



# MEMORANDUM

## CITY OF SAUSALITO

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**TO:** City Council

**FROM:** Danny Castro, Community Development Director

**DATE:** April 1, 2016

**SUBJECT:** Summary of the March 16, 2016 and March 29, 2016 Joint Meetings of the HLB and PC regarding the Ferry Landing project

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As directed by the City Council at their January 26, 2016 meeting, the Planning Commission (PC) and Historic Landmarks Board (HLB) jointly held two public meetings on March 16, 2016, and on March 29, 2016, to review the District's revised Ferry Landing project and to provide a recommendation to the City Council on whether the District's revised plans satisfactorily address the eight point rationale for the City Council's denial of consent of the prior project in May of 2015. This memo provides a summary of both meetings, and includes a table that reflects the HLB and PC votes at the March 29 meeting on each of the eight points.

### March 16

- [Link to video from meeting: http://sausalito.granicus.com/MediaPlayer.php?view\\_id=2&clip\\_id=275](http://sausalito.granicus.com/MediaPlayer.php?view_id=2&clip_id=275)
- Community Development Director Danny Castro provided a staff report ([PPT presentation](http://sausalito.granicus.com/MetaViewer.php?view_id=2&event_id=422&meta_id=33667)). (Link: [http://sausalito.granicus.com/MetaViewer.php?view\\_id=2&event\\_id=422&meta\\_id=33667](http://sausalito.granicus.com/MetaViewer.php?view_id=2&event_id=422&meta_id=33667))
- Denis Mulligan, General Manager and Chief Executive Officer of the Golden Gate Bridge, Highway, and Transportation District (the District) presented an illustrative evolution of design changes to the Ferry Landing project, including the currently proposed project, in a [PPT presentation](http://sausalito.granicus.com/MetaViewer.php?view_id=2&event_id=422&meta_id=33665). (Link: [http://sausalito.granicus.com/MetaViewer.php?view\\_id=2&event\\_id=422&meta\\_id=33665](http://sausalito.granicus.com/MetaViewer.php?view_id=2&event_id=422&meta_id=33665))
- The District responded to each of the eight points that were given as rationale for the City Council's denial of consent of the project in May of 2015.
- Public comments were received - 25 members of the public spoke.
- 21 questions from the public, HLB, and PC were recorded and provided to the District for their responses to be prepared at the March 29 meeting.
- Background materials, the March 16, 2016 staff report and attachments, links to meetings, and other documents can be found at [www.sausalitoferrylanding.org](http://www.sausalitoferrylanding.org).
- Approximate number of attendees at meeting: 95
- Attached to this memo are the visual summary of design changes from December 2014-current design (Attachment 1).
- Attached to this memo are the verbatim Minutes of the March 16, 2016 meeting (Attachment 2).

### March 29

- [Link to video from meeting: http://sausalito.granicus.com/MediaPlayer.php?view\\_id=2&clip\\_id=279](http://sausalito.granicus.com/MediaPlayer.php?view_id=2&clip_id=279)
- Community Development Director Danny Castro provided a staff report ([PPT presentation](http://sausalito.granicus.com/MetaViewer.php?view_id=2&clip_id=279&meta_id=33655)). (Link: [http://sausalito.granicus.com/MetaViewer.php?view\\_id=2&clip\\_id=279&meta\\_id=33655](http://sausalito.granicus.com/MetaViewer.php?view_id=2&clip_id=279&meta_id=33655))

