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2. HOW TO USE THIS DOCUMENT

The Marinship Specific Plan document has been divided into a number of sections, each addressing a different aspect of the plan and its standards. Policies and standards affecting each Marinship area parcel are found throughout this document. It will therefore be necessary to refer to each document section to be assured that all aspects of the plan are identified.

The following is a recommended procedure to locate the relevant document sections affecting a particular parcel.

Step 1: Locate the desired Parcel

The Marinship area has been subdivided, for planning purposes, into planning zones (no relation to Zoning Categories or boundaries), planning areas and planning parcels. (See Section I.B.) The Specific Plan document refers to these Parcels by number. The attendant name is a commonly known description of the parcel provided solely as a reference convenience.

To locate a desired parcel examine Diagram # 2: Planning Parcels, Areas, and Zones. A list of the Assessor Parcel Numbers corresponding to each Planning Parcel is provided in Appendix- D. The existing zoning category for each Parcel can be found in Appendix- E.

Step 2: Examine the Development Objectives

This section provides an overview of Plans, Goals and Objectives. The Goal and Objective statements provided in Sections II and III supersede all other Specific Plan references or standards. Where conflicts occur between standards the relevant Objective statement will govern.

Supplementing the overall Objective material are individual intent statements throughout Section III: Development Standards, which again supersede the specific guidelines.

Step 3: Examine the Development Program and Standards

Section III: Development Programs set forth the guidelines for permitted development. An overview is provided describing any specific objectives for each zone and outlining the methods to be used in calculating the allowable development. This is followed by specific standards for each zoning category, including site-specific exceptions. The definitions of the permitted uses are provided in Appendix- B: Glossary of Terms.

Section IV: Development Standards describe the specific standards for the non-development program plan elements. The overall standards for Marinship circulation, individual

parcel access, standards for streets and ways, and the responsibility of individual parcel owners to provide these and other elements, are described in Section IV.A: Circulation, Access, Streets and Ways.

The policies and standards for parking, setbacks, site coverage, building heights and bulk, as well as other special requirements are outlined in Sections IV.B-G.

Appendix- C: Traffic Trip Generation Rates, contains useful information regarding traffic standards associated with the permitted uses. This information should be used when evaluating the development potential of a parcel (see Section III.A: Development Program, Overview.

Step 4: Review the List of Public Projects and Specific Plan Implementation Sections

A list of public projects, including those private projects for which the City may consider providing support, is provided in Section V: Public Projects. The major implementation funding options for public and private projects are described in Section VI: Specific Plan Implementation.

B. PLANNING ZONES, AREAS AND PARCELS

To simplify the planning analysis the Marinship has been divided into planning zones, areas and parcels. These have been created only as a planning convenience and do not necessarily reflect the zoning or use boundaries. A map locating these planning elements and a list of the study parcels is included at the end of this section.

1. PLANNING ZONES

The Marinship has been divided into planning zones: 1, 2 and 3. These correspond to the different traffic distribution zones as defined by DKS Associates, traffic consultants.

Zone 1 is the southernmost portion of the Marinship. It is bounded on the north by Spring Street and extends from Bridgeway to Richardson Bay. Zone 1 assumes that 60% of all weekday p.m. peak traffic will travel north while 40% will travel south.

Zone 2 is the central portion of the Marinship. It is bounded by Spring Street, Bridgeway, Harbor Drive and the bay. Zone 2 assumes that 70% of all weekday p.m. peak traffic will travel north while 30% will travel south.

Zone 3 is the northern portion of the Marinship. It is bounded by Harbor Drive, Bridgeway, and the northern city and

study limits. Zone 3 assumes that 80% of all weekday p.m. peak traffic will travel north while 20% will travel south.

2. PLANNING AREAS

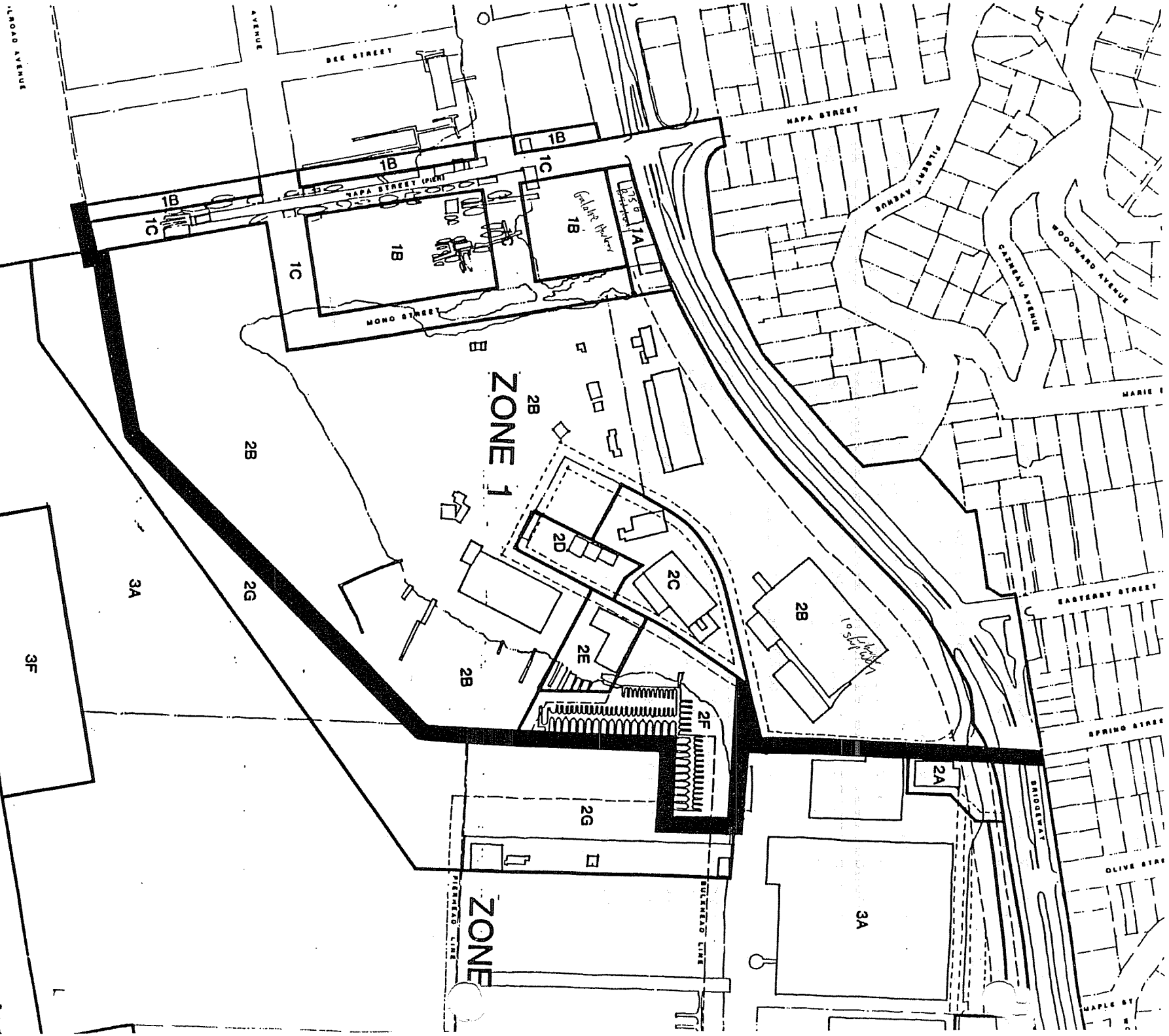
Planning Areas were created to further subdivide the Marinship into manageable study portions. Like the Planning Zones, these do not necessarily reflect zoning or land use boundaries. The Planning Areas were subjectively evaluated by the planning team and divided into separate areas based on their current use, character identity, land form, and/or ownership.

3. PLANNING PARCELS

Each Planning Area has been subdivided into Planning Parcels. These parcels consist of existing individual assessor parcels under a single ownership (See Appendix- D: Planning Parcel Equivalent Assessor Parcel Numbers). When the ownership was not continuous or contiguous a separate planning parcel was created. The development programs will frequently refer to designations or restrictions at the Planning Parcel level of detail.

PLANNING PARCELS, AREAS and ZONES

Diagram # 31



20 Libertyway
North Coast Industries

to Libertyship by
Walter Kimball

67-75 Liberty Ship
Americas Co of Medea
Starbuck Company

TABLE A
LIST OF PLANNING PARCELS,
by Planning Area and Zone

ZONE 1

Planning Area 1:

- 1A "1750 Bridgeway" - *Medical parcel*
- 1B Terra Landing *Edith Harbor*
- 1C City of Sausalito

Planning Area 2: *30 Libertyway*

- 2B Schoonmaker Point *Sq. woods Woodland*
- 2C Vincent Whitney-Interbay Lumber *Shipyard Curves*
- 2D Cement Gun Property *Stone Deck*
- 2E Easom's Boatyard *Accepted*
- 2F Clipper Yacht Harbor #1 *White Sash Hardware and Boatworks for*

ZONE 2

Planning Area: 2

- 2A Burkell Property (parcel north of Schoonmaker)
- 2G Annicelli (Sea K Fish)

Planning Area: 3

- 3A Army Corps of Engineers, Bay Model
- 3B Record Plant
- 3C SWA Offices
- 3D Office (Duryee)
- 3E Marinship Park
- 3F City of Sausalito

Planning Area: 4

- 4A Marina Plaza

Planning Area: 5

- 5A "Gerhardt" parcel west of Arques
- 5B Arques Shipyard, Gate #3

Planning Area: 6

- 6A "2401 Marinship Way"
- 6B Big "G" Super Market
- 6C Post Office site

Planning Area: 7

- 7A "150/180 Harbor Drive"

Planning Area: 8

- 8A Clipper Yacht Harbor #2, #3 & #4
- 8B Storage Area (west of 8C)
- 8C Spaulding Boatworks

TABLE A, continued
LIST OF PLANNING PARCELS,
by Planning Area and Zone

ZONE 3

Planning Area: 6

- 6D "One Harbor Drive"
- 6E Feng Nian Restaurant
- 6F Commercial / Office Area (Bridgeway at Coloma)

