdoor spaces, public facilities, and sidewalks that support neighborhood activities described in HS-2.8.3. This may include incorporating weather shelters, water caches and emergency coordination centers in residential neighborhoods. This may also include adaptive architecture such as flood protection and backup power sources, shared food gardens, recycling spaces, and communal outdoor gathering places.

CD-4.2.4 Historic Preservation Commission. Work with the HPC to define neighborhood characteristics through design guidelines and standards, which would provide greater clarity on alterations that could be determined to constitute excessive change to historic structures.

CD-4.2.5 Universal Access. Consider incorporating principles of universal access in the design guidelines for new developments, as well as for outdoor spaces, public facilities, and sidewalks. This may include improved lighting, no-step entry, and other safety

measures for individuals with mobility, sensory, and other limitations.

Policy CD-4.3 Sub-Area Qualities. Maintain the uniqueness of community sub-areas and assure that sub-area attributes are protected and enhanced.

PROGRAM

CD-4.3.1 Sub-Area Design. Design standards and objective guidelines for the commercial sub-areas should be guided by the following:

a. **Caledonia Street:** Maintain and enhance the pedestrian streetscape and promote design compatibility with existing historical, commercial, and residential structures.
b. **Central Waterfront (Napa Street to Spinnaker Point):** Balance commercial structures with recreational facilities and open space (water/view) enjoyment; encourage enlargement and enhancement of Dunphy Park; and expand public access to waterfront sites.
c. **Downtown:** Maintain and enhance the pedestrian oriented streetscape, promote design compatibility with historical structures, and recognize the needs of retailers in making design decisions.
d. **Downtown Waterfront (Spinnaker Point to Princess Street):** Balance the open water views with public amenities, provide efficient and continuous pedestrian access along and to the water, and investigate the enlargement and enhancement of the Vina Del Mar Park area.
e. **Marinship:** Encourage the development of all industrial, commercial, and institutional sites to be as visually attractive as possible consistent with functionality.
f. **Southern Waterfront (Princess Street to City Limits):** Maintain a primarily open, unobstructed visual character of this area.

Policy CD-4.4 Objective Standards. Establish and utilize objective standards to set required standards for development in Sausalito's communities.

PROGRAM

CD-4.4.1 Objective Standards. Develop and implement new standards for multi-family and~~,~~ mixed-use~~, or~~

~~transitional/supportive~~ housing development that minimize personal or subjective judgment by a public official. The standards shall be uniformly verifiable by reference to an external and uniform benchmark or criterion and knowable by both development applicants and public officials.

Policy CD-4.5 Sausalito Identity. Enhance Sausalito's architectural quality and diversity, general city characteristics, and historical legacy via a design review process that has careful consideration of objective development standards and design guidelines.

PROGRAMS

CD-4.5.1 Planning Commission. Continue to give the Planning Commission a design review role.

CD-4.5.2 Design Review Findings. Continue to conduct design review ~~through the Planning Commission according to newly developed objective~~pursuant to adopted standards.

CD-4.5.3 Study Session. Consider the use of study sessions for major development applications that could benefit from general design discussion to provide applicants with design directions early in the application process.

CD-4.5.4 Historic Data. Publish relevant historic data for developers and/or owners of registered historic landmarks through the City website, the Historic Preservation Commission, and the Sausalito Historical Society. Historic data should identify properties in historic districts and other properties designated as historically noteworthy.

CD-4.5.5 Streamline Process. Seek ways to streamline application process, including improved outreach, permit tracking technology, and online information and access.

Policy CD-4.6 Working Waterfront. Emphasize the Marinship's working waterfront and cultural landscape.

PROGRAM

CD-4.6.1 Marinship Design Guidelines. Design guidelines for the Marinship area should acknowledge the Marinship as an economically sustainable working waterfront maritime and industrial neighborhood.

Policy CD-4.7 Marinship Character. Promote industrial development in the Marinship.

PROGRAMS

CD-4.7.1 Design Guidelines (Marinship Character). Consider design guidelines that promote mixed use developments that retain an industrial character in the Marinship.

CD-4.7.2 Marinship Shoreline. Development in the Marinship should encourage safe public access and use of the water, maximizing the amount of real and effective shoreline area.

CD-4.7.3 Design Guidelines (Marinship Shoreline). Consider design guidelines that improve circulation, public access and use of the water, and maximize appearance of shoreline (while deferring to sea level rise policies) in the Marinship.

Objective CD-5 Enhance Public Improvements

Policy CD-5.1 Public Projects. Assure that community design considerations are carefully included in any decision involving public projects.

PROGRAMS

CD-5.1.1 Public Views. Locate and design public improvements in order to minimize their impact on public vantage points and view corridors.

CD-5.1.2 Encroachments. Consider the balance between parking, traffic congestion, and right-of-way beautification when reviewing encroachment requests on public rights-of-ways for private benefit.

CD-5.1.3 Street Landscaping. Maintain and enhance landscaping and hardscaping on major arteries, as well as at main city entrances and exit points.

CD-5.1.4 Public Spaces. Maintain and enhance public spaces, including landscaping and lighting, throughout the city.

Policy CD-5.2 Undergrounding Utilities. To alleviate public safety concerns, particularly during hazard events, reduce or eliminate overhead utilities.

PROGRAMS

CD-5.2.1 Utility Funding of Undergrounding Utilities. Continue to work with neighborhoods to facilitate local and utility company funding to underground overhead utilities.

CD-5.2.2 Citywide Assessment District. Investigate funding alternatives for undergrounding overhead utilities including the establishment of a citywide assessment district, or the combined use of public and private funds.

CD-5.2.3 Undergrounding of Utilities. Continue to enforce the municipal code requirements for undergrounding of utilities.

CD-5.2.4 Work with Utility Companies. Work with utility companies to find surface or subsurface alternatives to increasing pole heights, adding equipment, and increasing the size and number of overhead wires. When utilities must install or replace equipment, work with utility provider to maximize equipment installation at or below ground to the extent possible.

CD-5.2.5 Prioritize Undergrounding. Investigate the possibility of prioritizing specific areas for utility undergrounding as funding becomes available. Prioritizing of undergrounding should be coordinated with Southern Marin Fire Protection District and consider the primary arteries and egresses from the city.

CD-5.2.6 Health and Safety. Refer to policy HS-2.5.

Policy CD-5.3 Signage. Enhance the appearance of main thoroughfares by reducing the visual clutter of signage while improving business vitality.

PROGRAMS

CD-5.3.1 Signage Inventory. Inventory current signage citywide and recommend measures for consolidation with funding for remediation.

CD-5.3.2 Non-Commercial Signage Regulations. Adopt and enforce a signage ordinance that regulates the number, type, location, arrangement, and appearance of non-commercial signs required by municipal, state, and federal jurisdictions to avoid duplicate signage and arbitrary placement in order to achieve an organized, visually pleasing hierarchy.

CD-5.3.3 Commercial Signage Regulations. Explore modifications to commercial signage regulations by streamlining

the process in order to assist businesses in attracting customers while enhancing the appearance of the streetscape.

Policy CD-5.4 Public Improvements Coordination. Coordinate utility work with utilities, property owners, businesses, developers, and other public agencies to increase cost-sharing opportunities by minimizing the amount of necessary excavation.

PROGRAM

CD-5.4.1 Operating Public Improvements. When developing the General Fund budget and the Capital Improvement Program budget, identify ways to work with utilities, property owners, businesses, developers, and other agencies to coordinate work, share costs, and identify additional funding sources.

Objective CD-6 Respect and Maintain the Exterior Integrity of Historic Structures and Sites

Policy CD-6.1 Historic Character. Continue the city's effort to retain and enhance its historical legacy in the review of proposed projects in historic districts and of individual structures and sites with historic significance as shown on Figure 4-1.

PROGRAM

CD-6.1.1 Historic Preservation Commission Review. Maintain the city's policy to require review for a Certificate of Appropriateness by the HPC for any restoration, rehabilitation, alteration, development or demolition of projects involving historically significant structures and sites.

Policy CD-6.2 Historic Preservation Commission. Clarify the responsibilities and authority of the Historic Preservation Commission in design and construction activities that impact historic properties and sites.