- Denis Mulligan from the District presented responses to some of the questions from the March 16 meeting, and responses to additional questions generated from staff prior to the March 29 meeting, [in a PPT presentation](#). (Link: [http://sausalito.granicus.com/MetaViewer.php?view\\_id=2&clip\\_id=279&meta\\_id=33656](http://sausalito.granicus.com/MetaViewer.php?view_id=2&clip_id=279&meta_id=33656)). The remainder of the questions was answered in writing ([see Exhibit A of the staff report here](#); link: [http://sausalito.granicus.com/MetaViewer.php?view\\_id=2&clip\\_id=279&meta\\_id=33654](http://sausalito.granicus.com/MetaViewer.php?view_id=2&clip_id=279&meta_id=33654)).
- Denis Mulligan stated that the District is looking into lowering lights on the float and he believes that they can be lowered slightly; the light by the gate can be lowered; and the District proposes and prefers the warm tone lighting option.
- Denis Mulligan stated that in response to a question if existing parking spaces will be eliminated due to the new ferry landing project, he stated that none of the existing parking spaces will be eliminated but would like to lease a few spaces during construction with the City's permission.
- Public comments were received - 22 members of the public spoke.
- The PC/HLB proceeded to deliberate and took separate votes on each of the eight points (see attached table).
- Background materials, the March 29, 2016 staff report and attachments, links to meetings, and other documents can be found at [www.sausalitoferrylanding.org](http://www.sausalitoferrylanding.org).
- Approximate number of attendees at meeting: 50
- Verbatim Minutes of the March 29, 2016 meeting were not available as of the writing of this memo (expected to be complete by Monday, April 4, 2016).

#### **Eight Council Points for Denying Consent (in Resolution No. 5512):**

1. The planning for waterside and landside improvements should be in tandem.
2. The overall size of the project is too large and should be reduced.
3. The project is not compatible with the historic district.
4. The proposed belvederes add unnecessarily to the size of the project.
5. The overall design negatively impacts the Sausalito Yacht Club and the Inn Above Tide.
6. Improvements are outside the boundaries of the leased area.
7. The City cannot yet determine whether the Project has been adequately analyzed pursuant to CEQA's requirements, as set forth in Section 3.
8. The project did not consider historic designations and historic context.

#### **March 29 - Historic Landmarks Board and Planning Commission Deliberation/Votes on Each of the Eight Points**

##### **Historic Landmarks Board Vote**

The HLB began their deliberation with two motions:

- Moved by Ben Brown, Seconded by John McCoy: For points 2, 3, 4 and 5 include removal of the belvederes: **Motion Passed 4-1** (LeBaron No)
- Moved by Shasha Richardson: For points 2 and 3 include decreasing the scale of the float; **Motion Failed for lack of a 2nd**

The HLB then moved to go through and vote on each of the eight points; a "YES" vote meant that the Board Member believed that the point had been addressed/was not a reason to deny consent - an overall yes vote (majority vote) meant the HLB believed the Council could consent to the project based on that point.

Historic Landmarks Board – vote on each point			
Point		Vote	Staff Summary
1	The planning for waterside and landside improvements should be in tandem.	5-0	Point is addressed
2	The overall size of the project is too large and should be reduced <i>(conditioned on removal of the belvederes)</i>	4-1	Point is addressed
3	The project is not compatible with the historic district. <i>(conditioned on removal of the belvederes)</i>	2-3	Point is <b>NOT</b> addressed
4	The proposed belvederes add unnecessarily to the size of the project. <i>(conditioned on removal of the belvederes)</i>	5-0	Point is addressed
5	The overall design negatively impacts the Sausalito Yacht Club and the Inn Above Tides. <i>(conditioned on removal of the belvederes)</i>	4-1	Point is addressed
6	Improvements are outside the boundaries of the leased area.	5-0	Point is addressed
7	The City cannot yet determine whether the Project has been adequately analyzed pursuant to CEQA's requirements, as set forth in Section 3.	2-1-2	Point is <b>NOT</b> addressed**
8	The project did not consider historic designations and historic context.	3-2	Point is addressed

\*\* 2 yes, 1 no, 2 abstain - SMC Section 2.20.050 requires an affirmative vote of a majority of the members of the Commission (3) for a motion to pass

#### **Planning Commission Vote**

The PC followed the HLB and took separate motions for each of the eight points. For purposes of clarifying the yes-or-no vote, and to include specific conditions tied to specific points, the PC re-phrased each point in their motion (the re-phrased language is in *italicized text*).