Planning Area: 7

- 7B Industrial Center Building
- 7C Heath Ceramics
- 7D Restaurant / Commercial Area (Saus. Food Co.)
- 7E "475 Gate 5 Road"

Planning Area: 9

- 9A Coloma Industrial Area
- 9B "200 & 150 Gate 5 Road Area"
- 9C Auto Repair Area (Swiss Garage, etc.)
- 9D Auto Repair Area (Paul's Cabinets, etc.)
- 9E Joe Ray Auto Body
- 9F Auto Storage Area (Jagger Enterprises)
- 9G Clipper Property (at Varda Landing Rd)
- 9H Varda Landing Studios (York)
- 9I Planeaway Sailboards, etc.
- 9J Small Boat Center (Gordy Nash)
- 9K Gate 5 Road Industrial (north of 9J)
- 9L Office / Retail / Storage (York)

Planning Area: 10

- 10A Houseboat Area (Anshen)
- 10B Houseboat Area (Kingman Prop. Co.)
- 10C Houseboat Area (Onslow-Ford, Vallejo)
- 10D Houseboat Area (Veit)

Planning Area: 11

- 11A Winblad Property (Bullard)
- 11B "3000 Bridgeway"
- 11C Health Club and Offices
- 11D "3030 Bridgeway"
- 11E "4000 Bridgeway"

C. LAND USE AND ZONING

The existing zoning categories, boundaries and much of the Zoning Ordinance remain unchanged in the Marinship Specific Plan. The Marinship Specific Plan does, however, focus the industrial and maritime orientation of the area by eliminating or severely limiting commercial office, retail, restaurants and residential uses. These have been determined to be either inconsistent with the industrial activities or generators of peak hour traffic, disproportionate to other preferred uses. The Marinship Specific Plan maintains the existing zoning category boundaries (see Diagram # 3). The list of permitted uses, however, will change (see Appendix -B: Glossary of Terms).

The major use changes, by zone, include:

- Industrial ("I") Zone:

New commercial office is no longer a permitted use; existing office buildings and uses may remain as permitted uses; only limited types of commercial uses and new full-service restaurants are allowed. Arts uses are distinguished from other industrial space, especially those considered Applied Arts.

- Waterfront ("W") Zone:

Currently considered a Commercial District, the Specific Plan distinguishes between industrial and commercial uses in this zone in the same manner as in the "I" zone; no retail or business service commercial use is permitted; no new pleasure boat harbors and only limited expansion of existing harbors will be allowed; marine service boat harbors are permitted; the definition of marine service boats is expanded to reflect Sausalito's traditional waterfront uses; live-aboard use of marine service and pleasure boats is allowed, and houseboats are permitted in the "H" zone, and those houseboats that existed on or before July 1, 1985 may be legalized with a Conditional Use Permit.

- Houseboat "H" Zone: no use changes.

- Shopping Center ("CS") Zone:

The only permitted uses in this zone are: full service supermarket, warehousing, lumberyards, and dry boat storage.

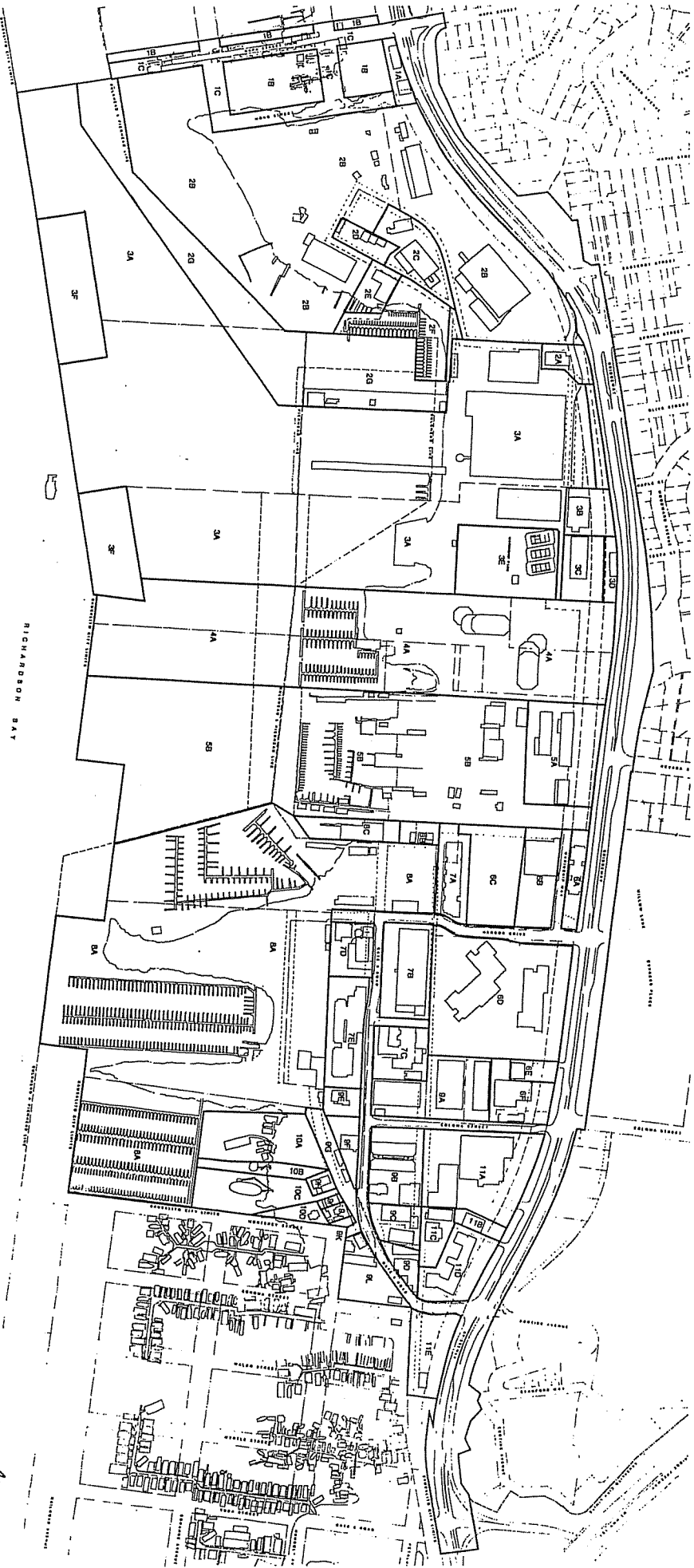
- Public ("P") Zone: no use changes.

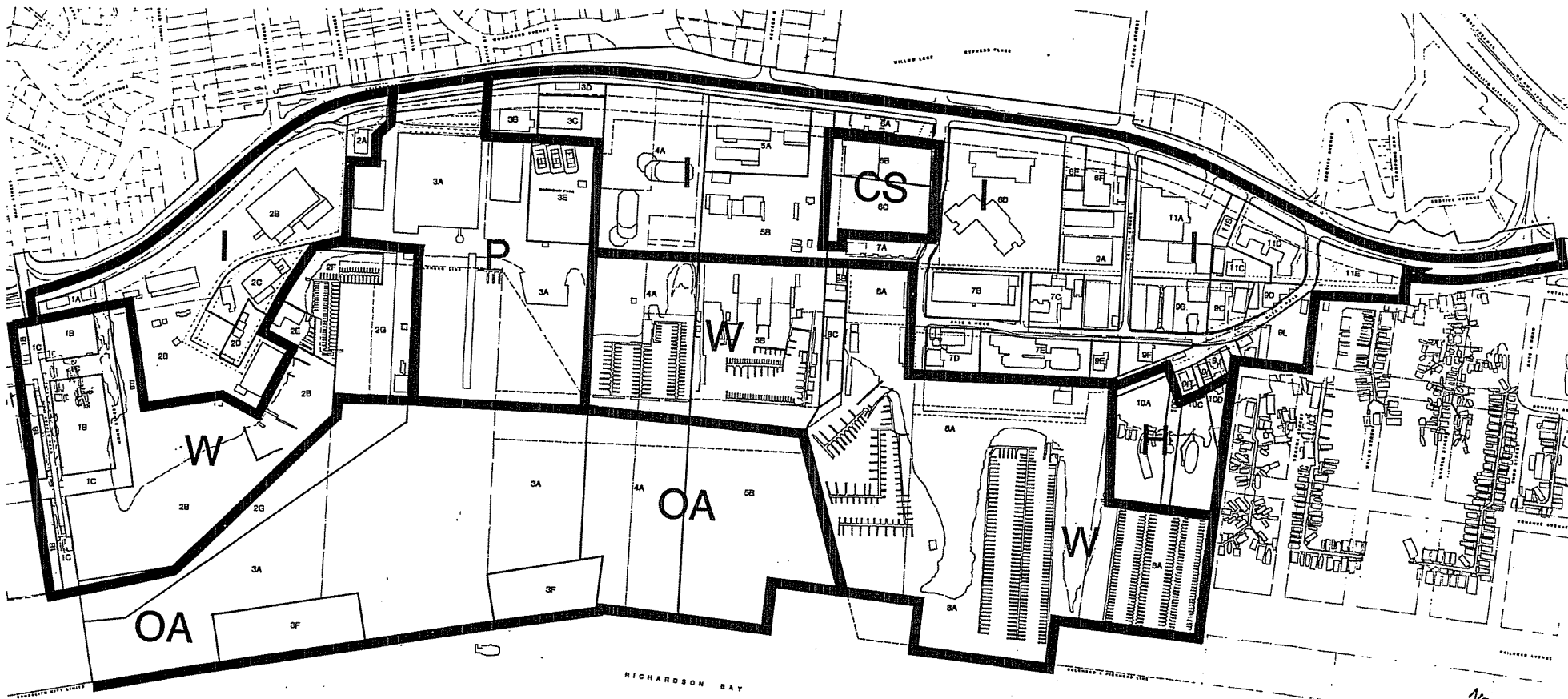
- Open Space ("OA") Zone: no use changes.