PROGRAMS

CD-6.2.1 Historic Features. Continue HPC listing and documentation of Sausalito's historical features as an important reference source for new and significant remodel development proposals.

CD-6.2.2 Historic Property Ownership. Support the HPC in the publication of a compendium of the responsibilities and benefits of ownership of properties on the National Register of Historic

Places, within historic districts, or otherwise designated as historically noteworthy.

CD-6.2.3 Publication. Consider a city supported pictorial publication of significant Sausalito historical structures.

CD-6.2.4 Historic Identification. Continue to assign the responsibility for identification of historic districts, historic landmarks, and noteworthy structures to the HPC.

CD-6.2.5 Historic Resources Inventory. Prepare a historic context and citywide historic resources survey so that historical consideration can be given appropriate consideration in proposed projects on historic structures.

CD-6.2.6 Period Structures. Facilitate the preservation of any period structure regardless if it is on the list of noteworthy structures by preparing advisory historic preservation guidelines for owners, architects, and contractors.

CD-6.2.7 HPC Guidelines. Recommend the general guidelines for the preservation, restoration, and rehabilitation of Sausalito's historic properties as incorporated in "The Secretary of the Interior's Standards for Historic Preservation and Guidelines for Applying the Standards."

CD-6.2.8 Mid-Century Modern Architecture. Recognize the city's mid-century modern architecture in Historic Context Statement and citywide historic resources survey.

CD-6.2.9 Historic Guidelines. Incorporate Historic Design Guidelines into appropriate sub-area design guidelines.

CD-6.2.10 Historic Context Statement. Complete the city's context statement and inventory of noteworthy structures and historic resources.

CD-6.2.11 Civic Center. Complete a Historic Structure Report for the civic center.

CD-6.2.12 Marinship Shipways. Study feasibility of preserving and maintaining the Marinship Shipways, including but not limited to giving structure historic designation as being historically significant and eligible to be listed on the California Historic Register Criteria 1 and 3 and National Register A and C.

Policy CD-6.3 Public Education. Educate and advocate for historic preservation among residents of and visitors to Sausalito.

PROGRAMS

CD-6.3.1 Sausalito Historical Society Education Programs. Cooperate with the Sausalito Historical Society to provide educational programs.

CD-6.3.2 Sausalito Historical Museum. Cooperate with the Sausalito Historical Society to maintain the Ice House as a museum and maintain archives in City Hall.

Policy CD-6.4 Mills Act. Consider adoption of the Mills Act for property tax reductions to encourage maintenance and improvements to historic properties.

PROGRAM

CD-6.4.1 Mills Act Implementation. Consider whether the Mills Act is desirable for Sausalito and develop an ordinance to implement the Mills Act if determined suitable.

Policy CD-6.5 Preservation and Resiliency. Consider historic preservation in the context of sustainability and resiliency.

PROGRAMS

CD-6.5.1 Adaptive Reuse. Promote adaptive reuse of existing historic structures and the salvage of discarded parts as a sustainable practice.

CD-6.5.2 Mitigation Plans. Incorporate mitigation measures regarding historic structures in future updates to the Climate Action Plan.

CD-6.5.3 Recovery Plans. Integrate preservation policies into recovery plans for hazardous events.

Policy CD-6.6 Tribal Consultation with Federated Indians of Graton Rancheria. Consult with the Federated Indians of Graton Rancheria on issues of mutual concern such as the continued preservation of Native American cultural resources, as well as when amending the General Plan, adopting or amending a Specific Plan, designating open space, significant development projects, review of historical tributes through public names and monuments, and at any other time as required by state law. Proactively seek

to maintain communication and information exchange to foster effective government-to-government relations.

PROGRAMS

CD-6.6.1 Consultation Protocols. Develop and implement consultation protocols with the Federated Indians of Graton Rancheria (FIGR) for the early review of development proposals that meet an agreed upon criteria for review. The protocols will include criteria and thresholds for requiring FIGR project review and monitoring.

CD-6.6.2 Referral of Development Proposals. The city shall continue to require that development proposals be referred to the Northwest Information Center of the California Archaeological Inventory, Native American Heritage Commission (NAHC), local Native American Tribes, and Sonoma State University, for review and recommendations regarding supplemental field investigation.

CD-6.6.3 Compliance with SB18 and AB52. The city shall continue to comply with SB18 and AB52 by consulting with local Native American tribes on potential disturbance, recovery, and preservation of tribal cultural resources, including development of strong consultation protocols with appropriate Native American tribe(s).

Policy CD-6.7 Equity in Preservation. Encourage the preservation of histories and the celebration of narratives of Sausalito's communities of color and other traditionally unrecognized members of the community.

PROGRAMS

CD-6.7.1 Building Preservation. Amend the Zoning Ordinance to encourage the preservation of buildings and spaces designed by architects and designers of color, women, immigrants, and other historically underrecognized members of the community.

CD-6.7.2 Resource Preservation. Amend the Zoning Ordinance to encourage preservation of historic resources connected to the history of people of color, women, immigrants, and other historically underrecognized members of the community.

Objective CD-7 Create, Enhance, and Protect Sausalito's Landscapes and Infrastructure.

Policy CD-7.1 Public Stairs. Preserve and enhance public stairs and pathways for purposes of pedestrian safety and enjoyment, as well as for emergency evacuation.

PROGRAMS

CD-7.1.1 Stairway Fee. Consider requiring a stairway fee from new development or substantial remodels to help cover the cost of development and maintenance of stairways.

CD-7.1.2 Stairway Maintenance. Consider including funding for stairway maintenance in the General Fund budget.

CD-7.1.3 Stairway Private Maintenance. Encourage property owners adjacent to public paths and volunteers to maintain and enhance public stairs and pathways.

CD-7.1.4 Stairway Program Model. Develop a model Sausalito stairs program.

CD-7.1.5 Stairway Inventory. Maintain a city inventory of stairways, including an identification system that includes, when applicable, the name and historic reference of the stairway. This inventory will be developed in partnership with the Historic Preservation Commission, the Community Safety and Disaster Preparedness Committee, the Sausalito Historical Society, and other community groups.

Policy CD-7.2 Landscape Partnerships. Encourage and support community partnerships aimed at assisting the city with landscape beautification, care, and maintenance.

PROGRAMS

CD-7.2.1 Community Partnerships. Continue to encourage the public/private partnership model by providing resources, supporting residents, businesses, and community organizations in creating, enhancing, protecting, and maintaining Sausalito's public spaces.

CD-7.2.2 Partnership Formation. Encourage residents, businesses and community sponsors and adoption programs that assist the city in providing ongoing care.

CD-7.2.3 Landscape Maintenance. Include landscaping and maintenance of landscaping as part of the infrastructure budget as a necessary and basic community service.

Policy CD-7.3 Public Realm Maintenance and Expansion. Encourage creation and enhancement of a sustainable, beautiful, and well cared for public realm, including landscaping.

PROGRAMS

CD-7.3.1 Inventory of Property. Publish an inventory of all city-owned properties and leases to aid transparency and involve community members in discussions of the public realm.

CD-7.3.2 Maintenance Budgets. Consider multi-year budgets for landscape and hardscape maintenance.

CD-7.3.3 Assessment Districts. Consider creation of assessment districts, green benefit districts, or special improvement districts to create and enhance local landscapes.

CD-7.3.4 Horticulturist Responsibilities. Consider broadening services of the consulting horticulturist to lead landscape management of the public realm in the city.

CD-7.3.5 Identifiable Landscapes. Promote and support landscapes that enhance the city identity and suit the neighborhood character.

CD-7.3.6 Climate-Appropriate Landscaping. Encourage the use of plant materials that are drought tolerant, climate appropriate, low maintenance, and fire resistant. Encourage best practices at all levels, including soil management.

CD-7.3.7 Landscaping Fees. Consider requiring fees from new development or substantial remodels to help cover the cost of landscaping and maintenance of proximate public spaces.

CD-7.3.8 Long-Term Maintenance Plans. Consider requiring that new large-scale landscape improvement projects, whether public or private, include a long-term maintenance plan.

CD-7.3.9 Strategic Plans (Public Realm). Consider including landscape improvement, other improvements to the public realm, and maintenance components in strategic plans that accompany annual budgeting process.

CD-7.3.10 Sustainable Public Realm. Consider developing an adaptation plan to incorporate sustainable practices in the growth and maintenance of a beautiful public realm.