Planning Commission – vote on each point			
Point		Vote	Staff Summary
1	The planning for waterside and landside improvements should be in tandem. <b><i>The landside and waterside improvements are not in tandem but the Bridge District has done what they can do to address that in this process.</i></b>	3-2	Point is addressed.
2	The overall size of the project is too large and should be reduced. <b><i>The Bridge District has satisfactorily reduced the overall size of the project in terms of reducing the truss and other improvements, with the condition that the belvederes are removed</i></b>	2-3	Point is <b>NOT</b> addressed.
3	The project is not compatible with the historic district. <b><i>The Bridge District has addressed compatibility with the Historic District subject to the removal of the belvederes.</i></b>	2-3	Point is <b>NOT</b> addressed.
4	The proposed belvederes add unnecessarily to the size of the project. <b><i>With the removal of the belvederes, the proposed belvederes no longer add unnecessarily to the size of the project.</i></b>	5-0	Point is addressed.

**Planning Commission – vote on each point**

Point		Vote	Staff Summary
5	<p>The overall design negatively impacts the Sausalito Yacht Club and the Inn Above Tides.</p> <p><b><i>With the condition that the Bridge District work with Inn Above Tide with respect to the temporary pier and the construction schedule, and with the removal of the belvederes, the overall design of the permanent project does not negatively impact the Yacht Club or Inn Above Tide in a significant way.</i></b></p>	5-0	Point is addressed.
6	<p>Improvements are outside the boundaries of the leased area.</p> <p><b><i>Affirm to the City Council that improvements remain outside the boundaries of the leased area and it is up to the City Council to address that issue.</i></b></p>	5-0	Point is addressed. Issue for City Council
7	<p>The City cannot yet determine whether the Project has been adequately analyzed pursuant to CEQA’s requirements, as set forth in Section 3.</p> <p><b><i>The Project has not been adequately analyzed pursuant to CEQA's requirements</i></b></p>	3-2	Point is <b><u>NOT</u></b> addressed.
8	<p>The project did not consider historic designations and historic context.</p> <p><b><i>(This Point was not re-phrased by the Planning Commission)</i></b></p>	3-2	Point is addressed.

**Summary of Planning Commission and Historic Landmarks Board Votes**

HLB and PC votes on each point – March 29, 2016					
Point	Reviewing Body	Motion	Vote	Staff Summary	
				Is the Point Addressed?	Total Vote Tally
1	HLB	The planning for waterside and landside improvements should be in tandem.	5-0	Yes	8-2
	PC	<i>The landside and waterside improvements are not in tandem but the Bridge District has done what they can do to address that in this process.</i>	3-2		
2	HLB	The overall size of the project is too large and should be reduced. <i>(conditioned on removal of the belvederes)</i>	4-1	Yes	6-4
	PC	<i>The Bridge District has satisfactorily reduced the overall size of the project in terms of reducing the truss and other improvements, with the condition that the belvederes are removed.</i>	2-3	No	
3	HLB	The project is not compatible with the historic district. <i>(conditioned on removal of the belvederes)</i>	2-3	No	4-6
	PC	<i>The Bridge District has addressed compatibility with the Historic District subject to the removal of the belvederes.</i>	2-3		
4	HLB	The proposed belvederes add unnecessarily to the size of the project. <i>(conditioned on removal of the belvederes).</i>	5-0	Yes	10-0
	PC	<i>With the removal of the belvederes, the proposed belvederes no longer add unnecessarily to the size of the project.</i>	5-0		
5	HLB	The overall design negatively impacts the Sausalito Yacht Club and the Inn Above Tides. <i>(conditioned on removal of the belvederes)</i>	4-1	Yes	9-1
	PC	<i>With the condition that the Bridge District work with Inn Above Tide with respect to the temporary pier and the construction schedule, and with the removal of the belvederes, the overall design of the permanent project does not negatively impact the Yacht Club or Inn Above Tide in a significant way.</i>	5-0		
6	HLB	Improvements are outside the boundaries of the leased area.	5-0	Yes	10-0
	PC	<i>Affirm to the City Council that improvements remain outside the boundaries of the leased area and it is up to the City Council to address that issue.</i>	5-0	Yes. Issue for City Council.	
7	HLB	The City cannot yet determine whether the Project has been adequately analyzed pursuant to CEQA's requirements, as set forth in Section 3.	2-1-2*	No	5-3-2
	PC	<i>The Project has not been adequately analyzed pursuant to CEQA's requirements.</i>	3-2		
8	HLB	The project did not consider historic designations and historic context.	3-2	Yes	6-4
	PC	The project did not consider historic designations and historic context. <i>(This Point was not re-phrased by the Planning Commission.)</i>	3-2		

