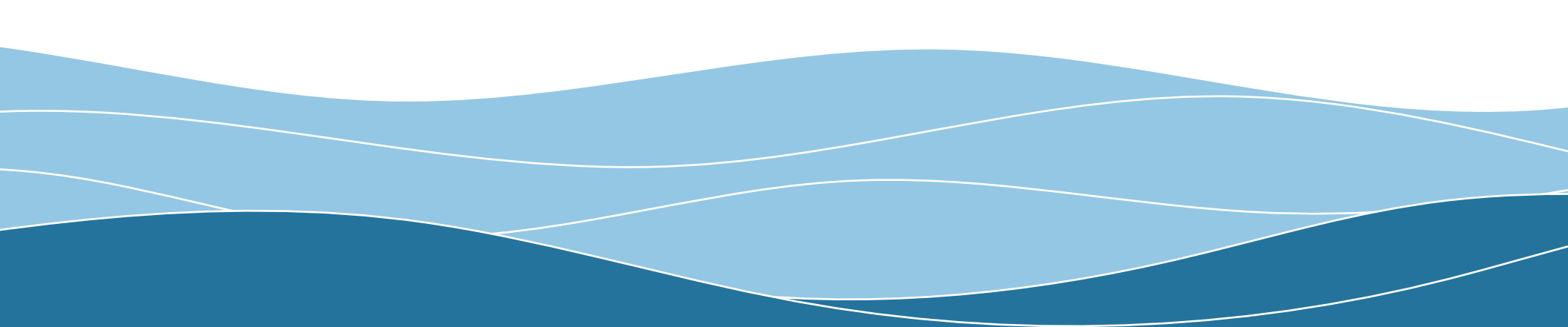




SAUSALITO SHORELINE ADAPTATION **DRAFT VULNERABILITY SUMMARY**

JANUARY 2025



FLOODED

SALT WATER

SALT WATER

FLOODED

01

DRAFT VULNERABILITY SUMMARY



I.

CITY-WIDE IMPACT

The vulnerability chapter of the City of Sausalito Shoreline Adaptation Study evaluates the potential impacts of sea level rise on critical community assets under three scenarios: 2050 with 0.8 feet of sea level rise, 2050 with 0.8 feet of sea level rise combined with a 100-year storm surge, and 2100 with 6.6 feet of sea level rise.

Through detailed maps and summary tables, the chapter highlights the risks to infrastructure systems, including stormwater and sewer networks, roadways, bus and evacuation routes, habitat areas, community facilities, buildings, and piers.

Bridgeway, recognized as the spine of Sausalito's infrastructure and mobility network, is shown to face significant vulnerability, with low-lying sections at risk of permanent flooding under higher sea level rise scenarios if interventions are not implemented. Key findings indicate that low-lying areas face increasing exposure to flooding and storm surge, with essential services such as transportation and utilities becoming more vulnerable under the higher-end scenarios. Habitat areas and community facilities are particularly sensitive, underscoring the need to balance natural resource preservation with infrastructure resilience. These insights provide a foundation for prioritizing adaptation



Flooding of Public Roads



Pump Station at Work in a Parking Lot

SUMMARY OF VULNERABLE CITY-WIDE ASSETS

City Stormwater

- Stormwater infrastructure manages surface runoff during storms to prevent flooding and reduce erosion.
- Drains represent entry points into the system, and pipes convey water to outflows that empty into the Bay.
- When water levels from SLR exceed the elevation of drains or their outfalls, water cannot exit the stormwater system, leading to localized flooding.

City Sewer

- City sewer infrastructure collects and transports wastewater from buildings to the treatment plant, preventing issues concerning public health and environmental contamination.
- Pipes exposed to tidal inundation under future SLR scenarios may experience faster rates of deterioration.

Transportation

- The transportation network in Sausalito facilitates the movement of people and goods throughout the city and region.
- This study focuses on roads, bus stops and routes, and the ferry terminal as key transportation assets.
- SLR impacts range from preventing routine movements of people and goods to compromising critical ingress/egress or evacuation routes within the City.
- Bridgeway is recognized as the central spine of Sausalito's roadway network, which has several low-lying sections vulnerable to SLR.

Fixed and Floating Piers

- Much of Sausalito's waterfront properties utilized fixed or floating piers to access boats, houseboats, or other structures
- Fixed piers are unable to move up and down with the tide and are vulnerable to SLR

Evacuation Routes

- Sausalito relies on evacuation routes to safely evacuate people during emergencies.
- SLR-related disruption to evacuation routes bears significant life safety risk.

Habitat

- The coastal wetlands, or baylands, provide critical ecological functions, including wildlife habitat, water quality improvement, and flood protection.
- Quasi-permanent or permanent inundation of baylands leads to significant habitat loss, especially if there is no room for habitat areas to migrate inland.

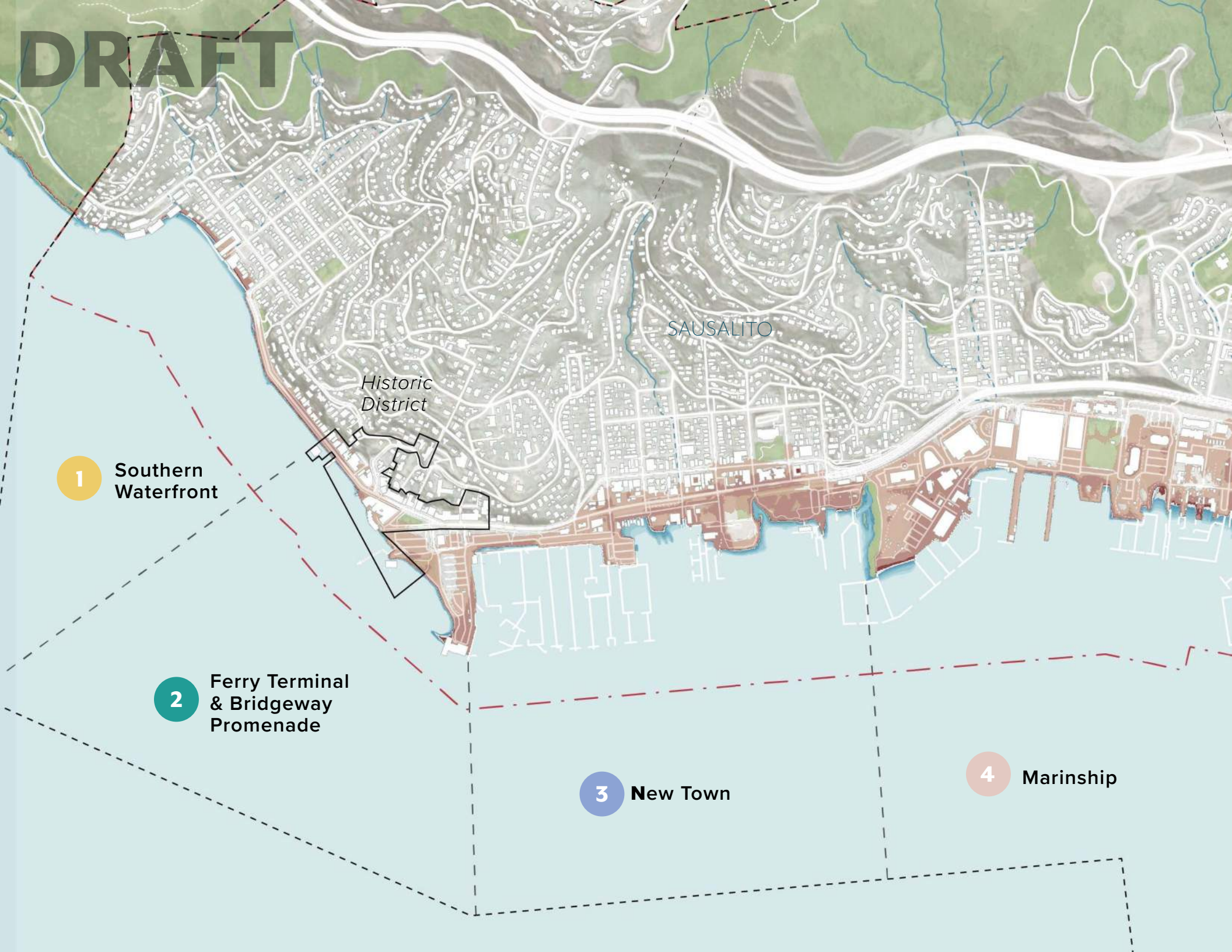
Community Facilities & Historic Structures