The MARINSHIP Specific Plan

PREPARED BY
The City of Sausalito, Planning Department
INDUSTRIAL CONSULTANTS

Walter Ralupha Stewart, AIA
ARCHITECT





The
MARINSHIP
 Specific Plan

PREPARED BY
 The City of Sausalito, Planning Department
 SAUSALITO, CALIFORNIA

Walter Raleigh Stewart AIA
 PLANNED COMMUNITIES

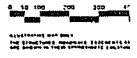


Diagram #3
ZONING MAP

MARINSHIP Specific Plan

Use Designations
TABLE # B

REMARKS:

USES:	ZONE 1										ZONE 2										ZONE 3									
	PAR 1		PARCEL 2		P 2		PARCEL 3		PAR 4		P 5		PAR 6		PAR 7		PARCEL 9		PAR 10		PAR 11									
Gen Indust																														
Marine Indust																														
ARTS																														
Ind, Mar., Fine Applied Art																														
COMMERCIAL																														
Office																														
Retail																														
Bus Com Serv																														
Mar Com Serv																														
Restaurant																														
Food Service																														
RESIDENTIAL																														
Exist'g Lnd Res																														
Houseboats																														
Live-Abd Boats																														
INSTITUTIONAL																														
Post Office																														
Army Corps																														
MARITIME BERTHS																														
Marine Service																														
Pleasure Bts																														
Dry Bt Stor																														
PUBLIC USE																														
Open Space																														
Open Water																														

1. Food Serv-Fish Sales only
2. "M" Zone-Marine Serv Com only
3. Marine Applied Arts only in "M" Zone
4. Full Service Supermarket With CUP; Lumberyard, Warehouse, Dry Boat Storage only
5. Inland, Marine Arts only
6. Existing Legal Non-Conforming Resid.
7. One Land-Base Resid. permitted
8. AS CUP and only if Parcel 2D develops as part of Parcel 2B development

E: Existing Legal Permitted
 P: Principal Uses
 O: Conditional Uses
 A: Inclusionary Use with Administrative CUP

REMARKS:

II. DEVELOPMENT OBJECTIVES

A. GENERAL INTENT

It is the Marinship Specific Plan development objective to retain, yet focus, the 1970 Sausalito General Plan objectives (PART V, Division 1, Section 2101):

"1. To promote the waterfront area and promote diversified water-dependent uses.

"2. To promote the development of other lands in the Marinship with industrial uses and uses compatible with an industrial area."

B. MARINSHIP SPECIFIC PLAN GOALS

To accomplish the General Intent the following shall serve as a list of goals to be considered when evaluating proposed development in the Marinship.

1. Preserve and enhance the maritime history and character of the Marinship. This shall include giving, to the extent determined reasonable, development preference to marine uses and maritime industries.

2. Preserve and enhance the industrial character and use of the Marinship.

3. No new commercial office development will be allowed in the Marinship. Office use, determined to be accessory to a permitted use, will be allowed. Existing or approved office buildings and uses may remain as permitted uses.

4. It is the intent of the plan to preserve the Marinship as an area primarily oriented to the use and service of Sausalito residents, not tourists.

5. It is the intent of the plan to discourage the development of non-industrial commercial businesses that are determined by the City to displace industrial and marine businesses, or that would disproportionately contribute to the traffic generation.

6. It is the intent of the plan to encourage development that produces low levels of traffic generation.

7. It is the intent of the plan to encourage, to the extent possible, mixed use rather than single use development, especially on larger parcels.

8. The amount of commercial service use permitted on a site should be significantly limited in comparison to the amount of industrial use.

9. The amount of restaurant and food service use in the Marinship should be linked to the local working population it would serve and be no more than the minimum size needed to serve that projected population.

10. Additional houseboat development in the Marinship is not allowed outside of the "H" zone. Houseboat use, as approved by the City and BCDC, will be permitted under the following circumstances:

a) On "H" zone parcels;

b) Houseboats existing in permitted recreational marinas, on or before July 1, 1985 and in residential use, on July 1, 1985, may be legalized with a Conditional Use Permit; and

c) Other houseboats existing in Sausalito on or before July 1, 1985 and in residential use as of that date may be legalized with a Conditional Use Permit, provided the applicant demonstrates to the City's satisfaction that the houseboats will be a necessary and integral part of a working waterfront and will fulfill the requirements of the public trust doctrine, the Richardson Bay Special Area Plan, and the San Francisco Bay Plan.

11. Maintain an urban rather than suburban character in the Marinship. This shall apply to considerations of use, building style and treatment, landscaping, and support elements.

12. 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.

13. Uses and development plans that permit and encourage public access and use of the water and waterfront shall have preference over those that do not.

14. Waterfront parcels shall provide approved public access to and from the water, including (where determined possible) limited amounts of temporary public small boat tie-up space.

15. Development plans should give special attention to the establishment and enhancement of the pedestrian and bicycle pathways to and through the Marinship.

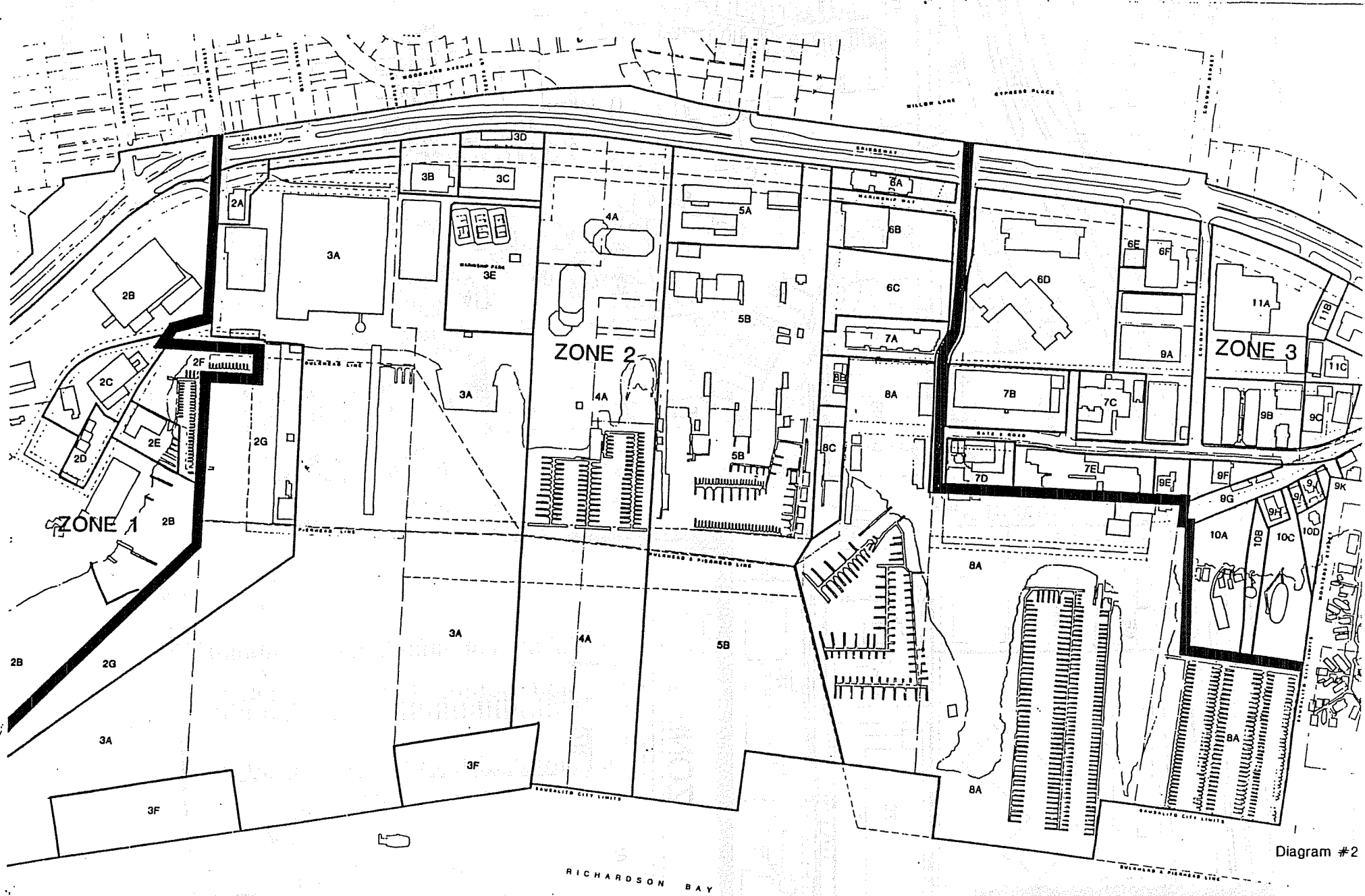


Diagram #2

16. An intent of the plan is to maximize the amount of real and effective open water and shoreline area.

17. Development plans shall preserve and enhance both the identified view corridors (see Diagram #6) and, to the extent possible, other view opportunities to and through the area.

18. It is the intent of the plan to preserve and enhance the viability of the commercial fishing industry in Sausalito and the Marinship.

19. The plan shall preserve and enhance public navigational channels in the Marinship.

20. It is the intent of the plan to improve the water quality of the Richardson Bay by restricting any potential pollution by Marinship developments. Development proposals will be evaluated with regard to their pollution control techniques, such as controlling runoff and restricting uses to non-polluting uses as provided in the Richardson Bay Special Area Plan.

21. Any proposed Marinship development shall identify the nature and scope of any natural hazards, such as soils or geological conditions, and satisfactorily mitigate such hazards before construction. The City may determine that some uses or types of construction are considered not to be in the public's interest and safety to permit. Justification of any such use or development will be the responsibility of the applicant.

III. DEVELOPMENT PROGRAMS

A. OVERVIEW

The following Development Programs are listed by the corresponding zoning category. Zoning categories are created in response to General or Specific Plans, not vice versa. However, the 1985 Sausalito Traffic Initiative fixed the existing boundary lines in their current locations and does not permit the realignment of those boundaries or zone designations except when changing to a less development intensive category.

The following Development Programs are intended to be consistent with the Development Objectives. Where conditions arise that are not spelled out in this plan, or it is necessary to interpret the intent of the plan, any objective or intent statement shall be used as the basis of evaluation. Unless otherwise noted the standards are derived from or relate to the existing City of Sausalito standards.