\*2 yes, 1 no, 2 abstain – SMC Section 2.20.050 requires an affirmative vote of a majority of the members of the Commission (3) for a motion to pass.

**Attachments:**

1. Visual summary of design changes from December 2014-current design
2. March 16, 2016 Verbatim Minutes of PC/HLB meeting

Attachment 1: Visual summary of design changes from December 2014-current design

# SUMMARY OF DESIGN CHANGES



Existing Gangway

70' long x 5.9' wide x 3.5' above walking surface



December 2014 Proposed Gangway

90' long x 21' wide x 9.1' above walking surface



March 2015 Proposed Gangway

90' long x 18.3' wide x 5.1' above walking surface



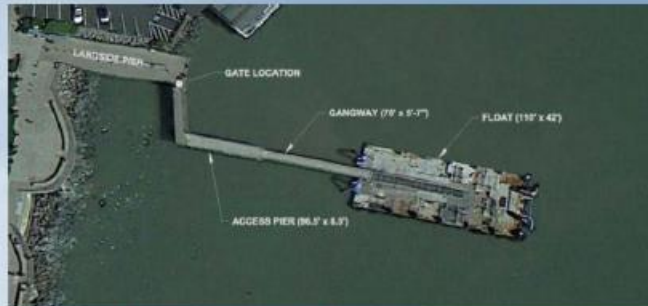
March 2016 Proposed Gangway

90' long x 16' wide x 3.5' above walking surface

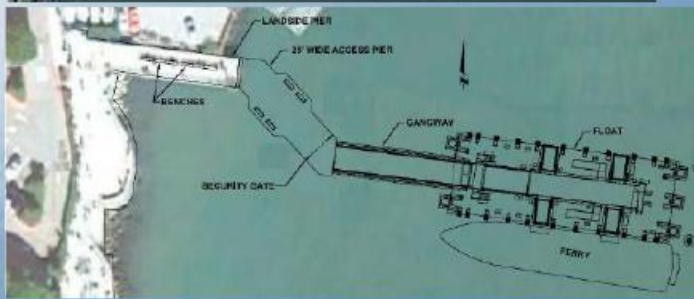
121



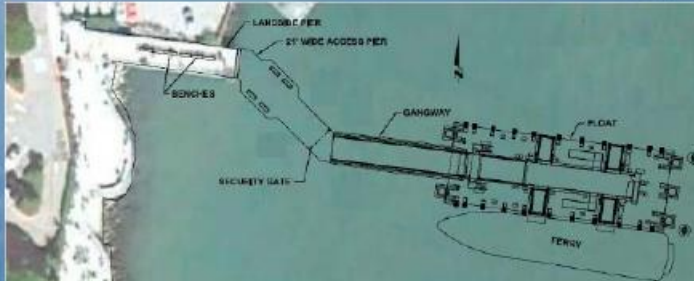
# SUMMARY OF DESIGN CHANGES



Existing Access Pier  
96.5' long x 8.5' wide



December 2014 Proposed Access Pier  
96' long x 25' wide



March 2016 Proposed Access Pier  
96' long x 21' wide

# SUMMARY OF DESIGN CHANGES



Existing Gate  
Steel Swing Gate with Diamond Pattern Grating



December 2014 Proposed Gate  
Rollup Doors



March 2015 Proposed Gate  
Simple Swing Gate with Grating



March 2016 Proposed Gate  
Simple Transparent Swing Gate

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# SUMMARY OF DESIGN CHANGES

	EXISTING	PROPOSED DECEMBER 2014	PROPOSED MARCH 2015	PROPOSED MARCH 2016
FLOAT	110' long x 42' wide	150' long x 53' wide	150' long x 53' wide	145.5' long x 53' wide
GANGWAY	70' long x 5.9' wide x 5.8' high	90' long x 21' wide x 12' high	90' long x 18.3' wide x 8' high	90' long x 16' wide x 6.7' high
ACCESS PIER	96.5' long x 8.5' wide	96' long x 25' wide	96' long x 21' wide	96' long x 21' wide
LANDSIDE PIER	95' long x 20.5' wide	No change to existing	No change to existing	No change to existing
BELVEDERES	None	Yes, per BCDC	Yes, per BCDC	Yes, per BCDC
GATE	Swing gate with steel grating	Roll up doors	Simple swing gate with steel grating	Simple transparent swing gate
COLOR	Gray, blue	White, blue	Gray	Gray

- Color, lighting and bench design to be determined by City



# SUMMARY - OVERVIEW



Existing



Proposed

Attachment 2: March 16, 2016 Verbatim Minutes of PC/HLB meeting

CITY OF SAUSALITO  
PLANNING COMMISSION AND  
HISTORIC LANDMARKS BOARD JOINT MEETING  
Wednesday, March 16, 2016  
Draft Verbatim Minutes<sup>1</sup>