INTRODUCTION

The purpose of the Circulation and Parking Element is to provide policies that implement a safe and efficient transportation system for the movement of people and goods, which is fully coordinated with the other elements of the General Plan. This Element establishes objectives, policies, and implementation programs for the circulation network that will accommodate and support the land use and economic activities planned for Sausalito through 2040.

The city seeks to lower emissions and minimize traffic congestion and promote alternative modes of travel, such as walking and biking. This will maintain mobility across mode shares and assure that future growth and change does not increase either motorist delay at intersections or vehicle miles traveled (VMT). In order to achieve this, this Element includes policies and programs to improve public transit, pedestrian and bicycle facilities, and parking and transportation management programs.

A key benefit of these improvements is making the pedestrian and bicycle experience in Sausalito more enjoyable. This includes emphasizing the city's pathways, stairways, and trails as circulation infrastructure and implementing complete streets where feasible. The experience of walking through Sausalito is as important to the city as the experience of driving through the city.

This Element recognizes that traffic and emissions are not only local issues but regional issues as well. The city will participate in countywide transportation efforts.

BACKGROUND AND CONTEXT

The Circulation and Parking Element Background describes the transportation and parking conditions and the impact of plan policies on future conditions. It outlines needed improvements to the roadway network to accommodate anticipated changes in the community. Finally, it describes the need for and intent behind other circulation and parking policies and their implementing programs.

EXISTING TRANSPORTATION CONDITIONS

Roadway Traffic System Classification

The city street system is composed of a hierarchy of streets which serve different functions in the collection and movement of traffic. Pavement width, sight distance, and travel speed generally increase as one moves from local streets to collector streets and arterials. Steep slopes and rough terrain limit street capacity due to narrow pavement width and short sight distance.

The classification of streets and highways along with typical standards and functions are described in Table 5-1 and shown on Figure 5-1. Note that many streets in Sausalito do not conform with typical standards due to their age and slope.

See Figure 5-1: Roadway Hierarchy

TABLE 5-1: STREETS AND HIGHWAYS CLASSIFICATION SYSTEM

Category	Typical Standards for Type of Street		Functions
Local Street	No. of Lanes	2	Provide access to property and carry local traffic.
	ROW Width	≤ 40’	
	Daily Traffic	≤ 500 vehicles	
Minor Collector Street	No. of Lanes	2	Provide access to property and carry traffic to arterials.
	ROW Width	40’ – 60’	
	Daily Traffic	500 – 2,000 vehicles	
Major Collector Street	No. of Lanes	2	Carry local traffic to the arterial system.
	ROW Width	40’ – 60’	
	Daily Traffic	2,000 – 5,000 vehicles	
Secondary Arterial Street	No. of Lanes	2+	Connect major activity centers and important traffic routes.
	ROW Width	60’+	
	Daily Traffic	5,000 – 20,000 vehicles	
Primary Arterial Street	No. of Lanes	4+	Connect the most important activities and travel routes.
	ROW Width	60’+	
	Daily Traffic	20,000 – 50,000 vehicles	
Requires limits on driveways, separate turning lanes, and are usually divided.			
Freeway	No. of Lanes	4+	Carry regional, interurban, and interstate traffic.
	ROW Width	100’+	
	Daily Traffic	50,000 – 100,000 vehicles	
Limited access, divided roadways.			

Most of the city street system is classified as local streets. The city has one freeway within its boundaries, Highway 101, which is operated by Caltrans, and one primary arterial street, Bridgeway north of Napa Street. Bridgeway from Napa Street south to Richardson Street and the continuation of the through traffic route via Richardson, Second and South Alexander Avenue are secondary arterial streets. The city's

collector street system includes Harbor Drive, Marinship Way, Caledonia Street, Spencer Avenue, and Monte Mar Drive. Specific street elements of the system include:

1. **Freeways:** Freeways are limited access facilities designed with four to ten travel lanes for routing traffic through the county (Highway 101).
2. **Arterials:** Arterials carry large volumes of traffic between concentrated traffic generators in the city (Bridgeway).
3. **Local Collectors:** Typically, local collectors are two lanes with improvements and width depending on age and terrain. Local streets feed into local collectors which, in turn, lead to arterials.
4. **Local Residential Streets:** Other streets in Sausalito serve only specific residential areas. Since the city extends up steep slopes and drainage ravines, topography creates the most serious circulation constraint. The strong desire to preserve native trees and brush cover and avoid erosion problems also discourage the construction of other than minor access ways with narrow roadbed benching and minimal cuts and fills in steeper slope areas.

Existing Transportation System

The Sausalito transportation network consists of one freeway (Highway 101), one arterial street (Bridgeway), several collector streets that connect Highway 101 with Bridgeway which primarily serve the hillside residential areas, and many residential serving streets. In addition, Sausalito is served by bus and ferry public transit systems and by several private tour bus operators. The city also has developed an extensive system of bicycle and pedestrian paths and routes.

There are no freight routes through Sausalito besides Highway 101. Commercial transportation in the city must follow local ordinances regarding circulation and loading zones.

See Figure 5-2: Circulation

Highway 101

Sausalito provides regional access through Highway 101. Highway 101 is an eight-lane freeway located along the western edge of the city and provides a bypass for traffic destined from the North Bay Area to the Golden Gate Bridge around Sausalito. Four interchanges on Highway 101 serve Sausalito including from south to north: Alexander Avenue, Spencer Avenue, Rodeo Avenue (northbound only), and the Marin City interchange which connects with Bridgeway at Gate 6 Road. The Rodeo Avenue interchange is accessible via northbound US Highway 101, the other interchanges are accessible from both the southbound and northbound directions of US Highway 101.

Bridgeway Corridor

Bridgeway is the major arterial city street in Sausalito and is located generally along or near the waterfront from south of downtown to the north city limits, where it connects with Highway 101. Between Napa Street and Richardson Street, Bridgeway is classified as a secondary arterial. For about one-half mile to the south and north of downtown, Bridgeway is a two-lane street (one lane in each direction) with a center mountable median lane for much of its length. From Napa Street to the north city limit, Bridgeway is a four-lane divided street with separate left-turn lanes at most intersections. The speed limit along Bridgeway ranges from 25 to 35 miles per hour (mph).

Public Transit

The major transit service in Sausalito is provided by Golden Gate Transit (GGT), which provides bus and ferry service between the City of Sausalito and San Francisco; and Marin Transit, which provides both local and regional bus service within Marin County. Marin Transit also operates the seasonally variable Muir Woods Shuttle, which includes a stop in Sausalito.

The use of public transit for commuting and other daily trips is higher in Sausalito than in any other Marin County community. The city does not directly provide any public transit services but works with GGT to provide necessary support infrastructure, such as transit shelters.

The tradition of higher public transit use is based on the city's pre-World War II history, when it served as the transfer point between the Marin County commuter railroad and the ferry system.



Bus Transit on Bridgeway

Golden Gate buses operate at a minimum of 30-minute headways throughout the day on Bridgeway and provide service along Highway 101, stopping at the Spencer Avenue interchange bus stops. A major transit transfer facility is operated by Golden Gate Transit just north of town at Marin City. Downtown Sausalito also functions as a transfer facility between buses and as the location where ferry feeder buses meet ferry passengers.

Bus service to the San Francisco International Airport is provided by the Marin Airporter, which stops at the Spencer Avenue interchange bus stop on 30-minute headways throughout the day.

Golden Gate Transit lines average about 32,000 riders every month. Marin Transit lines average around 44,000 riders every month.

Ferry Transit

Ferry service to and from Sausalito is accessible via the Ferry Landing located in downtown Sausalito. Ferry service at the terminal provides a connection between Sausalito and San Francisco. There are nine scheduled departures and arrivals from Sausalito to and from San Francisco on weekdays. The Blue & Gold Fleet also provides ferry service connecting Sausalito with Pier 41 in San Francisco and is frequently utilized by bicyclists. A portion of these bicyclists consists of visitors that ride their bikes to Sausalito and take the ferry back to San Francisco.

Average ferry ridership is about 64,000 per month, with seasonal fluctuations. The Golden Gate Ferry may expand service during this General Plan planning period, and the city will work collaboratively to encourage increased use of the ferry system, as discussed in policy CP-4.1.