- Community facilities and historic structures provide essential services, support community well-being, and physically represent Sausalito's distinct character.
- Many historic structures in Sausalito are in low-lying areas vulnerable to SLR.

Land use

- Land use designations in planning efforts describe how land is developed and managed in Sausalito, balancing various city needs from residential and recreational to commercial and industrial.
- Some parcels in Sausalito are located in the Bay or present-day tidal zone, such as the floating homes communities.

DRAFT



1

Southern
Waterfront

Historic
District

SAUSALITO

2

Ferry Terminal
& Bridgeway
Promenade

3

New Town

4

Marinship



Figure 1:

Sausalito Character Zones and Sea Level Rise Vulnerability

Map Sources: City of Sausalito, County of Marin

Map Author: WRT, 2024

Base Map

- Sausalito City Boundary
- Sphere of Influence
- Parks

Sea Level Rise Scenarios

- 1 .8 ft
- 2 .8 ft + 100-yr Storm
- 3 3.1 ft + 100-yr Storm

II.

DRAFT VULNERABILITY OVERVIEW

The following analysis summarizes the impacts of sea level rise across city-wide assets.

The project team conducted a rough order of magnitude cost exercise to provide additional context. It is reflected in the “cost of no action” estimates provided in the subsequent impact summary tables. These cost figures do not account for broader economic impacts, such as tax revenue losses to the City and the region, nor do they include escalation or discounting (i.e. the time value of money). Instead, the figures represent an order-of-magnitude sense of the potential direct financial losses associated with allowing infrastructure and assets to become quasi-permanently flooded under the various scenarios considered. This approach offers a clear indication of the scale of risk, underscoring the urgency of implementing proactive adaptation measures.

What does **Scenario 1** mean?

The items listed in table 1, column 2 are impacted with 0.8 feet of sea level rise, or during storms today. Based on state (OPC 2024) and regional (BCDC’s Regional Shoreline Adaptation Plan) guidance, we anticipate this to take place in mid-century (2050).

What does **Scenario 2** mean?

The items listed in table 1, column 3 are impacted with 0.8 feet of sea level rise and a 100-year storm, with the total water level of 4.3 feet. Based on state and regional guidance, we anticipate this to take place between mid (2050) and end of century (2100).

What does **Scenario 3** mean?

The items listed in table 1, column 4 are impacted with 3.1 feet of sea level rise and a 100-year storm, with the total water level of 6.6 feet. Based on state and regional guidance, we anticipate this to take place in end-of-century (2100).

TABLE 1:
DRAFT SUMMARY TABLE
OF CITY-WIDE IMPACTS
BY SCENARIO

SCENARIOS	CITY ASSETS	
BY TYPE	 CITY STORMWATER	
	 CITY SEWER	
	 ROADS & TRANSPORTATION	
	 EVACUATION ROUTES	
	 HABITAT	
	 COMMUNITY FACILITIES & CITY PROPERTIES	
ALL TYPES	 LAND USE	
	TOTAL COST OF NO ACTION	

* Assumes total loss.

1 2050 0.8' SLR w/o Storm	2 2050 0.8' SLR w/ Storm or 4.3' SLR w/o Storm	3 2100 3.1' SLR w/ Storm or 6.6' SLR w/o Storm
8 Storm Drains 1,700 ft Storm Pipe	50 Storm Drains 8,100 ft Storm Pipe	110 Storm Drains 16,700 ft Storm Pipe
1,300 ft Sewer Pipe	10,300 ft Sewer Pipe	24,400 ft Sewer Pipe
2,900 ft Road 4,700 Fixed Pier, 25,700 Floating Pier 0 Bus Routes 0 Bus Stops	23,900 ft Road 6,400 Fixed Pier, 26,300 Floating Pier 8 Bus Routes 6 Bus Stops	49,500 ft Road 8,000 Fixed Pie, 26,300 Floating Pier 8 Bus Routes 6 Bus Stops
0 ft Evacuation route	1,500 ft Evacuation route	5,000 ft Evacuation route
Eelgrass: Reduction across most of Richardson Bay; Potential increase in suitability near Gate 6 Rd. Marshes: No significant changes Beaches: Potential erosion and narrowing		Eelgrass: Significant reduction Marshes: Transition to lower mudflat Beaches: Potential erosion and narrowing
10 Residential buildings 20 Commercial buildings 30 Industrial buildings 10 Public/City-owned buildings	30 Residential buildings 80 Commercial buildings 80 Industrial buildings 20 Public/City-owned buildings	40 Residential buildings 110 Commercial buildings 110 Industrial buildings 30 Public/City-owned buildings
26% of all land use area (25% present day) 52% of inundated area is Public/City-owned	31% of all land use area 45% of inundated area is Public/City-owned	37% of all land use area 43% of inundated area is Public/City-owned
\$160-570M 55% INDIVIDUAL BUILDINGS 45% COLLECTIVE INFRASTRUCTURE	\$500-\$1.8B* 75% INDIVIDUAL BUILDINGS 25% COLLECTIVE INFRASTRUCTURE	\$1.2B-\$4.2B* 85% INDIVIDUAL BUILDINGS 15% COLLECTIVE INFRASTRUCTURE