Unless noted otherwise, the typical method for determining the development capacity, or permitted "Floor Area" (see Zoning Ordinance, Section 10.102), of a Marinship parcel is to multiply the "Parcel Area" (Gross parcel area exclusive of certain easements, ways, etc. See Zoning Ordinance Section 10.201) times the maximum "Floor Area Ratio (FAR)" (see Zoning Ordinance, Section 10.102).

The development program described below was prepared in response to, among other factors, the limitations of the current zoning. The current Floor Area Ratio (FAR) standards in the Zoning Ordinance were approved by the voters of Sausalito in the 1985 Traffic Initiative and cannot be exceeded without another majority vote of Sausalito voters.

Several Marinship Specific Plan designations incorporate the concept of inclusionary development requirements (See Appendix-B: Glossary of Terms). These are in the form of maximum development intensity ratios that would be permitted, as a function of another use ratio. For example:

- Use "A" is permitted a maximum Floor Area Ratio (FAR) value of "x%";

- Use "B" is an inclusionary use and is permitted only when developed with use "A". The FAR for use "B" is defined as being no more than "y%" of use "A's" as built "x%" FAR.

One of the Specific Plan guidelines is to limit the potential northbound traffic increases in the area, especially on Bridgeway, during the weekday evening Peak Hour. The traffic impacts associated with the permitted uses should be major factors in determining the permitted development intensities.

To this end, the Marinship Specific Plan has established maximum development intensity standards based upon, among other things, the relative traffic impact of uses compared to general industrial development. New development and redevelopment applications in the Marinship shall conform to the standards contained in this plan.

One goal of the Marinship Specific Plan is to reduce the potential traffic impact of future Marinship developments by designating largely low traffic generating uses. Many existing parcels contain comparatively high traffic generating uses, such as office and other commercial businesses. These particular existing uses produce a disproportionately greater amount of traffic than do the preferred industrial businesses.

Many of these existing commercial uses also occur at FAR levels higher than would be permitted by the Specific Plan. Even though these parcels contain "excessive" amounts of commercial floor area they would be allowed to develop additional industrial floor area under the conditions of the existing zoning.

For example, an industrial parcel is allowed a 40% FAR. The parcel may contain only office use and is developed to the former 25% FAR maximum level for commercial use. Under the current zoning the parcel would be permitted to develop an additional 15% FAR in industrial uses.

The provisions in the Marinship Specific Plan seek to address the equity of potential traffic impacts among the parcels. The proposed solution is to establish general industrial traffic generation as the common denominator for evaluating the effective Floor Area Ratios (FAR) for existing development.

The Marinship Specific Plan proposes to convert the FAR for those existing commercial uses generating northern bound PM peak hour traffic (the most critical traffic condition) greater than general industrial uses into an equivalent industrial FAR, based upon their relative traffic generation characteristics.

This is accomplished by evaluating the existing parcel development, determining the actual FAR ratios for the various uses, focusing upon those existing uses that generate greater traffic than does general industrial, and identifying the increment of FAR for those uses that exceed the limits proposed in the Specific Plan. That FAR increment above the proposed level is converted to its industrial Traffic Trip Generation Equivalent FAR and then added to the other FAR values for the parcel. The adjusted total is then compared with that allowed to determine if additional development would be permitted.

The following examples demonstrate the development FAR evaluation that would occur using this analysis technique:

Example 1:

Parcel "A": Industrial zone,
maximum FAR = 40%

- Assume:
- Existing Industrial use equals 10% FAR;
 - Existing Commercial use equals 25% FAR;
 - Commercial uses can not exceed 15% FAR;
 - The northbound, weekday PM Peak hour trip generation rate of this particular Commercial use is less than or equal to the rate for general industrial use;

Question: - How much, if any, development would be allowed?

Solution: - Since the commercial use generates less critical traffic than industrial the full value of the existing FAR can be used.

Therefore: - Allowable FAR = 40% - (Ind: 10% + Com: 25%)
= 40% - 35%
= 5%

An additional 5% FAR in industrial development would be permitted.

Example 2:

Parcel "B" Industrial zone,
maximum FAR = 40%

- Assume:
- Existing Industrial use equals 10% FAR;
 - Existing Commercial use equals 25% FAR;
 - Commercial uses cannot exceed 15% FAR;
 - The northbound, weekday PM Peak hour trip generation rate of this particular Commercial use is three times the rate of general industrial use;

Question: - How much, if any, development would be allowed?

Solution: - Since the Commercial use has a greater traffic generation rate than general industrial, its industrial equivalent must be analyzed and then the effective FAR determined.

Therefore: - Excess Commercial FAR = 25% - 15%
= 10%

Industrial traffic equivalent = 10% x 3
= 30%

Non-Industrial FAR = allowable + equivalent
= 15% + 30%
= 45%

Allowable FAR = 40% - (Ind: 10% + Com: 45%)
= 40% - 55%
= -15%

No additional development would be permitted because the existing development is considered to already exceed the allowable FAR.

This development analysis method would have a significant impact upon several parcels. For example, Marina Plaza, One/Three Harbor Drive, SWA, Feng Nian Restaurant, and other parcels have developed only the commercial portion of the allowable FAR. Though they have more commercial development than would be allowed under the Specific Plan they would be permitted additional industrial development under the current zoning. They would not be permitted additional development using the Traffic Trip Generation Equivalent analysis technique based on current trip generation rates.

The trip generation rates for the permitted use classifications are provided in Appendix- C. These rates were provided by DKS Associates, traffic engineers. The City should periodically reevaluate these rates to insure their accuracy and relevance to the Marinship.

B. DEVELOPMENT PROGRAMS

The permitted uses listed below are defined in APPENDIX: B. Glossary of Terms, in this document.

1. INDUSTRIAL ("I") ZONE

GENERAL INTENT

It is the objective of this zoning category to provide for industrial, service and arts uses, with the necessary support elements considered important to the City of Sausalito. This objective includes the general exclusion of commercial uses such as office, which could instead be designated in other areas of the City.

Uses in the Marinship area should be limited to the following, and similar general types of uses as approved by the City, consistent with the goals, objectives and functional organization of the Marinship Specific Plan.

Non-polluting, low traffic generating, low intensity industrial uses, and the following uses to the extent they are compatible to an industrial area: warehousing; wholesale trade establishments; light manufacturing; office service and supply and industrial service and supply; art, including Fine Arts, Maritime Arts, Industrial Arts and Applied Arts, and craft workshops (no retail sales); industrial or marine-oriented research and development laboratories; small-scale appliance and equipment repair and service; boat storage, yacht clubs; wholesale and retail fish sales; employee eating establishments (independent eating establishments should be permitted only after review to determine the need for such a facility to serve the needs of the employees in the Marinship area and determination that the location and signing does not encourage use by persons outside the Marinship area).

Furthermore, the "I" zone shall:

- Permit existing office buildings and uses to remain;
- Prohibit general retail sales, except as a part of a commercial service business (one serving the needs of, and complementary to, the needs of the Marinship, such as a chandlery);
- Permit performing arts theater studio and rehearsal use. Occasional live performance presentation and film uses may be permitted with the approval of a Conditional Use Permit.

a. TYPICAL CONDITION

The Industrial ("I") zone is the Marinship's largest and includes the widest variety of permitted uses. To the extent possible, especially on the larger sites, a mixture of uses is to be encouraged.

Unless noted otherwise, the typically permitted uses in the "I" zone parcels include: general industrial, marine industrial, arts, commercial service, limited amounts of restaurant and food service, and dry boat storage uses categories. Existing legal office, full service restaurant, and residential uses may remain as permitted uses, as noted elsewhere in this document.

The uses permitted in the "I" zone are defined in Appendix- B: Glossary of Terms. These are further qualified by the following standards:

Arts:

It is the intent of the Arts designation to allow art studio space, not retail art galleries. It is not the intent, however, to prohibit a limited number of "sales events" on-site, featuring the sale of art creations by the artist. The amount of permitted studio space dedicated to formal art display shall be limited. Signage or advertisement of the retail activity, if done on a regular basis, is prohibited. The sale of art work is to be by the actual artist or by a temporary assistant or employee.

Applied Arts:

Applied Arts is to be an inclusionary Arts use (e.g., it is only permitted in association with other Arts uses on a specific parcel). Applied Arts is not to exceed 50% of all Arts use on a parcel, and will be allowed only with the approval of a Conditional Use Permit.

Commercial Office:

The only new office use permitted in the Marinship will be limited to accessory office use (the small amount of office activity needed to administer the operations of an approved use). No new Commercial Office use will be permitted in the Marinship. Existing office buildings and uses may remain as permitted uses.

Commercial Retail:

No new Commercial Retail areas will be permitted in the Marinship. Commercial Retail will be permitted in the form of a full-service supermarket (in the CS Zone) or on parcels, and in amounts, where retail use has been previously approved by the City.

Commercial Restaurants:

A limited number of Commercial Restaurants will be permitted in the Marinship. Existing Restaurant use will continue to be permitted on parcels, and in amounts, where restaurant use has been previously approved by the City. A limited number of small restaurants (limited dining on the premises) will be permitted in the "I" zone within the Marinship. Restaurants with up to 40 seats may be permitted with a Conditional Use Permit on planning parcels of at least four acres. Applications for new restaurants shall require an analysis of the need for such a facility to serve

the needs of employees in the Marinship. A determination shall be made that the location and signing does not encourage use by persons outside the Marinship.

Commercial Food Service:

Commercial Food Service (no dining on the premises) will be permitted with a Conditional Use Permit in the Industrial Zone within the Marinship. The amount of food service square footage permitted on a parcel shall be determined after an analysis of the need for such a facility to serve the needs of employees in the Marinship. A determination shall be made that the location and signing does not encourage use by persons outside the Marinship.

Residential:

No new residential use will be permitted in the "I" zone. Existing, legal, residential use may remain as a permitted use on parcels, and in amounts, as have been previously approved by the City.

Public Access:

All shoreline parcels in the Marinship shall provide for the temporary tie-up of small boats, as required by the City. The number of such spaces shall be a minimum of one per parcel or 2% of the total number of berths in the harbor, whichever is greater, unless otherwise approved by the City.