**FERRY LANDING PROJECT / EAST OF THE INTERSECTION OF BRIDGEWAY AND ANCHOR STREETS – STUDY SESSION**

**Applicant:** The Golden Gate Bridge, Highway, and Transportation District

**Owner:** City of Sausalito

**Staff:** Castro

**Description:** The Golden Gate Bridge, Highway, and Transportation District is proposing to demolish the existing passenger boarding systems at the Sausalito ferry landing which is east of the intersection of Bridgeway and Anchor Street (APN 065-073-05) and replace them with new passenger boarding systems. The intent of the project is to replace aging facilities, extend the life of the facilities, and improve vessel loading for all passengers by standardizing boarding operations. The proposal includes a new 145.5-foot long by 53-foot wide concrete float, a new 90-foot long by 16-foot wide steel gangway, and a new 96-foot long by 21-foot-wide pile-supported concrete pier that will extend from the existing landside pier.

**Recommendation:** Receive the presentation from the District, ask questions of City and/or District staff, take public comment and continue the hearing to March 29<sup>th</sup> for further consideration, deliberation and recommendation to the City Council.

**Planning Commission**

Chair Bill Werner

Vice-Chair Susan Cleveland-Knowles

Commissioner Joan Cox

Commissioner Vicki Nichols

Commissioner Morgan Pierce

**Historic Landmarks Board**

Chair John McCoy

Board Member Ben Brown

Board Member Nyna LeBaron

Board Member Aldo Mercado – Absent

Board Member Shasha Richardson

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<sup>1</sup> A video recording of this meeting is available at: <http://www.ci.sausalito.ca.us/>.

CHAIR WERNER: The item on the agenda tonight, there is only one, and that is a study session for Golden Gate Bridge, Highway, and Transportation District's Ferry Landing Project east of the intersection of Bridgeway and Anchor Street.

If anyone is here to talk about the Dunphy Park plans, or Mooring Field and Richardson Bay, or subjects other than the ferry landing, if you'd really rather just go watch the Warriors play the New York Knicks, now would be a good time to escape. Everybody's here.

Before we request a staff report, are there any declarations regarding the Historic Landmarks Board and Planning Commission's public contacts? Let's start over here.

COMMISSIONER PIERCE: Aside from speaking with just random colleagues and neighbors, I had no contacts.

COMMISSIONER NICHOLS: I've had a few comments from neighbors, but I've not met with any of the applicants or anyone else.

FEMALE (AUDIENCE): (Inaudible).

COMMISSIONER NICHOLS: I've had contacts within the community. I did not meet with the applicant or discuss the merits of the project.

COMMISSIONER COX: I had contacts with various residents. I also went by City Hall this morning and carefully examined all of the renderings.

VICE-CHAIR CLEVELAND KNOWLES: I've also had conversations with various members of the public, but not the applicant.