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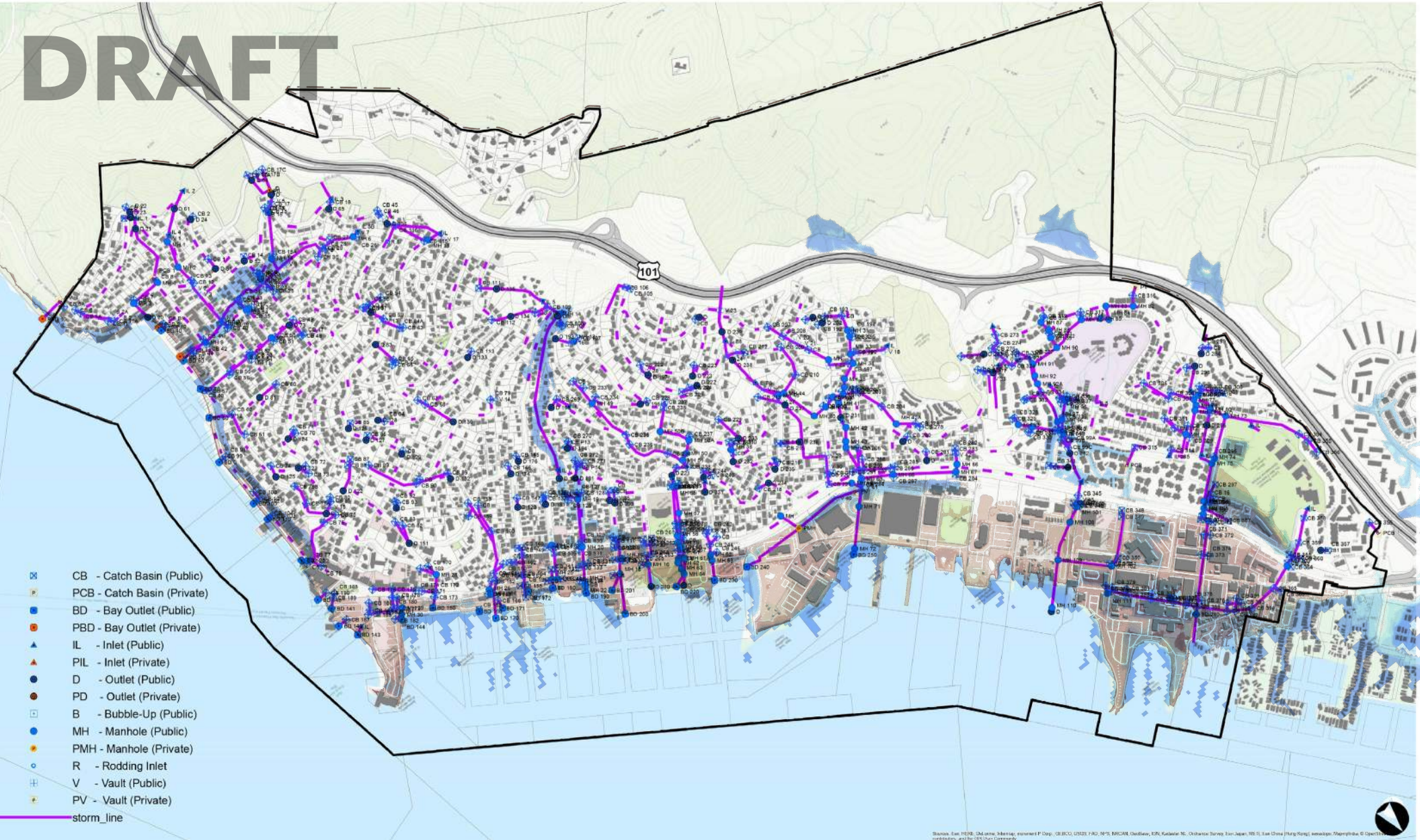


Figure 2:
City Stormwater

Map Sources: FEMA, First Street, 2021 Sausalito General Plan Update
Map Author: City of Sausalito, modified by WRT, 2024

CITY STORMWATER IMPACTS

CHARACTER AREA	1 2050 0.8' SLR W/O STORM	2 2050 0.8' SLR W/ STORM 4.3' SLR W/O STORM	3 2100 3.1' SLR W/ STORM 6.6' SLR W/O STORM
Southern Waterfront	0 Storm Drains 100 ft Storm Pipe	5 Storm Drains 500 ft Storm Pipe	8 Storm Drains 700 ft Storm Pipe
Ferry Terminal & Bridgeway Promenade	0 Storm Drains 100 ft Storm Pipe	1 Storm Drain 200 ft Storm Pipe	13 Storm Drains 1,300 ft Storm Pipe
New Town	0 Storm Drains 300 ft Storm Pipe	17 Storm Drains 2,900 ft Storm Pipe	42 Storm Drains 5,700 ft Storm Pipe
Marinship	7 Storm Drains 1,200 ft Storm Pipe	25 Storm Drains 4,000 ft Storm Pipe	35 Storm Drains 8,200 ft Storm Pipe
Floating Homes	1 Storm Drain 0 ft Storm Pipe	6 Storm Drains 500 ft Storm Pipe	10 Storm Drains 800 ft Storm Pipe
TOTAL COST OF NO ACTION	\$0.5-2M	\$3-10M* *ASSUMES TOTAL LOSS	\$5-20M* *ASSUMES TOTAL LOSS

TABLE 2:

CITY STORMWATER IMPACTS BY SCENARIO

The map shows city stormwater infrastructure from the 2021 Sausalito General Plan Update overlaid with three SLR scenarios.

Note the storm flooding areas in blue follow the drainage channels designated by the stormwater pipes in purple, which aligns with expectations.

The table shows the total number of storm drains and total feet of stormwater pipeline in the anticipated flooded area for each of the three project SLR scenarios. For Scenario 1 and Scenario 3, the flooded area corresponds to the MHHW for that SLR scenario. For Scenario 2, the flooded area corresponds to the 100-yr storm surge under that SLR scenario.

Feet have been rounded to the nearest hundred (100ft). Infrastructure outside of City boundaries has been excluded.

It is understood that it is conservative to assume stormwater pipes and drains are a complete loss when flooded by a storm scenario, however, given that all scenarios include sea level rise, the plausibility of permanent flooding rendering these assets as a complete loss was deemed appropriate.