The allowable development program for the "I" zone shall be as provided in the zoning ordinance, subject to the additional requirements and limitations of this plan. The zoning ordinance shall identify the maximum allowable Floor Area Ratio (FAR) as well as any specific ratios between the amounts of permitted uses. (Currently, the zoning ordinance FAR is 40% with no more than 15% in commercial use).

To maintain the industrial emphasis of this zone, no more the 40% of the permitted FAR shall be allowed for commercial uses. Such commercial use refers to commercial office, commercial services, restaurants and food services. Accessory office use is not included in this consideration. Commercial uses shall be permitted when developed with approved non-commercial uses.

The number of dry boat berths shall not exceed 100 berths per acre.

Dry Boat Berths

b. SITE-SPECIFIC EXCEPTIONS

The following are site-specific exceptions to the typical "I" zone program standards described above.

ZONE 1

Planning Area 2:

2B Schoonmaker Point

The collection of parcels constituting what is frequently referred to as "Schoonmaker Point" represents one of the largest planning areas in the Marinship. This condition lends itself to a mixed use development concept. Sufficient amount of industrial and arts uses may create a demand for additional uses, such as commercial services and food services.

Though not required to do so, to the extent it is feasible, the major original buildings, the Three Bay "Schoonmaker Building" and the "55 Foot Tall" Building, should be maintained and used in an adaptive reuse development program. These buildings appear to be well suited for industrial and arts uses.

Limited views of Richardson Bay from the Bridgeway corridor are currently possible through the site. Future building development and landscaping should attempt to minimize view blockage.

2D Cement Gun Property

This property is currently owned by many of the same investors as Parcel 2B, Schoonmaker Point, and is virtually surrounded by the same. It may be useful to consider it within the same context when evaluating the potential mix of uses in this area. Restaurant and food service is permitted on this parcel if developed as a part of the larger surrounding parcel group (e.g., Schoonmaker Point).

ZONE 2

Planning Area: 3

3B Record Plant

The existing recording studio and blueprint service uses on this parcel contribute to the area. In addition to any industrial development, expanding the art and service use of this parcel is desirable. Any additional development on this parcel is likely to occur at a second level or upon the Bridgeway embankment. No floor or roof area of the any future structure should have an elevation above the Bridgeway curb at this parcel boundary.

3C SWA Offices

This parcel has been the site of local design firms for many years. Given the size and nature of the individual businesses on this parcel, the primary use could be considered to be Applied Arts. Currently, however, the combined traffic effect results in a parcel that more closely resembles office use. For this reason, the existing use is assumed to be commercial office.

3D Office (Duryee)

The only Applied Arts use that will be permitted is Marine Applied Arts.

Planning Area: 4

4A Marina Plaza

The collection of assessor's parcels constituting what is currently referred to as "Marina Plaza" is one of the larger planning parcels in the Marinship. This condition lends itself to a mixed-use development concept. Sufficient amounts of industrial and arts uses may make it possible to support such additional uses as commercial services and restaurant and food services.

Planning Area: 5

5A "Gerhardt" (parcel west of Arques)

This central Marinship site is well located for industrial use. To the extent possible the development plan should coordinate its mix of uses and building siting to take advantage of its proximity to the larger adjacent Parcel 5B: (Arques Gate 3). No Applied Arts, Commercial Service, Food Service, or Dry Boat Storage use will be permitted on this parcel.

5B Arques Shipyard, Gate #3

This parcel is large, has remained in a single ownership for many years, and with its water access, represents the greatest remaining opportunity in the Marinship to create a significant marine service center. The development objective for this parcel is that it be used for a mixed-use development concept focusing upon industrial and art uses, especially those oriented to, and complementary to, marine services. Its central Marinship location, as well as the potential for significant amounts of industrial and arts uses, justifies such additional uses as commercial services and food services.

Planning Area: 7

7A "150/180 Harbor Drive"

Retail sales of art and business supplies are not permitted.

ZONE 3

7B Industrial Center Building (ICB)

The Industrial Center Building contains a unique mix of arts uses including Industrial, Marine, Fine, and Applied Arts, as well as manufacturing and commercial activities. It is the objective of the Specific Plan to preserve this type of arts-based use on this site.

7E "475 Gate 5 Road"

This parcel contains a mix of industrial, office, commercial and restaurant uses. Maintaining a mix of uses is the development objective.

Planning Area: 9

- 9A Coloma Industrial Area
- 9B "200 & 150 Gate 5 Road Area"
- 9C Auto Repair Area (Swiss Garage, etc.)
- 9D Auto Repair Area (Paul's Cabinets, etc.)
- 9E Joe Ray Auto Body
- 9F Auto Storage Area (Jagger Enterprises)
- 9G Clipper Property (at Varda Landing Rd)
- 9H Varda Landing Studios (York)
- 9I Planeaway Sailboards, etc.
- 9J Small Boat Center (Gordy Nash)
- 9K Gate 5 Road Industrial (north of 9J)
- 9L Office / Retail / Storage (York)

This group of parcels constitutes a significant collection of industrial and service uses in the Marinship. The combined effect is a true mixed-use neighborhood. Most parcels are developed in excess of the FAR limits in the current Zoning Ordinance. Many of the buildings, especially those along Gate 5 Road, are older, need rehabilitation, and therefore represent a special problem when considering the issues of code compliance and conversion to new uses. Because of the low elevations, most parcels along the eastern edge of Gate 5 Road are subject to periodic flooding.

- 9E Joe Ray Auto Body
- 9F Auto Storage Area (Jagger Enterprises)
- 9G Clipper Property (at Varda Landing Rd)

- 9H Varda Landing Studios (York)
- 9I Planeaway Sailboards, etc.
- 9J Small Boat Center (Gordy Nash)
- 9K Gate 5 Road Industrial (north of 9J)

The only Commercial Service allowed on these parcels is Marine Commercial Service.

9L Office / Retail / Storage (York)

Retail Sales of art and business supplies are not permitted.

Planning Area: 11

11E "4000 Bridgeway"

This site is located at the gateway to Sausalito and the Marinship. New development including a mix of uses, building scale, variety of texture, visual quality, parking treatment, and open space was constructed in 1987. The development objective for this parcel is the same as for other adjacent Bridgeway frontage parcels except that the final expression of this mix is of greater importance, given its high visibility.

2. WATERFRONT "W" ZONE

GENERAL INTENT

Uses in this area should be limited to the following and similar general types of uses as approved by the City, consistent with the goals, objectives and functional organization of the General Plan and Specific Plan.

Development in this zone should reinforce and support the Marinship's maritime trades and industries. The Marinship Specific Plan intent for the "W" Zone includes the following marine-oriented uses: boat harbors, piers, wharves, and launching ramps; boat storage; boat sales, rental, building, repair and service; commercial and sport fishing facilities; wholesale and retail fish sales; marine equipment sales, manufacture, service and repair; tax-exempt yacht clubs; marine research laboratories. A terminal for a ferry or similar marine transportation shall not be located in the Marinship area.

Further "W" zone requirements shall include:

10 NEW
recreational
boat
harbors!

- No new recreational boat harbors will be permitted in the Marinship area. Existing harbors can be redeveloped and improved. These harbors may also be expanded on the same Planning Parcel by no more than 10% of the number of berths existing or approved by the City at the time of plan adoption,

and as allowed and permitted under the Zoning Ordinance. Any new harbor development in the Marinship must be developed for marine service, not recreational boat use. All harbor plans must be reviewed and approved by the City's Design Review Board.

Harbor
plans
approved
by DRB

- Every harbor shall have a maximum feasible percentage of its water area in an open, contiguous, regularly shaped configuration. The open water area should make it possible to clearly view Richardson Bay from the shoreline. The percentage of open water area to be required shall be decided by the City.

- Every harbor should have at least one pump-out facility available to the public.

- All harbor plans shall be reviewed and approved by the City and the City's Design Review Board.

- When reviewing a harbor development application the City should consider the potential use of toxic materials and apply relevant standards and City policies if applicable.

- The proportion of food provisioning in marine supply businesses to other marine supply elements should remain small enough that it will qualify as "limited accessory food provisioning" and not characterize the nature of the business.

- Yacht clubs are to be carefully controlled. Only tax-exempt, public service or use facilities, or limited size facilities to accommodate the temporary need of transient boaters will be considered.

- Houseboat marina development outside the "H" zone is not permitted. Houseboat use in the "W" zone, as approved by the City and BCDC, will be allowed with a Conditional Use Permit under the following circumstances:

- 1) Houseboats existing in permitted recreational marinas, and in residential use, on or before July 1, 1985, may be legalized after meeting the conditions of the City and BCDC; and
- 2) Other houseboats existing in Sausalito on or before July 1, 1985 and in residential use as of that date may be legalized, provided the applicant demonstrates to the City's satisfaction that the houseboats will be a necessary and integral part of a working waterfront and will fulfill the requirements of the public trust doctrine, the Richardson Bay Special Area Plan, and the San Francisco Bay Plan.

a. TYPICAL CONDITION

The Waterfront ("W") zone has been a major focal point of the Marinship Specific Plan effort. The existing "W" zone is

considered to be a Commercial District. As such, all uses in this zone are considered to be commercial. One element of the Specific Plan, in this zone, has been to distinguish between permitted industrial and commercial uses in the same manner as is currently done in the "I" zone. To this end the definition of Marine Industrial use has been narrowed to focus upon the industrial and service uses, relocating the marine commercial service uses to the Commercial Service use category, where they are separately controlled.

Unless noted otherwise, the typically permitted uses in the "W" zone include: marine industrial, arts, marine commercial service, food service, houseboats (no new houseboats allowed--existing houseboats may be legalized with a Conditional Use Permit), live-aboard use of marine service and pleasure boats, dry boat storage, marine service berths, pleasure boat berths, and open space. The uses permitted in the "W" zone are defined in Appendix- B: Glossary of Terms. These are further qualified by the following standards:

Applied Arts:

Applied Arts shall be limited to those uses listed in the marine applied arts sub-category and will be allowed only with the approval of a Conditional Use Permit.