Pedestrian Circulation

Pedestrian access within Sausalito is facilitated via sidewalks and multi-use pathways adjacent to major roadways. Along Bridgeway and Caledonia Street, sidewalks of varying widths and cross-slopes are provided along both sides of the street.

Pedestrian access to Sausalito is also linked to hiking trails to the west of the city and at the downtown Ferry Terminal, where the city is committed to improving the circulation pattern and pedestrian experience (as discussed in program CP-4.1.4).

Curb ramps are provided throughout the city to facilitate accessibility for persons with impaired mobility, persons using a stroller, or persons using other wheeled devices. Pedestrian volumes during summer months and on weekends are higher than during non-summer months and weekdays. Outside of Bridgeway and Caledonia Street, particularly on the sloping streets of Sausalito's residential neighborhoods, there are limited sidewalks. There are, however, several stairways and pathways that generally run perpendicular to streets. Maintaining, improving, and extending these pathways, as discussed in policy CP-5.7, would create a safe pedestrian alternative for circulation in Sausalito's residential neighborhoods. This could prove to be especially useful if nationwide increases in home delivery services and home health worker visitations seen due to internet commerce and residents

aging in place, respectively, occur in Sausalito and cause increases in automobile traffic congestion on residential streets.

Bicycle Circulation

See Figure 5-3: Bicycle Paths

Regional bicycle access to and from the City of Sausalito occurs via three main gateways:

1. Mill Valley – Sausalito Path (Class 1 Bikepath) (via Bridgeway/Gate 6 intersection)
2. Alexander Avenue (Class 3 Pathway) (to and from Fort Baker and the Golden Gate Bridge)
3. Ferry Landing (via Ferry Service)

Sausalito's bicycle network currently encompasses approximately 3.6 miles of bikeways. Throughout the city, the bicycle network runs almost exclusively in a north-south direction. Bridgeway is a major bicycle route for commuters, tourist cyclists, and recreational cyclists. Many of the neighborhood streets west of Bridgeway and east of Highway 101 are extremely narrow and lack dedicated bicycle and pedestrian facilities; thus, bicyclists and pedestrians are forced to share the roadway with motor vehicles.

"Please make Sausalito more walkable and more bike-friendly! More park space, more green space."

— Marinship Workshop Participant: September 7, 2019

Steady increases in bicycle tourism has led to a demand for bicycle parking that exceeded the downtown supply. Bicycle visitors tend to park their bicycles by attaching them to or leaning them against structures not intended for bicycle parking (e.g. street sign poles, parking meters, trees). The prevalence of this practice results in hindered pedestrian access along city sidewalks and has resulted in legislation and increased bicycle parking regulation enforcement under both the Vehicle Code (California Vehicle Code Section 21211) and the Sausalito Municipal Code. Creative systems have been set up in the busy tourist months to designate a specific area near the ferry terminal where bicycles usually utilized by tourists can be deposited in an organized manner. This has helped to decrease bicycle parking violations and reduce sidewalk obstructions.

The City of Sausalito periodically updates its Bicycle and Pedestrian Master Plan, a document that sets policies, programs, and priorities for the maintenance and improvement of bicycle and pedestrian access within the city.

From 2016 through 2019, the Sausalito Police Department conducted annual reports on summer bicycle seasons.[1] According to these reports, there has been a gradual decline in bicycle traffic coming into Sausalito from the south end of the city each year. While many of the patrons that utilize Sausalito's different bicycle paths may not be residents of the city, Sausalito's bicycle systems are part of a larger regional bike system which is expected to grow in the future with the introduction of alternative modes of travel such as electric bicycles.

The city should consider whether the decrease in bicycle traffic is a goal in light of the city's objectives to enhance bicycle and pedestrian circulation (objective CP-5), reduce emissions (objective S-1), and promote economically-sustainable tourism (objective E-7).

School Traffic

In addition to public transit bus systems, bus transit connects students to schools both within Sausalito and outside city limits. The city supports these buses as well as the Safe Routes to School (program CP-5.2.2).

Tourist Traffic

A substantial share of traffic in Sausalito is associated with the tourism industry. The worst traffic problems occur on weekends in the downtown area. The rest of the city street system has relatively little traffic congestion aside from some weekday traffic around the Marinship. There were 12 percent more weekend trips than weekday trips on Alexander Avenue into Sausalito (8,066 to 7,200 trips). In addition, tourist bicycles made up half of bicycle trips at the South Gateway corridor in summer 2015 and 40 percent of bicycle trips in January 2016.[2] The data is based on citywide trip making. The visitor trips as a share of total would be much higher if just the downtown area were considered.

"We should require clean air tour buses!"

— Visioning Workshop Participant: June 23, 2018

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[1] As of July 2020, the City's Bicycle Management reports are available at: https://www.sausalito.gov/city-government/hot-topics/bicycle-management

[2] Transportation Authority of Marin (2016)

Bicycle volumes also increase at Sausalito's South Gateway.[3] 5,500 bicyclists use the South Gateway on an average Saturday, 130 percent more than the 2,400 bicyclists on an average Saturday.[4] Bus ridership on Golden Gate Transit bus and ferry use also peak in summer months.[5] The heavy reliance by visitors on the automobile as the primary mode of access to Sausalito is a major contributor to the traffic and parking problems experienced in the downtown area during peak season weekends.

Parking Needs

Parking availability has been identified by both residents and business owners as a serious concern with two separate components:

1. Visitor parking demand in the downtown area can overload the existing supply, making local resident and worker parking difficult.
2. Demand for parking in residential areas exceeds supply due to the existing narrow street system.

See Figure 5-4: Parking

There are about 1,600 parking spaces, both public and private, in the downtown area.[6] There are more weekend spaces available because some of the spaces reserved on weekdays for long-term use by employees are not needed on the weekends.

In the downtown area on busy weekend days, there are periods of time when parking demand exceeds the available parking supply. Visitor parking demand in the downtown area on typical summer weekend days is estimated to exceed 300 spaces at certain times.[7] This leaves virtually no parking available on summer weekends in the downtown area for residents. On weekdays in the summer and on mild clear weekend days in the winter, the demand for visitor parking occasionally threatens to overwhelm the capacity of the existing parking supply. However, during all other parts of the year and on weekdays, visitor parking demand is less than the total supply.

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[3] *City of Sausalito South Gateway Complete Street Study* (Parisi and Associates: 2016)
[4] Comprehensive Existing Conditions Report Chapter 4: Circulation and Parking Management (2019). P. 52
[5] Comprehensive Existing Conditions Report Chapter 4: Circulation and Parking Management (2018). P. 59
[6] Table 1, *Sausalito Downtown Shared Parking Model Update* (Robert I Harrison: 2015). P. 5
[7] Summary, *Sausalito Downtown Shared Parking Model Update* (Robert I Harrison: 2015). P. 2



On-street Parking in a Residential Neighborhood

The problems of parking in residential areas stem from the fact that many of the hillside streets that serve these areas are narrow and do not have adequate space for safe on-street parking. Extensive on-street parking can make it difficult for fire and police vehicles, as well as disaster preparedness and pedestrian circulation. In addition, some of the older developments in hillside areas do not provide adequate off-street parking, forcing residents and visitors to seek parking on nearby streets.

In the Marinship area, Schoonmaker Beach provides an opportunity for public access to a beach and shoreline pathway. When the property on which the beach is located was developed, only six public parking spaces were required and provided. Due to the popularity of the beach area, the public parking that is provided has proved to be inadequate. In the interest of pursuing alternative modes of transportation while ensuring that there is adequate public parking in this area over the life of this Plan, opportunities to facilitate travel to and from Schoonmaker Beach should be explored.

Parking management is changing broadly due to changing circulation patterns and rapidly developing vehicle technology. As part of this General Plan's objective to manage parking demand (objective CP-2), there are several policies and programs to develop innovative parking management systems that work within neighborhood circulation patterns to minimize vehicle miles traveled and parking-related congestion.