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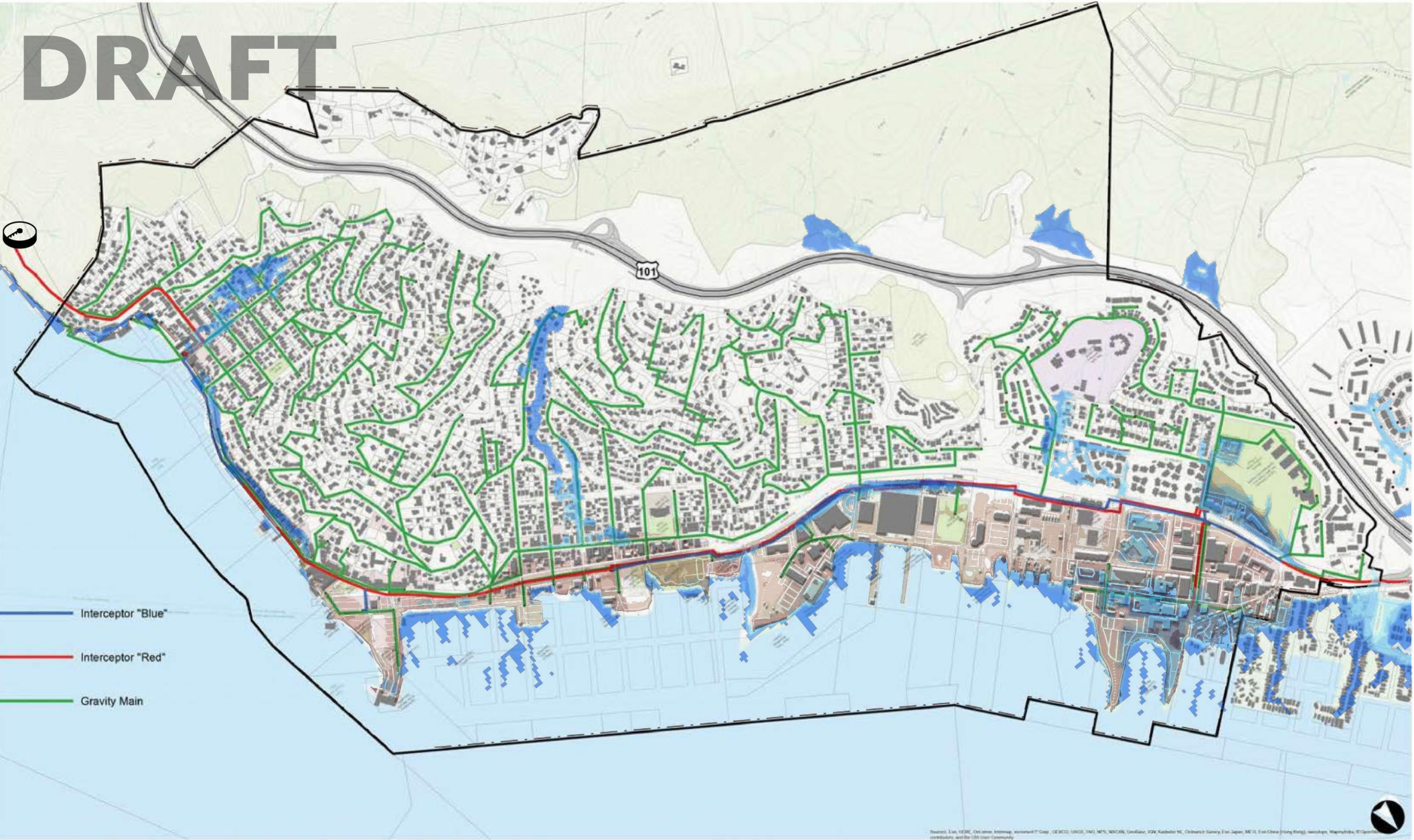


Figure 3:
City Sewer

Map Sources: FEMA, First Street, 2021 Sausalito General Plan Update

Map Author: City of Sausalito, modified by WRT, 2024

Sea Level Rise Scenarios

- 1 .8 ft
- 2 .8 ft + 100-yr Storm
- 3 3.1 ft + 100-yr Storm

Storm Flooding with 10" SLR (100 year storm)

- 0" - 6"
- 6" - 12"
- 12" - 24"
- 24" - 60"
- 60"+

CITY SEWER IMPACTS

CHARACTER AREA	1 2050 0.8' SLR W/O STORM	2 2050 0.8' SLR W/ STORM 4.3' SLR W/O STORM	3 2100 3.1' SLR W/ STORM 6.6' SLR W/O STORM
Southern Waterfront	800 ft Sewer Pipe	2,800 ft Sewer Pipe	4,000 ft Sewer Pipe
Ferry Terminal & Bridgeway Promenade	0 ft Sewer Pipe	300 ft Sewer Pipe	3,000 ft Sewer Pipe
New Town	0 ft Sewer Pipe	2,300 ft Sewer Pipe	5,400 ft Sewer Pipe
Marinship	500 ft Sewer Pipe	4,700 ft Sewer Pipe	11,200 ft Sewer Pipe
Floating Homes	0 ft Sewer Pipe	200 ft Sewer Pipe	800 ft Sewer Pipe
TOTAL COST OF NO ACTION	\$0.3-1M	\$3-9M* *ASSUMES TOTAL LOSS	\$6-20M* *ASSUMES TOTAL LOSS

TABLE 3:

CITY SEWER IMPACTS BY SCENARIO

The map shows city sewer infrastructure from the 2021 Sausalito General Plan Update overlaid with three SLR scenarios.

Note the sewer main in green extending into the bay from Swede's Beach in southern Sausalito. Anecdotally, this segment has experienced issues, likely given its location.

The table shows the total feet of sewer pipeline in the anticipated flooded area for each of the three project SLR scenarios. For Scenario 1 and Scenario 3, the flooded area corresponds to the MHHW for that SLR scenario. For Scenario 2, the flooded area corresponds to the 100-yr storm surge under that SLR scenario.

Feet have been rounded to the nearest hundred (100ft). Infrastructure outside of City boundaries has been excluded, including the wastewater treatment plant, located south of Sausalito. This asset would need to be evaluated separately to understand potential SLR impacts to the plant.

It is understood that it is conservative to assume sewer pipes are a complete loss when flooded by a storm scenario or sea level rise given that they are underground, however, it is plausible that substantial impacts will be incurred if permanent flooding was to envelop sewer lines; therefore this assumption of permanent loss provides a useful indicator of the scale of potential direct financial losses to sewer assets.

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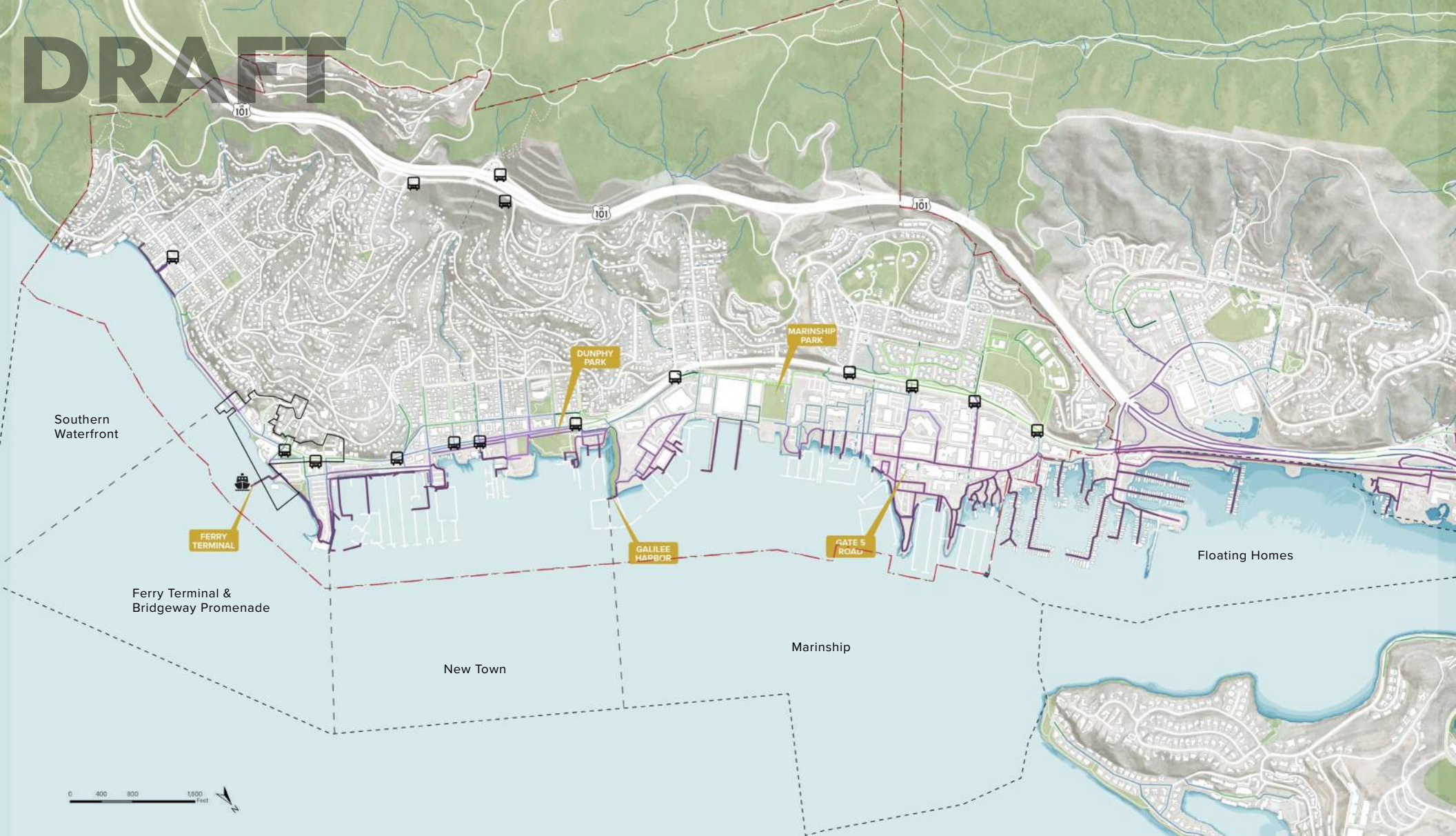