Commercial Service:

Only Marine Commercial Service is permitted in the "W" zone.

Commercial Food Service:

Commercial Food Service (no dining on the premises) and small-scale Eating Establishments (with limited dining on the premises, not to exceed 20 seats) will be permitted with a Conditional Use Permit on "W" Zone sites. The amount of food service square footage permitted on a parcel shall be determined after an analysis of the need for such a facility to serve the needs of employees in the Marinship. A determination shall be made that the location and signing does not encourage use by persons outside the Marinship.

Residential:

No new land-based residential use shall be permitted in the "W" zone.

Houseboats:

No new houseboat marinas will be permitted in the Marinship. Houseboat use in the "W" zone, as approved by the City and BCDC, will be allowed with a conditional use permit under the following circumstances:

- 1) Houseboats existing in permitted recreational marinas, and in residential use, on or before July 1, 1985, may be legalized after meeting the conditions of the City and BCDC; and
- 2) Other houseboats existing in Sausalito on or before July 1, 1985 and in residential use as of that date may be legalized, provided the applicant demonstrates to the City's satisfaction that the houseboats will be necessary and integral part of a working waterfront and will fulfill the requirements of the public trust doctrine, the Richardson Bay Special Area Plan, and the San Francisco Bay Plan.

Liveboard Residential Use of a Pleasure Boat:

The number of liveboard boats in a pleasure boat harbor is strictly limited by both the Marinship Specific Plan and BCDC. The intent of this standard is to prohibit the multi-family or commercial use of these liveboard recreational boats.

Liveboard Residential Use of a pleasure boat will be permitted in an approved harbor with a Conditional Use Permit, where it can be demonstrated to the City's satisfaction that such liveboard use is needed for security purposes in an approved harbor. Liveboard use of an individual boat will require an Occupancy Permit. Any liveboard use must satisfy the requirements of BCDC, the provisions of Sausalito's adopted version of the Richardson Bay Special Area Plan, and either be connected to an approved sewer system or have an acceptable sewerage holding tank with an adequate ejection system. All marinas with liveboard boats shall also have onshore restrooms and showers approved by the Marin County Health Department and at least one pump-out station available on a regular basis for the benefit of the marina users. It is the intent of the City to develop a water quality monitoring program in marinas with liveboard use. If the water quality in a marina is found to be unacceptably low, the City may require the installation of additional pumpout facilities.

The number of liveboard pleasure boats permitted in a Marinship recreational marina shall be determined at the time the Conditional Use Permit is

approved, and shall not exceed 10% of the number of berths in the marina. It is City policy that a percentage of the recreational liveaboard berths should be reserved for persons of low and moderate income. As a policy guideline, this percentage should be 50%, so that half of whatever number of liveaboards exist in a recreational marina should eventually be reserved for persons of low and moderate income. In existing marinas, this policy should be implemented on the basis of attrition. For marinas receiving approval for expansion, one-half of all new liveaboards allowed should be reserved for low and moderate income persons. Criteria for low and moderate incomes shall be designated by the City Council from time to time.

Pleasure Boat Berths:

No new pleasure boat harbors will be permitted in the Marinship. Existing or previously approved harbors may continue to exist, be upgraded, remodeled and redeveloped. The number of pleasure boat berths is restricted to the limits of the zoning standards. The number of pleasure boat berths may be expanded, within Zoning Standard allowances, up to 10% of approved or existing berths, with approval of a Conditional Use Permit.

Marine Service Berths:

Marine Service berth harbor is the preferred type of harbor in the Marinship.

Marine Service Live-Aboards:

Marine service use is one of the most desired uses in the Marinship. Residential use of the boat is only permitted when it can be demonstrated that it is necessary to provide the marine service. Any liveaboard use must satisfy the requirements of BCDC, the provisions of Sausalito's adopted version of the Richardson Bay Special Area Plan, and either be connected to an approved sewer system or have an acceptable sewerage holding tank with an adequate ejection system. All marinas with liveaboard boats shall have onshore restrooms and showers approved by the Marin County Health Department and at least one pump-out station available on a regular basis for the benefit of the marina users.

Public Access:

Public access policies of the Richardson Bay Special Area Plan should be followed, insofar as they are consistent with this plan. All shoreline parcels in the Marinship shall provide for the temporary tie-up of small

boats, as required by the City. The number of such spaces shall be a minimum of one per parcel, or 2% of the total number of berths in the harbor, whichever is greater, unless otherwise approved by the City.

Yacht Clubs:

The only Yacht Clubs permitted in the Marinship are tax-exempt Yacht Clubs (those Yacht Clubs receiving less than 15% of their gross receipts from non-members). Such Yacht Clubs shall provide public service or use facilities, or limited size facilities to accommodate the temporary needs of transient boaters and shall provide a harbor service facility intended to meet the needs of Sausalito harbors and local residents. It is not the objective to permit facilities created to serve as largely commercial enterprises oriented to non-Sausalito harbor users. The facility shall be limited in size, have limited dining and beverage services, including alcoholic beverages, and shall not provide for overnight accommodations.

The allowable development program for the "W" zone shall be as provided in the zoning ordinance, subject to the additional requirements and limitations of this plan. The zoning ordinance shall identify the maximum allowable Floor Area Ratio (FAR) as well as any specific ratios between the amounts of permitted uses. To maintain the marine and marine industrial emphasis of this zone, no more than 40% of the permitted FAR shall be allowed for commercial uses. Such commercial use refers to marine commercial services and food services. Accessory office use is not included in this consideration. Commercial uses shall be permitted when developed with approved non-commercial uses. The number of dry boat berths shall not exceed 100 berths per acre.

b. SITE SPECIFIC EXCEPTIONS

The following are site specific exceptions to the typical "W" zone treatment described above.

ZONE 1

Planning Area 1:

1B Terra Landing (land and water areas) :

The primary development objective is to preserve the maritime use and heritage of the Sausalito waterfront. This particular site has a tradition of mixed maritime, art and live-aboard uses. The land and water portions of the parcel should be

developed together to create a working waterfront project, possibly with marine craftsmen and artists serving as focal point for the area. Permissible uses on this parcel include a veterinary clinic when associated with or incidental to an on-site marine research facility.

This site has been mentioned as a possible commercial fishing site. The site may provide very limited, occasional, transient berthing facilities for commercial fishing boats along with the marine service facilities. Should the marine service facilities not be feasible or approved, it may be acceptable to expand the scope of commercial fishing use of the land and water portions of the site, or the City could consider acquiring the parcel for an open space extension of Dunphy Park.

Food Service is limited to fish sales.

Applied Arts use is limited to Marine Applied Arts use only.

This parcel has been identified as a potential commercial fishing facility. This is an acceptable use on this parcel.

1C City of Sausalito (includes street rights-of-way and the Napa Street Pier):

This site includes several street rights-of-way, most under water, and the Napa Street Pier. The development objective for this parcel is that it should be used to enhance the public access of the water and shoreline by maintaining open space, while assisting the adjacent parcels in their efforts to do the same.

The Napa Street Pier is in very poor condition and should be rebuilt. Consideration should be given to both a fixed pier and a combined fixed and floating pier. The fixed portion should be similar to its existing height and width. The Pier should be designed to provide public access onto the water, as well as facilities for the temporary tie-up of small boats and, when needed, a small number of marine service or commercial fishing boats on the north side of the pier.

Note: The Dunphy Park Plan, currently being revised, calls for the relocation of the Sausalito Cruising Club to a site north of the Napa Street Pier. The bond issue passed by the Sausalito voters to buy Dunphy Park prohibits structures, such as the Cruising Club, in Park waters.

Uses on this parcel shall be limited to the following:

- Open Space and Open Water;
- Public Pier;
- Public small boat launch;
- Access and circulation (automobiles, boats, bikes, and pedestrians; only city maintenance vehicles permitted on the Napa Street Pier);
- Berths: the temporary tie-up of small pleasure boats and marine service boats, including commercial fishing boats; *

Note: The City should designate different types of "temporary tie-up" space. One type should be for relatively short term use (less than a day) and another longer term use (less than a month) and controlled through a City or Harbor-Master permit process;

- Rental boats with boating school;
- Public, non-profit, community serving meeting facility.

Planning Area 2:

2B Schoonmaker Point

The development objective for this parcel has been introduced in the "I" zone discussion above. Many of the same objectives apply to the "W" zone portion.

Development in conformance with a recently approved water and shoreline plan for the property was nearly complete at the time of plan adoption. The plan includes a 165-berth recreational boat marina, commercial space, and public access to the Schoonmaker beach. Under the Conditional Use Permit process, and in conformance with BCDC approvals, the City will allow twenty of the berths to be used by houseboats and liveaboards. All houseboats must also meet the requirements for houseboat use outside the "H" Zone, as stated elsewhere in this plan. The City should encourage the property owner to give preference for occupancy of the first ten of these twenty houseboat and liveaboard berths to members of the Galilee Harbor Community Association.

2F Clipper Yacht Harbor #1

The intense pleasure boat marina use on this parcel exceeds the level allowed by the current Zoning Ordinance (a maximum of 20 berths per acre). However, it presently provides berthage for many Sausalito residents owning relatively small sailing boats.

Applied arts uses shall be limited to Marine Applied Arts only.

ZONE 2

Planning Area: 2

2G Annicelli (Sea K Fish)

This parcel is currently the site of Sausalito's only significantly sized commercial fishing operation. The development objective for this parcel is to preserve and enhance this use.

Note: This parcel currently creates a significant parking problem in the area during the primary fishing season since the site has inadequate space to park the cars of transient commercial fisherman. Furthermore, truck access is significantly impaired given the existing design of the Easterby intersection and ramp.

No Arts uses will be permitted.

No pleasure boat berth, including liveaboard use is permitted on the parcel (marine service liveaboard is permitted).

Planning Area: 5

5B Argues Shipyard, Gate #3

As mentioned in the "I" zone material above, this site represents the greatest opportunity to create a significant marine service center in the Marinship. The parcel is large, has good water access, and has been in this type of use since World War II. The objective for this parcel is that it should be developed into a full service marine center, complete with all necessary support uses and facilities.