Vehicular Traffic Volumes

Since the 1995 General Plan was developed, there has not been a substantial increase in daily motor vehicle trips.[8] Motor vehicle traffic volumes have slightly decreased over the last 22 years.[9]

[8] Comprehensive Existing Conditions Report Chapter 4: Circulation and Parking Management (2018). P. 37

[9] Comprehensive Existing Conditions Report Chapter 4: Circulation and Parking Management (2018). P. 37

Level of Service

The 1995 General Plan evaluated intersection traffic operations based on the motor vehicle volume to capacity (V/C) ratio for each of the signalized intersections in Sausalito and established a level of service (LOS) C as the desired level of service for intersections along Bridgeway. At the time the 1995 General Plan was developed, V/C ratio was the standard used in evaluating intersection operating conditions. However, the industry standard has since shifted to the evaluation of motorist delay at intersections. The General Plan measures motorist delay and provides for a transition to the new state standard of vehicle miles traveled for California Environmental Quality Act (CEQA) purposes as discussed below, however, LOS thresholds should be maintained for evaluation of some projects, separate from CEQA purposes.

Vehicle Miles Traveled

Signed into law in 2013, SB 743 required the Office of Planning and Research (OPR) to update the existing methods for evaluating transportation impacts under CEQA to achieve the state's greenhouse gas reduction targets. In response, OPR established a VMT metric to assess traffic impacts instead of the prevailing LOS standard, which represents a significant shift. VMT is a performance measure that relates motor vehicle trip mobility to the performance of traffic facilities within a predefined location. While VMT only includes vehicle trip counts, the metric inherently accounts for the benefits of transit and active transportation trips that reduce motor vehicle travel.

VMT allows for the evaluation of traffic impacts associated with greenhouse gas emissions (GHG). For example, increases in VMT for gasoline-powered vehicles would cause an increase in the GHG emissions from vehicles making these trips. OPR established a VMT metric, a performance measure that relates motor vehicle trip mobility to the performance of traffic facilities within a predefined location, to assess traffic impacts. VMT policies have been incorporated into the General Plan. VMT data can help in evaluating policies and strategies that support improved public health outcomes related to air quality, road traffic injuries and fatalities, and physical activity from transportation. The Circulation and Parking Element considers travel, traffic, and commute factors that are unique to Sausalito that should be factored into the future conditions traffic analysis and assessment of VMT. Previous examination of these types of impacts included LOS analysis at intersections. While the traffic industry is moving away from this type of analysis on some occasions a LOS analysis may be relevant to examine all impacts related to circulation.

The City of Sausalito, along with the rest of Marin County, uses the Transportation Authority of Marin Demand Model (TAMDM) as its VMT model. TAMDM was published in April 2019 to serve as a uniform database on traffic impacts.

This General Plan considers travel, traffic, and commute factors that are unique to Sausalito that should be factored into the future conditions traffic analysis and assessment of VMT.

Greenhouse Gas Emissions

Transportation decisionmakers can use VMT data to track the effects of implemented policies and strategies on the reduction of traffic on local roadways. VMT data can also help in evaluating policies and strategies that support improved outcomes related to air quality, road traffic injuries and fatalities, and health benefits of active transportation.

VMT differs from V/C and LOS in that, the former focuses on reducing overall congestion systemwide, and the latter focuses on reducing congestion at individual intersections. The use of VMT as a performance measure allows for the evaluation of traffic impacts associated with greenhouse gas emissions. It can be measured as a total or on a per-capita basis and can be used to estimate fuel consumption by motor vehicles for distances traveled. Increases in VMT for gasoline-powered vehicles corresponds to increases in the GHG emissions from vehicles making these trips.

Trends in Transportation

Advances in transportation technology and shifting attitudes towards automobile-centered travel has given rise to new trends in transportation.

Car-sharing (e.g. Zipcar, GetAround) and Transportation Network Companies (TNC) (e.g. Uber and Lyft) continue to gain popularity in place of vehicle ownership. The average annual vehicle miles traveled by young people (16- to 34- year-olds) in the U.S. has decreased by more than 23 percent over the last 20 years.

"Ease of movement throughout one's hometown is certainly a priority in the fast-paced and shrinking world."

— Billie L. Anderson: 1995 General Plan

Micro-mobility devices, such as bicycle and scooter sharing, are also gaining popularity. By 2040, the number of hybrid and electric vehicles is expected to increase to about 50 percent of private motor vehicles.[10] Furthermore, trends

[10] *Global EV Outlook 2019* (International Energy Agency: May 2019)

towards autonomous vehicles (i.e. self-driving cars) is expected to continue. In the future, cities may need to consider autonomous vehicles when planning infrastructure improvements.

Transportation technology includes parking technology. Electric vehicles (EV) often require EV charging stations available as part of parking services, and electric bicycles and micro-mobility devices may require more complex parking than traditional bicycle parking installations. In addition, automated parking systems such as car elevators or for traditional vehicles can help intensify parking density in high-demand areas.

OBJECTIVES, POLICIES, AND PROGRAMS

Objective CP-1 Design the Street Network to Accommodate Future Needs

Policy CP-1.1 Street Network. Emphasize maintenance and improvements to the street network that will not require construction or major roadway widening.

PROGRAMS

CP-1.1.1 Budget for Roadway Improvements and Maintenance. Maintain an annual Capital Improvement Program (CIP) which funds necessary roadway improvements and maintenance.

CP-1.1.2 Roadway Improvements. Implement the roadway improvements as described in the Circulation and Parking Element Background and Context.

CP-1.1.3 Downtown Circulation. Consider exploring and developing an implementation strategy describing methods to fund public access improvements, including pedestrian, bicycle, and vehicular circulation, in the downtown.

CP-1.1.4 Marinship Infrastructure Needs. Consider coordinating with the county and other stakeholders to commission an Engineering Analysis to examine the infrastructure costs and scenarios across the Marinship area to better inform the cost/benefit choices available to the city, property owners, and businesses in the Marinship. This analysis would establish goals and identify funding sources for a study to address public access improvements (including pedestrian, bicycle, and vehicular circulation); roadway, sidewalk, and drainage improvements; and sea level rise adaptation needs, challenges and solutions. The analysis would also take into consideration the unique needs of industrial businesses in the Marinship, including heavy equipment and deliveries.

Policy CP-1.2 Local Resident Streets. Discourage through traffic on residential streets, including by establishing a community relationship with navigation software companies.

PROGRAMS

CP-1.2.1 Commuter Through Traffic. Investigate methods to minimize commuter through traffic in residential areas including the consideration of expanding existing regional bike facilities through Sausalito.

CP-1.2.2 Navigation Company Outreach. Research and implement best practices to work with network software companies to minimize through traffic on residential streets in the city.

Policy CP-1.3 On-Street Parking. Only allow on-street parking that does not significantly interfere with through traffic.

PROGRAMS

CP-1.3.1 On-Street Parking Restrictions. Consider restricting on-street parking on primary arterial roadways in order to maintain the desired VMT standards and provide safer bicycling facilities.

CP-1.3.2 On-Street Parking Prohibition. Consider prohibiting on-street parking where traffic conditions warrant such prohibition.

CP-1.3.3 On-Street Parking (New Development). Provide for additional on-street parking as a condition of approval for new development where right-of-way exists, parking can be provided without serious environmental degradation, and on-site parking is provided.

CP-1.3.4 Signal Timing. Optimize the timing of signalized intersections and install necessary equipment.

Policy CP-1.4 Traffic Report Card. Produce an annual traffic report showing traffic conditions during the transition from a level of service method of analysis to a vehicle miles travel method of analysis.

PROGRAMS

CP-1.4.1 VMT Standard. Transition to a citywide VMT standard when considering traffic impacts of new development, in keeping with CEQA requirements.

CP-1.4.2 VMT Transition. Fund and maintain a program that supplies an annual Traffic Report Card with both level of service and vehicle miles traveled data throughout the LOS-to-VMT Transition process.

Policy CP-1.5 Underground Infrastructure. When possible, synchronize the timing of street improvements with infrastructure improvements, such as utilities, sewers, and green infrastructure.

PROGRAM

CP-1.5.1 Undergrounding Sequencing. Attempt to sequence CIP and other infrastructure projects to align street repair with utility undergrounding and green infrastructure installation.