Figure 4:
Transportation Impacts Overview

Map Sources: Pathways Climate Institute,
 Transportation Authority of Marin and ARUP

Map Author: WRT, 2024

Base Map

- Sausalito City Boundary
- Sphere of Influence
- Parks
- Ferry Terminal
- Bus Stops

**Impacted Roads / Trails /
 Transit at various SLR Scenarios**

Rainy Day Flooding

10" 20" 30" 39" 49" 59"

Permanent Inundation

10" 20" 30" 39" 49" 59"

Shallow Groundwater

0" 12" 24" 36" 48" 52" 66"

TRANSPORTATION IMPACTS

CHARACTER AREA	1 2050 0.8' SLR W/O STORM	2 2050 0.8' SLR W/ STORM 4.3' SLR W/O STORM	3 2100 3.1' SLR W/ STORM 6.6' SLR W/O STORM
Southern Waterfront	300 ft Road 0 ft Pier 0 Bus Routes 0 Bus Stops	400 ft Road 0 ft Pier 1 Bus Route 0 Bus Stops	600 ft Road 0 ft Pier 1 Bus Route 0 Bus Stops
Ferry Terminal & Bridgeway Promenade	100 ft Road 1,900ft Fixed Pier 400 Floating Pier 0 Bus Routes 1 Ferry Terminal*	2,500 ft Road 2,300 Fixed Pier 400 Floating Pier 4 Bus Routes 1 Ferry Terminal*	6,100 ft Road 2,500 Fixed Pier 400 Floating Pier 4 Bus Routes 1 Ferry Terminal*
New Town	800 ft Road 1,800 Fixed Pier 9,200 Floating Pier 0 Bus Routes 0 Bus Stops	4,700 ft Road 2,000 Fixed Pier 9,300 Floating Pier 0 Bus Routes 0 Bus Stops	11,100 ft Road 2,000 Fixed Pier 9,300 Floating Pier 0 Bus Routes 3 Bus Stops
Marinship	1,400 ft Road 1,200 Fixed Pier 16,000 Floating Pier 0 Bus Routes 0 Bus Stops	15,100 ft Road 2,200 Fixed Pier 16,500 Floating Pier 0 Bus Routes 0 Bus Stops	29,300 ft Road 3,600 Fixed Pier 16,500 Floating Pier 0 Bus Routes 2 Bus Stops
Floating Homes	300 ft Road 0 Fixed Pier 100 ft Floating Pier 0 Bus Routes 0 Bus Stops	1,200 ft Road 100 Fixed Pier 100 ft Floating Pier 8 Bus Routes 0 Bus Stops	2,400 ft Road 100 Fixed Pier 100 ft Floating Pier 8 Bus Routes 1 Bus Stop
TOTAL COST OF NO ACTION	\$100-300M	\$100-500M* *ASSUMES TOTAL LOSS	\$200-600M* *ASSUMES TOTAL LOSS

TABLE 4:

TRANSPORTATION IMPACTS BY SCENARIO

The map shows city transportation infrastructure, including road and transit network, and highlights flooding impacts to roads from storm-driven flooding, sea level rise, and groundwater rise.

For the three scenarios, the table summarizes the total impacts to the following components of the transportation network in Sausalito: roads, piers, bus routes, bus stops, and ferry terminal. Piers are designated as “fixed” or “floating” based on a desktop review.

For Scenario 1 and Scenario 3, the flooded area corresponds to the MHHW for that SLR scenario. For Scenario 2, the flooded area corresponds to the 100-yr storm surge under that SLR scenario.

The ferry terminal was flagged in all three scenarios given its location over the water. Eight (8) bus routes and 4.5mi of roads are anticipated to see flooding in the mid-century coastal storm (Scenario 2).



Figure 5:
**Impacted Roads and
 Evacuation Route, Scenario 1**

Map Sources: Fire Safe Marin and ARUP

Map Author: WRT, 2024

Base Map

- Sausalito City Boundary
- Sphere of Influence
- Parks

Evacuation Routes

- Primary

Sea Level Rise Scenarios

- 1 .8 ft
- 2 .8 ft + 100-yr Storm
- 3 3.1 ft + 100-yr Storm

Road Impacted Per Scenario

- 1 Scenario 1
- 2 Scenario 2
- 3 Scenario 3

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Figure 6:

Impacted Roads and Evacuation Route, Scenario 2

Map Sources: Fire Safe Marin and ARUP

Map Author: WRT, 2024

Base Map

- Sausalito City Boundary
- Sphere of Influence
- Parks

Evacuation Routes

- Primary

Sea Level Rise Scenarios

- 1 .8 ft
- 2 .8 ft + 100-yr Storm
- 3 3.1 ft + 100-yr Storm

Road Impacted Per Scenario

- 1 Scenario 1
- 2 Scenario 2
- 3 Scenario 3

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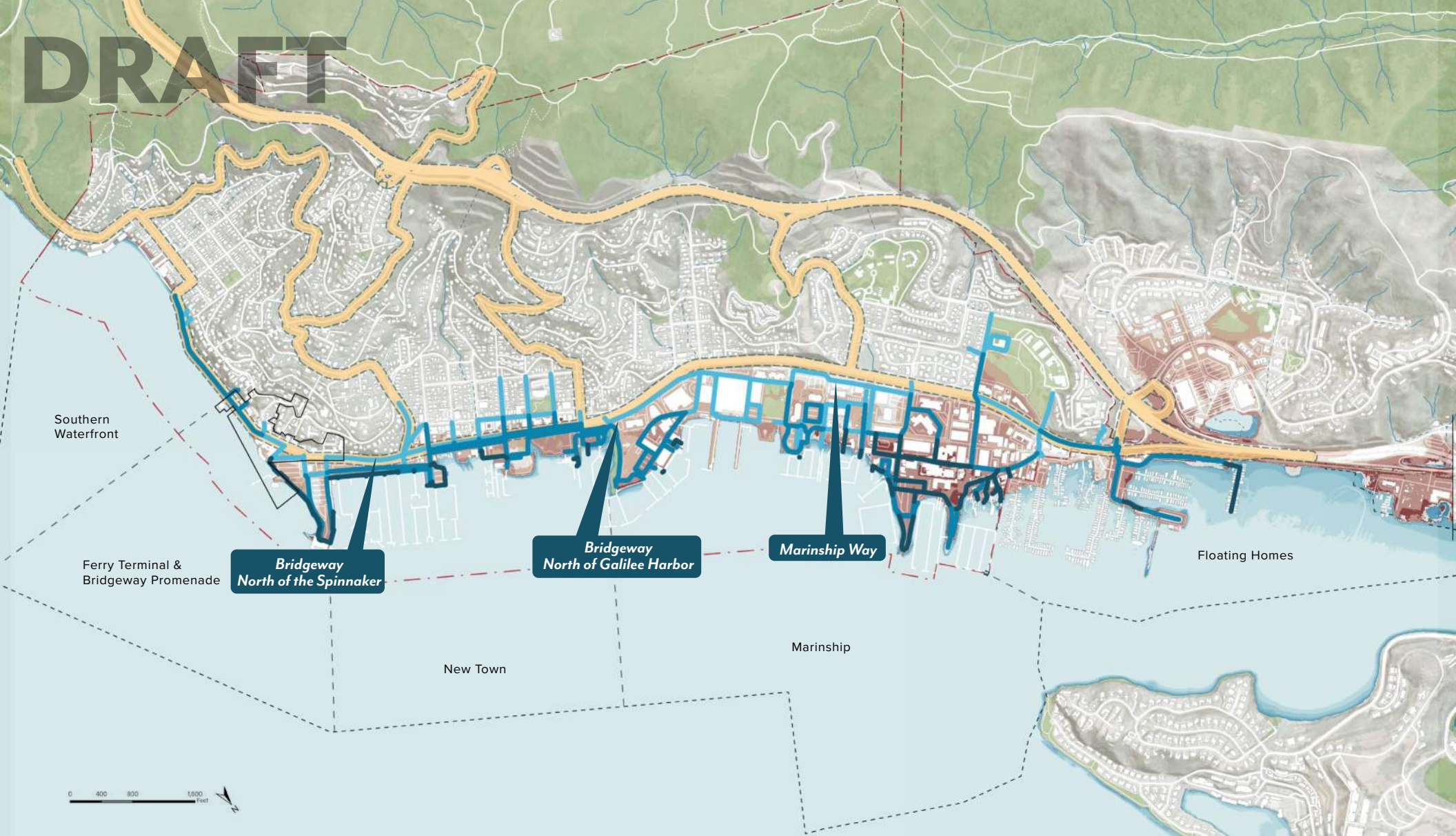


Figure 7:

Impacted Roads and Evacuation Route, Scenario 3

Map Sources: Fire Safe Marin and ARUP

Map Author: WRT, 2024

Base Map

- Sausalito City Boundary
- Sphere of Influence
- Parks

Evacuation Routes

- Primary

Sea Level Rise Scenarios

- 1 .8 ft
- 2 .8 ft + 100-yr Storm
- 3 3.1 ft + 100-yr Storm

Road Impacted Per Scenario

- 1 Scenario 1
- 2 Scenario 2
- 3 Scenario 3

EVACUATION ROUTES IMPACTS

CHARACTER AREA	1 2050 0.8' SLR W/O STORM	2 2050 0.8' SLR W/ STORM 4.3' SLR W/O STORM	3 2100 3.1' SLR W/ STORM 6.6' SLR W/O STORM
Southern Waterfront	0 ft Evacuation route	700 ft Evacuation route	1,700 ft Evacuation route
Ferry Terimnal & Bridgeway Promenade	0 ft Evacuation route 1 Ferry terminal	0 ft Evacuation route 1 Ferry terminal	100 ft Evacuation route 1 Ferry terminal
New Town	0 ft Evacuation route	600 ft Evacuation route	2,300 ft Evacuation route
Marinship	0 ft Evacuation route	0 ft Evacuation route	200 ft Evacuation route
Floating Homes	0 ft Evacuation route	200 ft Evacuation route	700 ft Evacuation route

TABLE 5:

EVACUATION ROUTES IMPACTS BY SCENARIO

The map shows evacuation routes from Fire Safe Marin overlaid with the three project scenarios: (1) 2050 0.8' SLR, (2) 2050 0.8' SLR + 100-yr Storm, (3) 2100 3.1' + 100-yr Storm.

Gate 5 Rd, Gate 6 Rd, and Gate 6 1/2 Rd have been called out on the map, showing inundation in all three scenarios.

The table shows the length of evacuation route located in the anticipated flooded area for each of the three project SLR scenarios.

The ferry terminal has been included as a critical asset for evacuation.

Feet have been rounded to the nearest hundred (100ft). Infrastructure outside of City boundaries has been excluded.

Impacts to low-lying sections of Bridgeway are expected near-term during storms and long-term during SLR. Bridgeway is central to Sausalito's evacuation route network.

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Figure 8:
Habitat Vulnerability

Map Sources: BAARI, SFEI Adaptation Atlas, City of Sausalito, County of Marin

Map Author: WRT, 2024

Base Map

- Sausalito City Boundary
- Sphere of Influence
- Parks

Sea Level Rise Scenarios

- 1 .8 ft
- 2 .8 ft + 100-yr Storm
- 3 3.1 ft + 100-yr Storm

Existing Baylands

- Bay Flat
- Deep Bay
- Marsh

SFEI Opportunity Sites

- Suitable for Coarse Beach Restoration
- Suitable for Marsh Restoration

Other Habitats

- Eelgrass Habitat
- Oyster Pilot Site

HABITAT VULNERABILITY

CHARACTER AREA	1 2050 0.8' SLR W/O STORM	2 2050 0.8' SLR W/ STORM 4.3' SLR W/O STORM	3 2100 3.1' SLR W/ STORM 6.6' SLR W/O STORM
Southern Waterfront	Possible erosion and narrowing of Swede's Beach. Net decrease of eelgrass patch offshore of Swede's beach. No change in tidal marsh (none present).	Likely erosion and narrowing of Swede's beach. Decrease in eelgrass. No change in tidal marsh (none present).	Increased likelihood of erosion of Swede's beach. Larger decrease in eelgrass. No change in tidal marsh (none present).
Ferry Terimnal & Bridgeway Promenade	Decrease in eelgrass in the patch between Ferry Terminal and Spinnaker. Loss of narrow band of eelgrass along other parts of shoreline. In the absence of other adaptation, potential for new marsh at Spinnaker point.	Substantial decrease in eelgrass. In the absence of other adaptation, potential for new marsh and mudflat at Spinnaker point and marsh at Gabrielson Park.	Larger decrease in eelgrass. In the absence of other adaptation, potential for most areas bayward of Bridgeway to convert to marsh and mudflat
New Town	Patch of eelgrass between Pelican and Schoonmaker harbors increases in shallower areas and decreases in deeper areas. Marsh persists near Galilee Harbor.	Substantial decrease in eelgrass; some increases along the shallow shore. Loss of existing marsh near Galilee Harbor (conversion to mudflat). In the absence of other adaptation, potential for marsh formation in sheltered areas, such as Dunphy Park.	Larger decrease in eelgrass. Loss of existing marsh near Galilee Harbor (conversion to mudflat). In the absence of other adaptation, potential for areas on both sides of Bridgeway to convert to marsh and mudflat.
Marinship	Small increases in eelgrass in the shallowest areas. Small pockets of existing marsh persist. In the absence of other adaptation, potential for new marsh formation on both sides of Gate 5 Road and Varda Landing area.	Decrease in eelgrass (incomplete data). Loss of existing marsh (conversion to mudflat). In the absence of other adaptation, potential for extensive new marsh and mudflat on both sides of Gate 5 Road, Varda Landing area, Marina Plaza Harbor area, and Liberty Ship Way area.	Larger decrease in eelgrass. Loss of existing marsh (conversion to mudflat). In the absence of other adaptation, potential for mudflat bayward of Gate 5 road/Road 3/ Liberty Ship Way and extensive marsh formation between Gate 5 Road and Bridgeway.
Floating Homes	Increased eelgrass in the shallows. Small pockets of existing marsh persist. In the absence of other adaptation, potential for new marsh formation at Van Damme Park and along part of Gate 6 Road.	Increases in eelgrass nearshore, decreases slightly offshore. Loss of existing marsh (conversion to mudflat). In the absence of other adaptation, potential for marsh to convert to mudflat at Van Damme Park and new marsh along Gate 6 Road and Gate 6-1/2 Road.	Eelgrass data not available. Loss of existing marsh (conversion to mudflat). In the absence of other adaptation, potential for areas that are marsh in the 3.1 ft of SLR scenario to convert to mudflat. Potential for new marsh in the Mike's Bikes area.