This parcel is also one of the Marinship's largest, and should be capable of supporting a variety of mixed-uses including commercial services and food services.

This parcel has been mentioned as a potential site for limited commercial fishing facilities. This could include berthage, loading and unloading dockage, and associated support uses. If this use is determined to be feasible, it could be considered as an element of this site's development program.

Planning Area: 8

8A Clipper Yacht Harbor #2, #3 & #4

The Clipper Yacht Harbors are the largest and among the oldest in the Marinship. The land portions of the parcel have been used for a variety of marine and commercial services for years. This parcel has the city's only fuel dock, the best boat ramp and trailer parking facilities and is home to many commercial sport-fishing boats. Furthermore, the sandy peninsula between basins #2 and #3 have been used by the public as open space, offering spectacular views of the bay and San Francisco.

It is the development objective for this property to maintain and enhance the marine service and public access uses. Though there is a plan preference for marine service use of the water in lieu of additional pleasure boats, this site is likely to remain in pleasure boat use for many years. The boats contribute to the viability of the land-based marine service.

8B Storage Area (west of 8C)

8C Spaulding Boatworks

Arts uses are limited to Industrial and Marine Arts, and with a Conditional Use Permit: Marine Applied Arts.

3. HOUSEBOAT ("H") ZONE

GENERAL INTENT

This planning area has been in houseboat use for many years and is currently so designated in the existing General Plan. It is the site of the only strictly residential use designation in the Specific Plan. It is likely that this use will remain for some time into the future. However, residential use of the water is not permitted under the Public Trust Doctrine. Should the residential use change or no longer be permitted by the State Lands Commission or BCDC, it would be necessary to designate another use. It is the objective of this plan to anticipate this possible change in use and bring the property into conformance with other Marinship designations, requiring a change to a Waterfront ("W") zone.

Should the residential parcels be converted to maritime service uses it will be necessary to secure a navigational easement to the bay. The City therefore reserves a navigational easement consisting of the 60 (sixty) feet on the bayward edge of parcels 10A, 10B and 10C.

a. TYPICAL CONDITION

The Houseboat ("H") zone is the only residential district in the Marinship. Except as noted below, this residential use is permitted on these parcels. Should residential use no longer be permitted in the "H" zone, the district shall be changed to a Waterfront "W" zone designation and be bound by the same standards.

The existing standards for the "H" zone shall be modified as follows:

Arks:

Arks are neither defined nor permitted in the Marinship under the current Zoning Ordinance. BCDC is in the process of evaluating the use and treatment of Arks within their jurisdiction.

An Ark in the Marinship Specific Plan is defined in Appendix B.1. No new Ark use will be permitted in the Marinship. Any Arks that predate the City's General Plan Adoption and BCDC control are to remain as permitted structures. Currently only one such structure, considered to be an Ark and meeting the above criteria, is found in the Marinship area, the Anshen residence, located on Parcel 10A.

Public Access:

All shoreline parcels in the Marinship shall provide for the temporary tie-up of small boats, as required by the City. The number of such spaces shall be a minimum of one per parcel or 2% of the total number of berths in the harbor, which ever is greater, unless otherwise approved by the City.

b. SITE-SPECIFIC EXCEPTIONS

The following are site-specific exceptions to the typical "H" zone treatment described above.

Planning Area: 10

10A Houseboat Area (Anshen)

This parcel contains a residential structure on pilings located over the water portion of the site. Since this unit is no longer a floating vessel it is not considered a houseboat according to the definitions used by BCDC or this Specific Plan document. Its physical condition most closely resembles an "Ark".

10C Houseboat Area (Onslow-Ford, Vallejo)

The City desires to retain as a historical landmark the ferry "Vallejo" and its site, which has been used for a variety of cultural, artistic and residential uses for over 30 years. The City may want to consider acquiring this parcel for open space or public use.

4. SHOPPING CENTER ("CS") ZONE

GENERAL INTENT

The Marinship Specific Plan objective for this parcel is that the full-service supermarket use in this zone be retained to serve the needs of Sausalito residents. The plan recognizes that a new postal facility is under construction on Parcel 6C. Since this is a federal government agency and does not require City or Plan approval, it does not appear in this plan as a designated use. Should the full-service supermarket use no longer be viable on these parcels, the plan objective would be to allow very limited industrial and marine uses. These are limited to: warehousing, lumberyards, and dry boat storage.

a. TYPICAL CONDITION

The original objective of the Shopping Center "CS" zone was to designate an area with uses that would provide Sausalito residents a place to obtain frequently purchased household goods. This purpose has narrowed in the Specific Plan process to preservation of the existing full service supermarket use on Parcel 6B.

The United States Postal Service has recently purchased Parcel 6C and is developing a new local-serving postal facility on that site.

The non-supermarket and Post Office uses that would be permitted in the "CS" Zone are: lumberyard, warehousing, and dry boat storage. These uses are defined in Appendix- B: Glossary of Terms.

Commercial Retail:

The only permitted commercial retail use is a full-service supermarket.

Institutional- Post Office:

The Postal Authority does not require Plan approval from the City.

Lumberyard: Permitted with a Conditional Use Permit.

Warehousing: Permitted with a Conditional Use Permit.

Dry Boat Storage: Permitted with a Conditional Use Permit.

5. PUBLIC ("P") ZONE

GENERAL INTENT

The Marinship Specific Plan objectives include the following:

The City of Sausalito wishes to maintain the Army Corps of Engineers operations on this property (Parcel 3A). Should the current use of the property change, and/or the Corps vacate the site, the property could be used for open space, public access, and/or such maritime uses as would be consistent with the other Marinship designations along the waterfront in this plan.

a. TYPICAL CONDITION

The "P" zone currently includes the Army Corps of Engineers facilities, Parcel 3A, and Marinship Park, Parcel 3E. Since these are both owned by public agencies no private development program is required.

Should Parcel 3A no longer be used by the Corps the site area should be rezoned to a combination of Public ("P") and Waterfront ("W") zones and be treated in the same manner as adjoining parcels utilizing the open space and industrial capabilities of the site.

b. SITE-SPECIFIC EXCEPTIONS

The following are site-specific exceptions to the typical "P" zone treatment described above.

ZONE 2

3A Army Corps of Engineers, Bay Model

Should the parcel ever be rezoned, the designation should include a combination of Public "P" and Waterfront "W" uses, including: marine industrial, arts, marine commercial service, food service (CUP), maritime berths, dry boat storage, open space and open water.

Public access through the area would be improved by opening the shoreline portions of the site at the northern and southern borders (Parcels 2G: Sea "K" Fish and 3E: Marinship

Park). This would make it possible to link the areas north and south of the Bay Model.

Note: The City does not desire to compromise the important dredging operations by the Corps. However, shoreline access and usage would be significantly enhanced if Marinship Park had access to the Bay.

6. OPEN SPACE ("OA") ZONE

GENERAL INTENT

It is the objective of the Specific Plan to preserve the areas outboard of the existing Pierhead line as undeveloped open water areas. This intent recognizes that much of this area has been declared a Federal Anchorage area which permits the temporary mooring of boats as a safety refuge. Furthermore, the Sausalito approved version of the Richardson Bay Special Area Plan policies should be incorporated into the objectives for this area, as should the Rules and Regulations for Anchoring and Mooring in Richardson Bay as adopted by the Richardson Bay Regional Agency.

a. TYPICAL CONDITION

This zone is located outside (east) of the Pierhead - Bulkhead lines in the Marinship. It is intended that this remain as open water and that some of the area be designated as an anchorage as described by the Richardson Bay Regional Agency. It is not to be used other than as an anchorage.

Temporary mooring, under the guidelines of BCDC, the Federal Anchorage program, the U.S. Coast Guard, and the Richardson Bay Special Area Plan recommendations is permitted. This zone contains several very important public and private navigational easements which are to remain open.

SITE SPECIFIC COMMENTS

ZONE 2

Planning Area: 2

2G Annicelli (Sea K Fish)

The open water portion of this parcel provides needed navigational access to Richardson Bay for several Marinship parcels. It is a plan objective to maintain this access.

Planning Area: 3

3A Army Corps of Engineers, Bay Model

The open water portion of this parcel provides needed navigational access to the bay for several Marinship parcels. It is a plan objective to maintain this access. Additionally, the Army Corps operations currently maintain the channel and turning basin. This very important service provides safe and reliable access for Marinship boats and maritime services.

3F City of Sausalito

This water parcel should remain an undeveloped, open water area.