Policy CP-1.6 Level of Service (LOS) Standard. Maintain a letter grade level of service of "D" for signalized intersections during the P.M. weekday peak hour except on Johnson, Bay, and Princess Streets (which are not given an LOS Standard). This policy shall apply to the extent that the City can feasibly make the improvements (e.g., where the existing right-of-way can feasibly accommodate improvements necessary to maintain "D" or where right-of-way can be obtained without requiring loss of dwelling units or commercial structures).

PROGRAMS

CP-1.6.1 Periodic Monitoring. Establish and maintain a monitoring system that would perform periodic traffic counts to determine the operating level of service status for the city's signalized intersections.

CP-1.6.2 Roadway Improvements. Implement the roadway improvements as described in the Circulation and Parking Element Background when the monitoring program identifies any signalized intersection along Bridgeway that is approaching a level of service of LOS E or lower.

CP-1.6.3 State or Federal Funding. Investigate whether state or federal funds may be utilized to help maintain roadway functionality.

Objective CP-2 Manage Parking Demand

Policy CP-2.1 Parking Standards. Establish parking standards for uses citywide that will reduce emissions, enhance streetscapes, manage parking demand, enhance economic development needs, and advance design, historic preservation, and safety policies. Consider increasing price of residential parking permits.

PROGRAMS

CP-2.1.1 Zoning Ordinance (Parking). Periodically review and revise the citywide parking standards to balance parking demand with sustainability goals and best practice standards.

CP-2.1.2 Neighborhood Parking Needs. Consistent with policy LU-1.9, review neighborhood parking needs to ensure that on-site parking is addressed.

CP-2.1.3 Garages. Consider Zoning Ordinance amendments that would require garages be used for parking purposes.

CP-2.1.4 Alternative Caledonia Parking Designs. Explore alternative designs for on-street parking, such as diagonal parking, public meter parking, or other alternatives along Caledonia Street and its feeder streets.

CP-2.1.5 Accessory Unit Ordinance (Parking). Include parking standards in the development or revision of an accessory dwelling unit ordinance to the extent that such standards maintain consistency with state law.

CP-2.1.6 Zoning Ordinance (Parking). Maintain and update parking requirements to allow liveaboards in recreational marinas.

CP-2.1.7 Public Access. Provide dedicated public parking spaces where development applications are required to provide public access.

CP-2.1.8 Electric Vehicle Plan. Implement the Electric Vehicle sections of the Low Emissions Action Plan and the Climate Action Plan, including installation of electric vehicle charging stations where appropriate.

Policy CP-2.2 Downtown Parking. Limit new land area for parking in city-owned lots in the downtown area in order to beautify Sausalito, considering parking management strategies and high-density parking. The land area now occupied by Municipal Parking Lots 1, 2, 3, and 4 shall not be used for purposes other than public parking lot uses without voter approval, per Ordinance 1128 (1997).

PROGRAMS

CP-2.2.1 Downtown Parking. Periodically review the parking dimensions of spaces in the downtown parking lots and re-stripe spaces to reflect best practices.

CP-2.2.2 Downtown Curb Management. Develop curb management policies that reflect the growth in micro-mobility devices and transportation network company drop-offs and pick-ups, as appropriate.

Policy CP-2.3 Commercial Area Parking. Improve signage and adjust parking restrictions in commercial areas to reduce emissions, improve streetscapes, and manage parking demand.

PROGRAMS

CP-2.3.1 Commercial Area Parking. Incorporate safe streetscapes, bicycle facilities, and improved signage into commercial area design guidelines where feasible.

CP-2.3.2 Low Emissions Implementation. Incorporate implementation measures contained in the Low Emissions Action Plan and Climate Action Plan.

CP-2.3.3 Charging Station Mandate. Update the Zoning Ordinance to require the provision of charging stations and bicycle parking at new commercial buildings.

CP-2.3.4 Centralized Bicycle Parking. Encourage a centralized bicycle parking area during the tourist season to minimize impact on the community. Encourage bicycle parking year-round for residents who commute, including the potential for bike lockers.

CP-2.3.5 Parking Demand Management. Reevaluate parking needs periodically, including during peak demand periods, to

determine if further parking demand management strategies and capital improvements are needed to accommodate parking demand.

Policy CP-2.4 Cooperation with Local Businesses. Work cooperatively with local business interests in developing programs to reduce traffic, emissions, and vehicle miles traveled, as well as to minimize parking impacts.

PROGRAMS

CP-2.4.1 Employee Parking Program. Consider the feasibility of employee parking programs in worker-rich areas of the city (downtown and the Marinship) to reduce employee parking impacts on neighboring residential and commercial areas.

CP-2.4.2 Employer Outreach. Develop a list of commuter VMT reduction strategies and share with city businesses.

CP-2.4.3 Trip Reduction Ordinance. Continue to update and enforce the adopted Trip Reduction Ordinance, which requires employers with 50 or more employees to provide incentives for employees to use transportation alternatives in their commute.

CP-2.4.4 Downtown Shared Parking Model. Continue to update and implement the Downtown Shared Parking Model.

Policy CP-2.5 Residential On-Street Parking. Manage the supply of on-street parking in residential areas.

PROGRAMS

CP-2.5.1 Residential Parking Goals. Develop goals for parking on residential streets that include preserving neighborhood character, promoting circulation safety, and potentially managing household delivery and home health services.

CP-2.5.2 Residential Parking Permits. Reevaluate the residential parking permit programs in residential neighborhoods in light of the goals developed as part of program CP-2.5.1.

CP-2.5.3 Residential Permit Prices. Consider increasing the prices of residential parking permits.

Policy CP-2.6 Vehicle Technology. Apply relevant implementation measures to ensure the city's streetscape designs support the needs of new vehicular technology.

PROGRAMS

CP-2.6.1 Reduce Emissions. Incorporate best practices, including those described in policy S-1.1, to promote low-emission and zero-emission transportation alternatives over gas-powered automobiles in the city.

CP-2.6.2 Charging Stations. Identify and implement ways to increase availability of electric vehicle charging stations at city facilities and encourage charging stations at key privately-owned locations.

CP-2.6.3 Circulation Study. Conduct a study of how changing trends in transportation, including micro-mobility, transportation network companies, increased home delivery of goods and services, and other technology trends affect Sausalito, and implement its findings, as appropriate.

CP-2.6.4 Circulation Safety. Consider developing and maintaining curbside management and parking demand management policies, as well as other circulation policies that promote safe application of emerging technology, including transportation network companies.

CP-2.6.5 Senior Transportation. Consider promoting improvements to on-demand transportation options, including volunteer driver programs such as Call A Ride for Sausalito Seniors (CARSS) and transportation network company programs, to senior adults as appropriate.

Objective CP-3 Maximize Public Transit Service

Policy CP-3.1 Public Bus Service. Encourage the maintenance of a safe, efficient, and reliable bus service.

See Figure 5-5: Bus Infrastructure

PROGRAMS

CP-3.1.1 Downtown Transfer Station. Investigate ways to improve the downtown transit stop to be a full-service transfer station, if possible and desirable by the city.

CP-3.1.2 Enhance Bus Stops. Work with the GGT and Marin County Transit District (MCTD) to provide bus stop amenities that facilitate greater use by Sausalito transit riders.

CP-3.1.3 Direct Commuter Service. Work with GGT and MCTD to provide direct (no transfer) commuter service for people employed in Sausalito.

CP-3.1.4 Bus and Ferry Service Levels. Continue to work with the Golden Gate Bridge, Highway and Transportation District when proposals for change from existing bus and ferry service levels are received.

Policy CP-3.2 Alternative Transportation. Improve the efficiency of the existing transportation system and reduce the reliance on the private automobile by emphasizing alternative transportation modes.

PROGRAMS

CP-3.2.1 Shuttle Service. Explore alternative forms of transit service, including recommendations from the Low Emissions Action Plan and Climate Action Plan, such as shuttle service from remote parking sites and local shuttle bus service throughout the community.

CP-3.2.2 School Bus System. Promote school bus usage by school systems and families.

CP-3.2.3 Information on Transit. Work with local businesses to provide information on transit alternatives for distribution at local stores and hotels.

CP-3.2.4 Carbon-Free Sausalito. Encourage that all transit options in Sausalito be carbon-free by 2040 without reducing local transit services that are relied upon by low-income transit riders.

Policy CP-3.3 First/Last Mile Programs. Expand first- and last-mile programs to connect transit to destinations, aligning with Metropolitan Transportation Commission goals.