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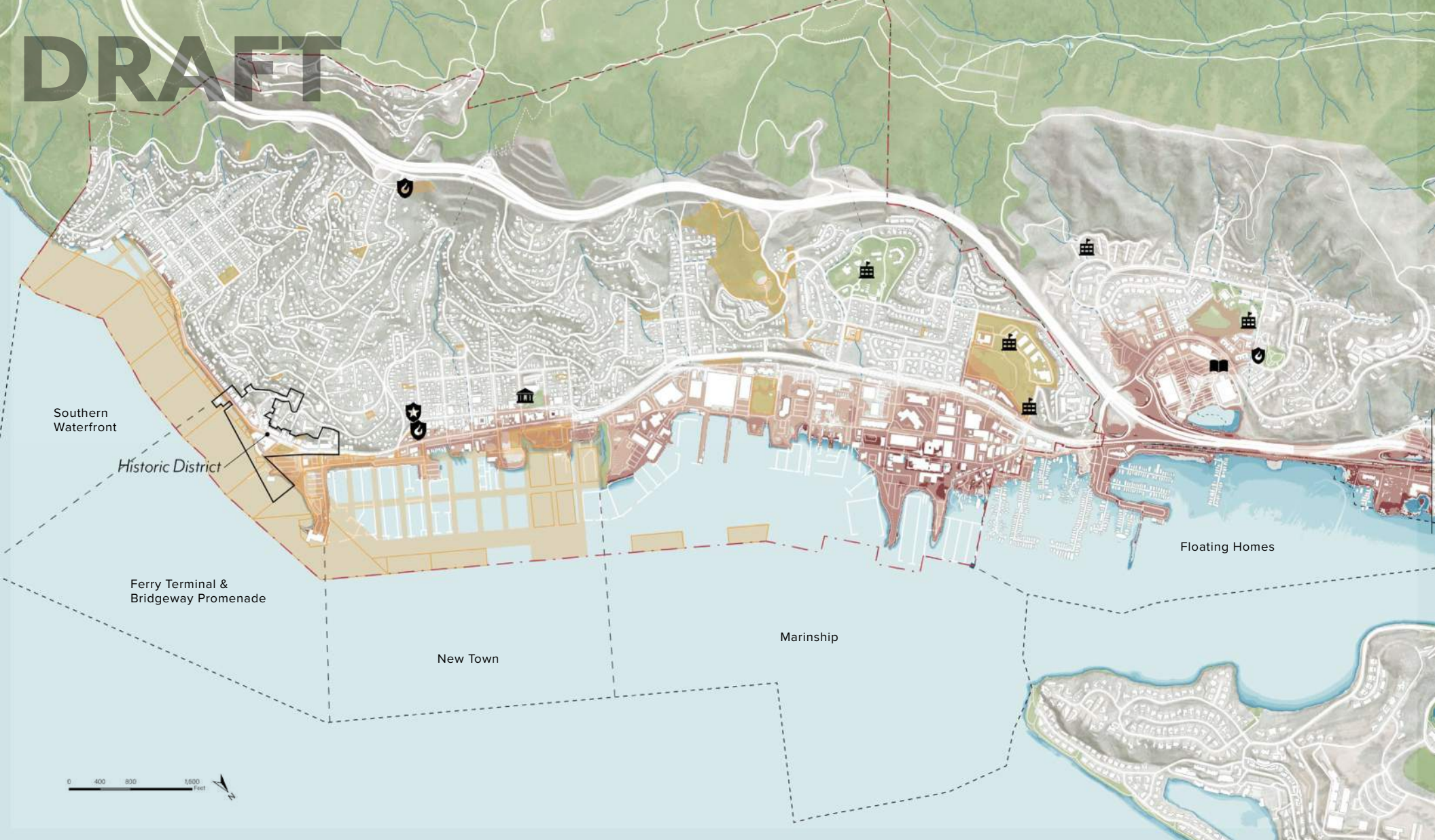


Figure 9:

Community Facilities, City-Owned Properties & Historic Buildings

Map Sources: California State Lands Commission, Transportation Authority of Marin, City of Sausalito, County of Marin

Map Author: WRT, 2024

Facilities

- Fire Stations
- Law Enforcement
- Library
- Municipal
- Schools
- Wastewater Treatment

Base Map

- Sausalito City Boundary
- Sphere of Influence
- Parks
- City Owned Property
- Granted Lands (CSLC)*

Sea Level Rise Scenarios

- 1 .8 ft
- 2 .8 ft + 100-yr Storm
- 3 3.1 ft + 100-yr Storm

COMMUNITY FACILITIES IMPACTS

	1 2050 0.8' SLR W/O STORM	2 2050 0.8' SLR W/ STORM 4.3' SLR W/O STORM	3 2100 3.1' SLR W/ STORM 6.6' SLR W/O STORM
ALL CHARACTER AREAS	Historical buildings: 16% in the Ferry Terminal and Bridgeway Promenade and 13% in Southern Waterfront are impacted. 10 Residential buildings 20 Commercial buildings 30 Industrial buildings 10 City/Public buildings	Historical buildings: 20% in the Ferry Terminal and Bridgeway Promenade and 45% in Southern Waterfront are impacted. 30 Residential buildings 80 Commercial buildings 80 Industrial buildings 20 City/Public buildings	Historical buildings: 82% in the Ferry Terminal and Bridgeway Promenade and 82% in Southern Waterfront are impacted. 40 Residential buildings 110 Commercial buildings 110 Industrial buildings 30 City/Public buildings

TABLE 6:

COMMUNITY FACILITIES IMPACTS BY SCENARIO

The map shows community facilities, listed on this page, and flood extents from the three project scenarios: (1) 2050 0.8' SLR, (2) 2050 0.8' SLR + 100-yr Storm, (3) 2100 3.1' + 100-yr Storm.