Planning Area: 4

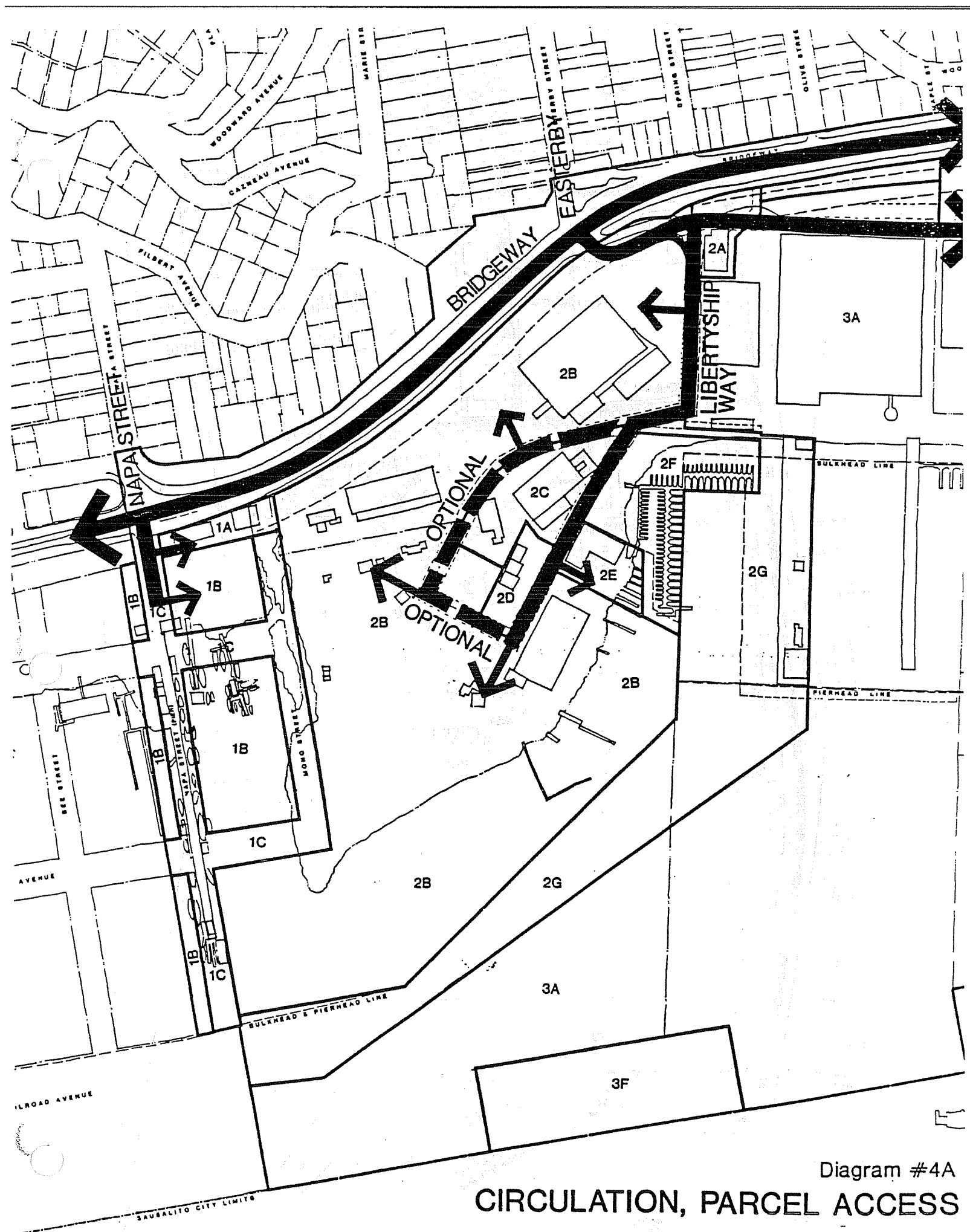
4A Marina Plaza

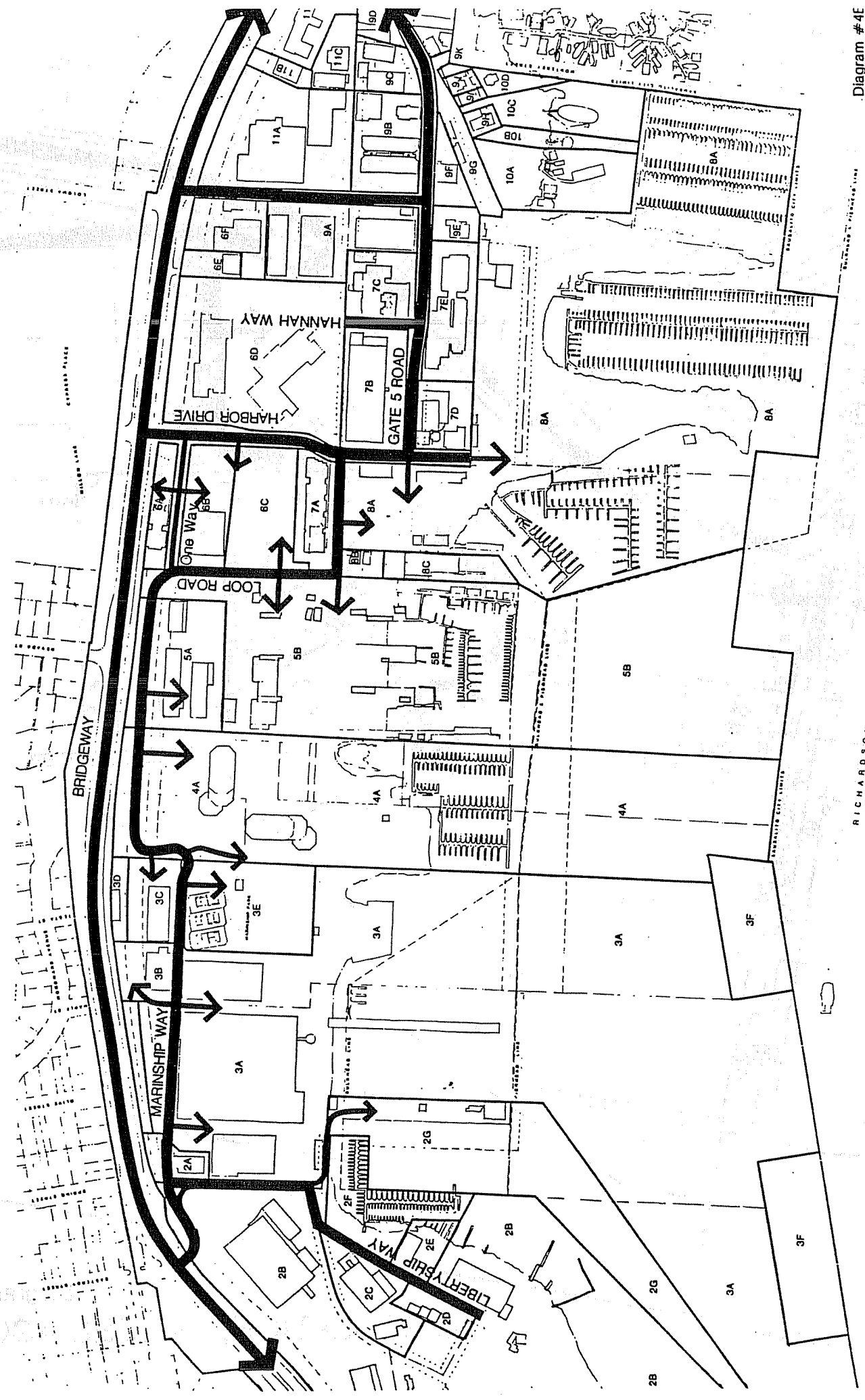
This open water portion of this parcel provides needed navigational access to the bay for several Marinship parcels. It is a plan objective to maintain this access.

Planning Area: 5

5B Argues Shipyard, Gate #3

The open water portion of this parcel provides needed navigational access to the bay for several Marinship parcels. It is a plan objective to maintain this access.





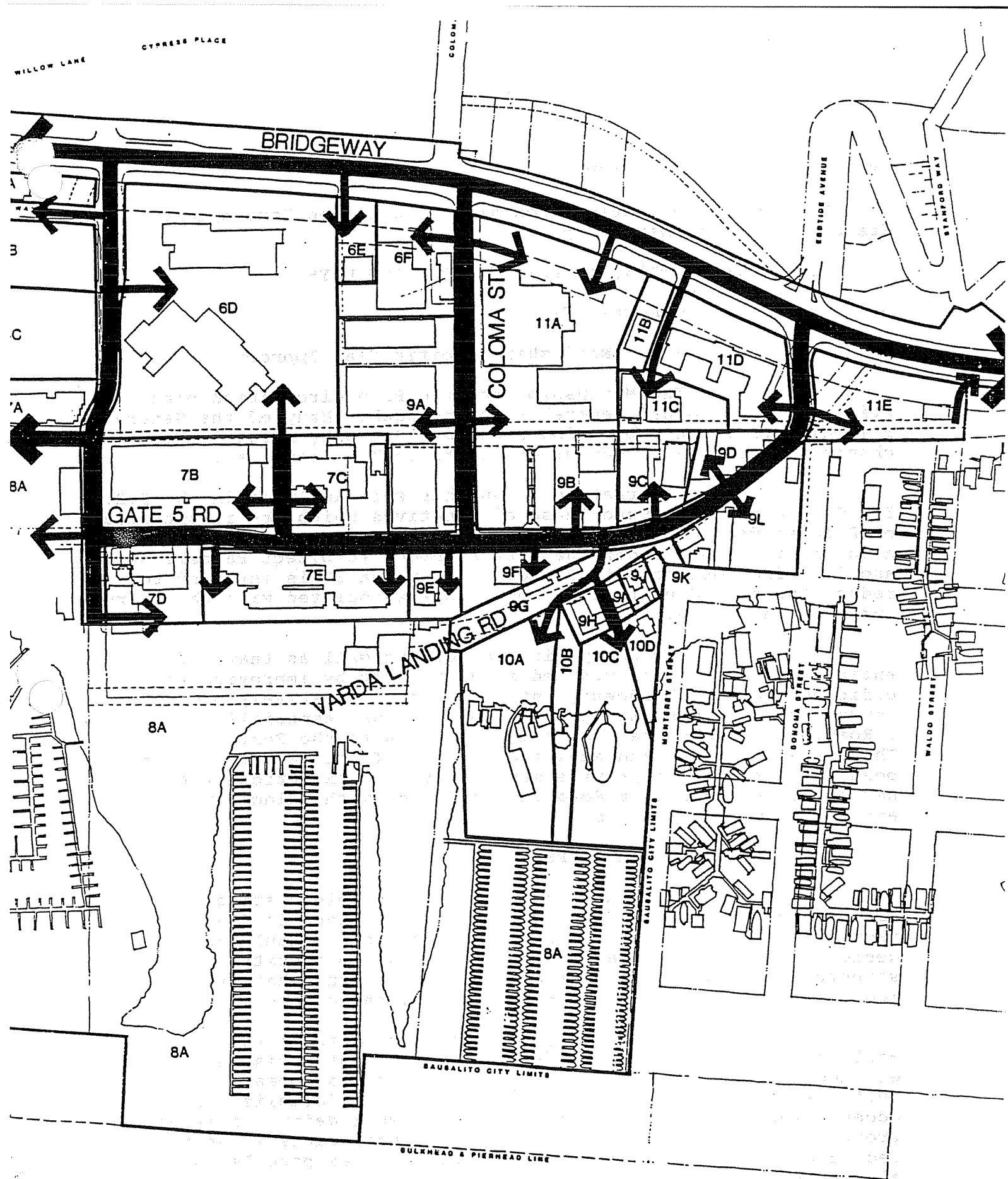


Diagram #4C