PROGRAMS

CP-3.3.1 Multimodal Considerations. Identify and implement best practices to link public transit to rideshare and micro-mobility platforms.

CP-3.3.2 Caltrans Park-and-Ride. Work with Caltrans to encourage safe park and ride areas at the Spencer Avenue and Marin City freeway interchanges.

CP-3.3.3 Transit District Park-and-Ride. Work with GGT and MCTD to coordinate the level of bus services provided with the amount of parking available. Monitor the use of public parking by commuters.

Objective CP-4 Provide for Water-Based Transportation

Policy CP-4.1 Ferry System. Promote increased patronage of the ferries while protecting the area near the ferry terminal from overly intensive use.

PROGRAMS

CP-4.1.1 Improved Service. Support the efforts of ferry service providers to improve passenger service and more efficient loading areas.

CP-4.1.2 Information on Ferry Service. Encourage the ferry service providers to prepare information about the ferry as an alternative to the automobile. Assist with distributing this information to the local and San Francisco visitor industry.

CP-4.1.3 Bus/Ferry Connections. Encourage the transit district to improve the ferry and bus connection points as well as timing of the schedules.

CP-4.1.4 Pedestrian Circulation. Encourage safe and enjoyable pedestrian circulation surrounding the ferry terminal.

CP-4.1.5 Multimodality. Improve rideshare, bicycle parking, and micro-mobility staging near the ferry terminal.

Policy CP-4.2 Water-Based Circulation. Leverage existing waterfront infrastructure to support potential small-craft transportation services.

PROGRAM

CP-4.2.1 Small-Craft Shared Mobility. Consider the feasibility of small-craft shared mobility platforms in Sausalito (see program W-2.2.2).

Objective CP-5 Enhance Bicycle and Pedestrian Circulation

Policy CP-5.1 Bicycle Master Plan. Plan, design, implement, and maintain bicycle infrastructure in Sausalito according to the Bicycle Master Plan.

PROGRAMS

CP-5.1.1 Master Plan Updates. Continue to update, implement and maintain the Sausalito Bicycle Master Plan.

CP-5.1.2 Community Involvement. Maximize community involvement in the Bicycle Master Plan planning process through workshops, surveys, public hearings, and coalitions with local businesses, clubs, and organizations served by the bicycle system.

CP-5.1.3 Local Bicycle Trips. Promote local bicycle trips by Sausalito residents and workers when updating the Bicycle Master Plan, including encouraging trips to commercial areas of the city.

CP-5.1.4 Bicycle Coordinator. Appoint a City Bicycle Coordinator to volunteer as a liaison between city staff and local bicyclists, clubs, organizations, businesses, the media, and the general community. The Bicycle Coordinator will support staff in identifying funding opportunities and coordinating discussions with interested parties to improve bicycle infrastructure connectivity within the city and between the city and neighboring jurisdictions.

CP-5.1.5 Update Plan. Review and update the Bicycle Master Plan on a regular basis, consistent with Caltrans and General Plan Standards.

Policy CP-5.2 Bicyclist Safety. Provide a safe environment for bicycling along city streets and bicycle trails.

PROGRAMS

CP-5.2.1 Bicycle Trail Maintenance. Include bicycle trail maintenance in the infrastructure budget to maintain trails, especially for lighting and in response to the projected impacts of sea level rise and ground subsidence.

CP-5.2.2 Safe Routes to School. Support the Safe Routes to School Program.

Policy CP-5.3 North-South Greenway. Link Sausalito to countywide bicycle routes such as the North-South Greenway.

See Figure 5-6: North-South Greenway

PROGRAMS

CP-5.3.1 Bridgeway Bikeway South. Consider installation of a Class IV Bike facility along portions of Bridgeway. Install new lane striping, signing, and other improvements to enhance the Bridgeway corridor (Alexander Avenue, South Street, Second Street, Richardson Street, and Bridgeway) from the south city limits to Johnson Street as a largely Class III Bike facility with Class II facilities where feasible.

CP-5.3.2 Bridgeway Bikeway North. Consider modifying the street alignment on Bridgeway to include a Class IV Bikeway, if feasible.

CP-5.3.3 North-South Family Bikeway. Complete and enhance the existing off-street bike path to provide a largely Class I Bike facility parallel to Bridgeway from Johnson Street, through the Marinship area, and to the northern city limits.

CP-5.3.4 Bicycle Parking in Public Areas. Install bicycle parking specifically for Sausalito community members when where feasible, and provide other bicycle infrastructure facilities in public areas, parks, institutions, and commercial and transportation centers, particularly in the downtown and ferry landing area after appropriate public hearing and design review approval.

CP-5.3.5 Bicycle Parking Standards. Amend the Zoning Ordinance to require bicycle parking facilities and standards for

new development, redevelopment, and/or intensification of existing developed sites.

CP-5.3.6 Shoreline Pathways. Encourage the construction of segments of a shoreline shared pedestrian/bicycle pathway that support a Path of Honor as described in program W-1.3.2.

CP-5.3.7 Fort Baker Shuttle. Consider working with the National Park Service to develop a shuttle system between Fort Baker and Sausalito that, aside from reducing automobile trips in Sausalito, can be used by bicyclists to bypass the most constrained portions of the Bridgeway corridor from the downtown to the southern city limits.

CP-5.3.8 Electric Bike Charging Stations. Consider installation of electric bike charging stations, safe bicycle parking (including lockers), and other bicycle infrastructure in key areas of the city to support alternative modes of travel.

Policy CP-5.4 Bridgeway Bikeway South: Long-Term Solutions. Investigate and study long-term solutions to either ameliorate or bypass the most constricted and/or congested conditions at Alexander Avenue, South Street, and Bridgeway south of the downtown.

PROGRAM

CP-5.4.1 Class I, II or IV Bike Route Alternatives. Seek funding to study the feasibility of developing Class I, Class II, or Class IV bike facilities along the North-South bicycle route system, south of downtown through cooperative efforts with the County of Marin, Golden Gate National Recreation Area (GGNRA), Caltrans, GGT, MCTD, and other relevant agencies.

Policy CP-5.5 Bicycle Route Design and Standards. Ensure that all existing and proposed bike routes, lanes, paths, and intersections are compliant with the most up-to-date standards to reduce conflicts between bicyclists, vehicles, and pedestrians, promote safety, and encourage the use of nonmotorized travel modes.

PROGRAM

CP-5.5.1 Bike Route Design. Develop definitions and standards for bicycle routes, lanes, paths, and intersections in the Bicycle

Master Plan to comply with the design standards of Caltrans and the Metropolitan Transportation Commission.

Policy CP-5.6 Regional Bicycle and Pedestrian Trails. Continue to support the San Francisco Bay Trail, Bay Area Ridge Trail, and other agencies and jurisdictions in their efforts to provide bicycle and pedestrian trails throughout the nine counties of the San Francisco Bay Area.

PROGRAMS

CP-5.6.1 Signage Program. Work with the Association of Bay Area Governments (ABAG) and the San Francisco Bay Trail Project to establish a signage program for the portion of the Bay Trail that currently runs through the city. Consider the development of a wayfinding signage program to direct members of the public to specific areas of the city.

CP-5.6.2 South Connector Trail. Work with ABAG and the San Francisco Bay Trail Project to provide a connector trail from the Ferry Terminal south to East Fort Baker.

CP-5.6.3 Regional Bike Route Alternative. Work with the County of Marin, GGNRA, Caltrans, GGT, MCTD, and other relevant agencies to establish an alternate north-south connector bike route to bypass the urbanized areas of Sausalito and alleviate bicycle through-traffic on Bridgeway, particularly in the south corridor.

CP-5.6.4 Vista Point Trail. Work with regional partners to establish Vista Point bike trail from Vista Point to Fort Baker.

Policy CP-5.7 Pedestrian Trails and Paths. Maintain, improve, and extend existing public paths and stairways for safe use by residents and establish new pathway connections to complete the system as shown on Figure 5-2.

PROGRAMS

CP-5.7.1 Priority Segments. Implement a study of all existing stair systems and public easements to identify the priority stair connectors that can be utilized as emergency exits and implement improvements to these systems.