For each scenario, about half of the inundated area is public or City-owned land, labelled as Exempt on the following spread.

Infrastructure outside of City boundaries has been excluded.

Community Facilities List

- Fire stations
- Law enforcement facilities
- Libraries
- Municipal buildings
- Schools
- Wastewater treatment plant

None of the listed community facilities are located in the anticipated flooded area for each of the three project SLR scenarios.

* WHAT ARE GRANTED PUBLIC TRUST LANDS?

The California State Lands Commission manages tide and submerged lands (or Tidelands) to be protected and held in trust by the State for the benefit of the people of California.

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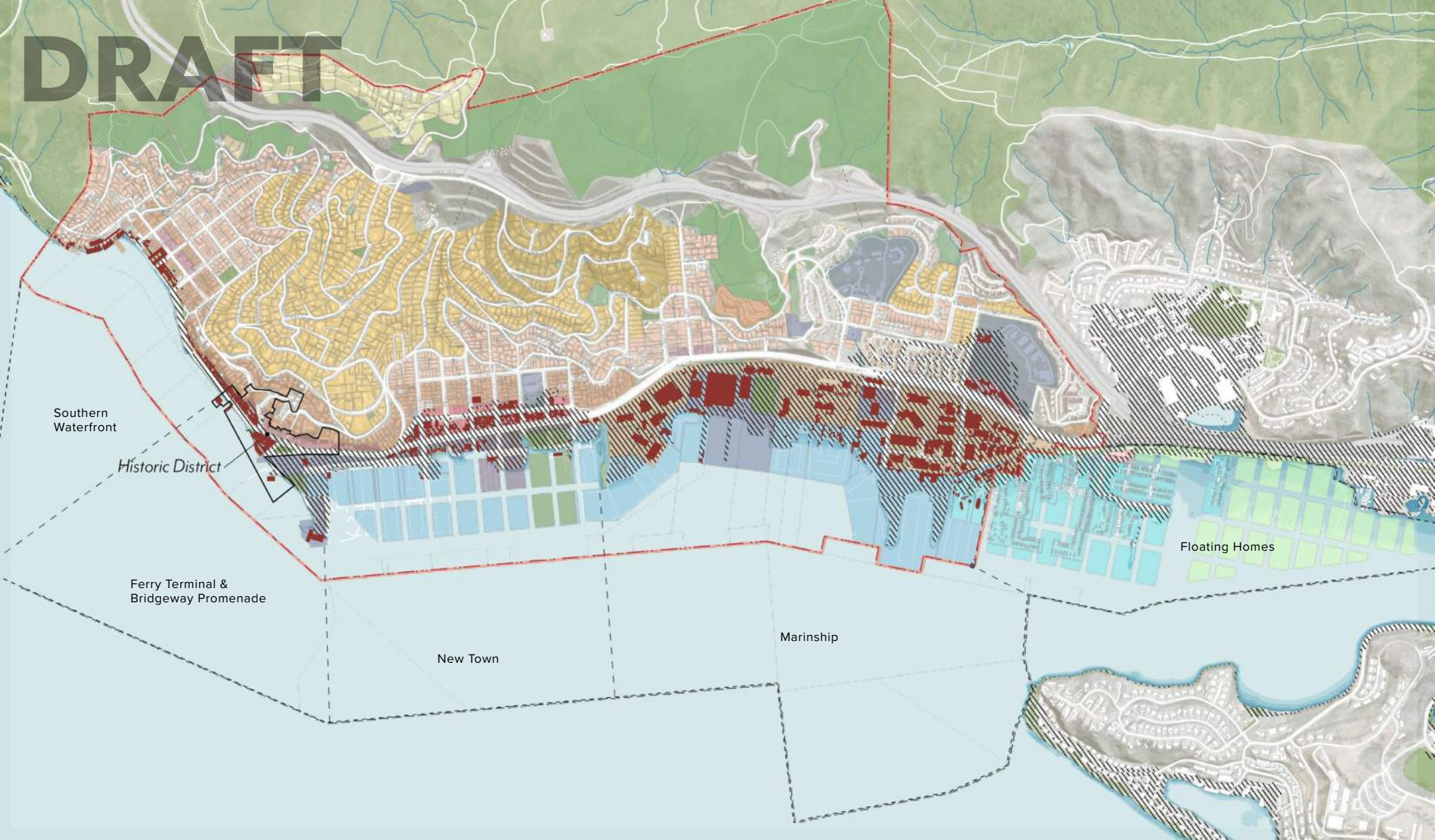


Figure 10:

Land Use

Map Sources: 2021 Sausalito General Plan Update

Map Author: City of Sausalito, modified by WRT, 2024

Sea Level Rise Scenarios + Storm Surge (100-Yr)

Impacted Areas

Impacted Buildings

Land Use

Public Institutional	Neighborhood Commercial
Industrial	Shopping Center
Waterfront	Commercial Waterfront
Central Commercial	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

SOI Land Uses

Conservation
General Commercial

LAND USE IMPACTS

CHARACTER AREA	PRESENT DAY	1 2050 0.8' SLR W/O STORM	2 2050 0.8' SLR W/ STORM 4.3' SLR W/O STORM	3 2100 3.1' SLR W/ STORM 6.6' SLR W/O STORM
Southern Waterfront	0% Res. 16% Com. 0% Ind. 97% Ex.	1% Res. 16% Com. 0% Ind. 98% Ex.	19% Res. 37% Com. 0% Ind. 99% Ex.	31% Res. 68% Com. 0% Ind. 99% Ex.
Ferry Terminal & Bridgeway Promenade	0% Res. 4% Com. 0% Ind. 77% Ex.	0% Res. 4% Com. 0% Ind. 77% Ex.	0% Res. 5% Com. 2% Ind. 83% Ex.	0% Res. 31% Com. 61% Ind. 95% Ex.
New Town	6% Res. 52% Com. 89% Ind. 82% Ex.	7% Res. 52% Com. 89% Ind. 82% Ex.	13% Res. 61% Com. 95% Ind. 92% Ex.	19% Res. 82% Com. 98% Ind. 96% Ex.
Marinship	7% Res. 38% Com. 53% Ind. 70% Ex.	9% Res. 41% Com. 56% Ind. 70% Ex.	11% Res. 62% Com. 81% Ind. 72% Ex.	11% Res. 88% Com. 94% Ind. 87% Ex.
Floating Homes	17% Res. 0% Com. 0% Ind. 0% Ex.	34% Res. 0% Com. 5% Ind. 0% Ex.	100% Res. 32% Com. 61% Ind. 0% Ex.	100% Res. 65% Com. 95% Ind. 0% Ex.

TABLE 7:

LAND USE IMPACTS BY SCENARIO

The map shows land use designations from the 2021 Sausalito General Plan Update overlaid with building footprints and hatched areas located in the anticipated flooded area for any of the three project SLR scenarios.

The table includes a column for Present Day to summarize land use and buildings located in or over the bay. Significant areas of Sausalito are located in the present-day tidal zone, as seen on the map and quantified in the table. These areas present an adaptation opportunity for floating strategies.

Infrastructure outside of City boundaries has been excluded.

KEY

Res. = Residential

Com. = Commercial

Ind. = Industrial

Ex. = Exempt (Public or City-owned)