CP-5.7.2 Connector Segments. Consider purchasing connector segments to complete the pedestrian trail and pathway system.

CP-5.7.3 Access Easements. Require new projects, as appropriate, to dedicate access easements.

CP-5.7.4 Paper Streets. Investigate the use of existing unimproved portions of public rights-of-way as new pathway connectors.

CP-5.7.5 Private Encroachments. Identify private encroachments onto trail and pathway easements and restore those trails and pathways wherever possible.

CP-5.7.6 Trail Maintenance Coordination. Establish a maintenance program, in coordination with private property owners and other public agencies, for the regular maintenance of pathways and walkways.

Policy CP-5.8 Pedestrian Safety. Provide a safe walking environment along city streets and pathways.

PROGRAMS

CP-5.8.1 Coordination with School District. Coordinate with the School District and the Transit Agency of Marin to identify Safe Routes for children on the way to school.

CP-5.8.2 Lighting. Study options to provide unobtrusive lighting on pathways and steps such as along Bridgeway and the waterfront (see program HS-1.5.1).

CP-5.8.3 Regular Maintenance. Schedule regular maintenance of the city's pathways and steps in the General Fund budget whenever feasible (see program EQ-3.5.1).

CP-5.8.4 Pedestrian/Bicycle Information. Establish outreach campaign on the benefits of walking and/or biking for residents and workers.

Policy CP-5.9 Accessibility. Ensure city sidewalks and pathways are accessible for people of all abilities.

PROGRAMS

CP-5.9.1 Review of New Projects. Continue to review all projects, including installations of ramps and curb cuts, for compliance with accessibility standards in accordance with Title 24 of the

California Administrative Code and the Americans with Disabilities Act of 1991.

CP-5.9.2 Sidewalk Repair Program. Develop a sidewalk repair program to assist residents with repair of their sidewalks to minimize hazards to pedestrians.

Policy CP-5.10 Complete Streets. Implement complete streets to improve the safety and connectivity of walking and cycling in the city where feasible.

PROGRAM

CP-5.10.1 Complete Streets Implementation. Implement a complete streets policy to include multi-modal aspects of access improvements, including but not limited to bicycle access, pedestrian improvements, and accessibility improvements, to all capital projects wherever practical.

Policy CP-5.11 Development Plan Review. New development and substantial remodels in the Marinship should give special attention to the establishment and enhancement of pedestrian and bicycle pathways.

PROGRAM

CP-5.11.1 Marinship Pedestrian Incentives. Prioritize the creation and maintenance of pedestrian and bicycle paths as part of new development or substantial remodeling projects in the Marinship.

Objective CP-6 Implement Local Infrastructure Improvements

See Figure 5-7: Sanitary Sewers

Policy CP-6.1 Development Requirements. Require developers of new and redevelopment projects to contribute to the cost of needed traffic and transit improvement.

PROGRAMS

CP-6.1.1 Assessment Districts. Investigate the creation of assessment districts in commercial and industrial areas.

CP-6.1.2 Maximize Transit Ridership. During review of proposed development, encourage improvements that will maximize ridership of public transit, such as those recommended by the Low Emissions Action Plan and Climate Action Plan.

~~CP-6.1.2~~**CP-6.1.3 Impact Fees.** Adopt a transportation and circulation impact fee to ensure that new development funds its fair-share of improvements to accommodate vehicle, bicycle, pedestrian, and transit facilities necessitated in part or in whole by the development project.

Policy CP-6.2 Open Data. Consider open data initiatives to improve decision-making and aid transparency.

PROGRAMS

CP-6.2.1 Marin Data Portal. Consider working with Marin County Open Data to expand open data opportunities for the city.

CP-6.2.2 City Data. Consider the cost and feasibility of a program to identify data sources under city maintenance which can be made available to the public and consider the cost and feasibility of a program to publish these sources on the city's website.

Policy CP-6.3 Marinship Circulation. Promote functional circulation improvements in the Marinship.

PROGRAM

CP-6.3.1 Circulation Coordination. Consider a strategy to improve circulation on public and privately-owned rights-of-way in the Marinship as part of a potential Marinship Infrastructure Needs Analysis (see program CP-1.1.4).

CP-6.3.2 Pedestrian/Bicycle Marinship Circulation. Encourage development of bicycle and pedestrian-oriented circulation that does not interfere with the economic sustainability of the working waterfront maritime and industrial neighborhood character (described in program LU-3.4.3) of the Marinship.

Policy CP-6.4 Explore Funding Methods. Seek outside funding sources for infrastructure improvements.

PROGRAM

CP-6.4.1 Funding Inventory. Consider a strategy to maintain an inventory of funding opportunities and pursue them as appropriate.

Objective CP-7 Support a High-Quality Regional Transportation System

Policy CP-7.1 Regional Transportation. Support the preparation of a regional transportation plan for the Highway 101 Corridor, which includes projects that divert traffic from Sausalito streets.

PROGRAM

CP-7.1.1 Highway 101 Corridor Study. Continue to participate in the Highway 101 Corridor Study Committee.

Policy CP-7.2 Regional Funding. Support regional funding for expanded transportation projects if such a proposal contains mass transit projects and adequate growth management controls.

PROGRAM

CP-7.2.1 Regional Traffic Mitigation Fee. Consider adopting an ordinance which permits collection of regional traffic mitigation fees from local development when a model ordinance is proposed by the county.

Policy CP-7.3 Caltrans. Continue cooperative review of projects outside the city with Marin County and Caltrans.

PROGRAMS

CP-7.3.1 Marin City Development Improvements. In the short term, work with Marin County and Caltrans to ensure that the signals at the Highway 101 southbound off-ramp and Bridge Boulevard intersection and the Bridge Boulevard and Bridgeway intersection are coordinated to provide congestion relief on Bridgeway both north and south bound throughout the day.

CP-7.3.2 Marin City Interchange Bridge Structure. Continue to work with Marin County and Caltrans to maintain the Marin City Interchange bridge structure.

CP-7.3.3 Highway 101. Work collaboratively with Caltrans and other parties to mitigate flooding on Donahue Street and Highway 101.

Policy CP-7.4 Equitable Transportation. Integrate equity into Sausalito's circulation and parking projects, working with Caltrans and other agencies to strive towards meeting the transportation needs of all households and community members, including those with limited mobility and/or travel

options. Explore ways to increase the scope of equitable transportation in Sausalito.

PROGRAMS

CP-7.4.1 Transit Improvements. Work with Marin Transit, Caltrans, and other relevant organizations to better connect Sausalito residents to their workplaces and Sausalito workers to their residences, including optimizing transit routes and schedules. This strategy should promote car-free transportation and it may include data collection and analysis improvements.

CP-7.4.2 Pedestrian Improvements. Promote safe pedestrian walkways throughout the city, including paths, stairways, sidewalks, and crosswalks. This may include maintenance as well as the creation of new walkways where appropriate.

CP-7.4.3 Innovative Transportation. Consider support for existing innovative car-sharing programs (such as CARSS) and new transportation methods that will increase equitable access to the city for members of the Sausalito community, particularly those with lower incomes or mobility issues.

CP-7.4.4 Supported Services. Consider community-supported (i.e. cooperative) services as an alternative to bring small infrastructure improvements and/or service upgrades to neighborhoods.

Objective CP-8 Create a Path of Honor

Policy CP-8.1 Contemplative Path. Identify a contemplative, predominantly pedestrian, pathway through the Marinship for interpretive, educational, and celebratory purposes to memorialize the historic events that occurred in the Marinship as provided for in program W-1.3.2.

PROGRAM

CP-8.1.1 Path Identification. Develop and implement a proposal to identify a Marinship path for interpretive, educational, and celebratory purposes to memorialize the historic events that occurred in the Marinship which also emphasizes the waterfront character and community aspects of Sausalito.

Policy CP-8.2 Pedestrian Access. Promote and enhance safe public access to the Marinship without compromising the operations of industrial and maritime businesses.

PROGRAMS

CP-8.2.1 Path Maintenance. Maintain the contemplative path for pedestrian access while prioritizing the working waterfront aspects of the Marinship.

CP-8.2.2 Private Path Maintenance. Encourage property owners to ensure the pedestrian safety of their properties when necessary to maintain safe pedestrian access to the Path of Honor (described in program W-1.3.2).