CHAIR WERNER: I've had so many conversations over the past year-and-a-half that I couldn't count them all, so I don't think any of them count for very much.

CHAIR McCOY: Nyna.

BOARD MEMBER LeBARON: I haven't had any discussions... So we're talking about contacts of the project, is that the question?

CHAIR WERNER: Public contact, ex parte comments.

BOARD MEMBER LeBARON: None.

CHAIR WERNER: Thank you.

BOARD MEMBER RICHARDSON: I have had a few conversations with members of the community, not with the applicant.

BOARD MEMBER BROWN: I've had multiple conversations with members of the community, soliciting their opinions about the ferry landing proposal, and I've also reviewed the renderings at City Hall.

CHAIR McCOY: The same is true for me. I've not formally met with anybody, but I have discussed this with other community members of Sausalito.

CHAIR WERNER: Before we open the public hearing, there are some procedural items that I would like to make clear.

First, the first thing we'll have is a report from staff describing the project. Second, the Planning Commission and the Historic Landmarks Board will have an opportunity to ask staff questions for clarification. Third, the Bridge District will make their presentation of the project. Fourth, the Planning Commission and the Historic Landmarks Board will again have an opportunity to ask the District's representatives questions for clarification. Fifth, the members of the public will then have an opportunity to address their comments regarding the project to the Commission and to the Board.

There will be hopefully no dialogue between the speakers and the Commissioners, the Board members, staff, the District, or other members of the public.

Questions will be recorded and responded to tonight if there is time, or more likely, at the next meeting on March 29<sup>th</sup>.

Each speaker should fill out a speaker card with your name and address, printing your name clearly so that I can read it, and bring it to the staff table. I will then, when the public is beginning to speak, randomly pull three speaker cards at a time and ask you to line up at the microphone, which will be where? Okay. Line up at the microphone. Before the third speaker speaks, I will pull three more to queue up.

Each speaker will have three minutes to address the Commission and the Board, and out of fairness to everyone I will enforce this limitation without exception, and there will be no yielding of time to others.

Finally, we will take a ten minute break somewhere around 8:15 or 8:30, and depending on the number of speakers still in the queue, will adjourn this meeting as near as possible to 10:00pm.

With that, I'll ask Director Castro, may we have a staff report?

DIRECTOR CASTRO: Thank you. Good evening Planning Commission members, Historic Landmarks Board members.

The Golden Gate Bridge, Highway, and Transportation District is proposing to demolish the existing passenger boarding systems at the Sausalito Ferry Landing, which is east of the intersection of Bridgeway and Anchor Street, and replace them with new passenger boarding systems. The intent of the project is to replace aging facilities, extend the life of the facilities, and improve vessel loading for all passengers by standardizing operations.

The proposal includes a new 145.5-foot long by 53-foot wide concrete float, a new 90-foot long by 16-foot wide steel gangway, and a 96-foot long by 21-foot wide pile-supported concrete pier that will extend from the existing landside pier.



This evening we will receive a presentation from Denis Mulligan, General Manager and Chief Executive Officer of the Golden Gate Bridge, Highway, and Transportation District, I will later refer to as “the District.” The presentation will show the evolution of design changes to the Ferry Landing Project and show the current revised project. The District will also discuss eight points that the City Council included as rationale for denying consent to the project in May 2015.

Public comment will be received, and any questions from the Planning Commission, Historic Landmarks Board, and from the public will be recorded and responded to if time permits this evening.

The City Council’s direction at their meeting on January 26, 2016 was to conduct two joint Planning Commission and Historic Landmarks Board meetings to review the District’s revised Ferry Landing Project and provide a recommendation to the City Council on whether the District has satisfactorily revised their plans to address the eight points given as rationale for the City Council denying consent of the project in May 2015.

The Planning Commission and Historic Landmarks Board reviewed the Ferry Landing Project beginning from March to April of last year. Direction from the City Council at that time was to review that proposal under the format of the design review process, applying the findings necessary to determine whether or not to approve the project.

The City Council at this time is not directing that the Planning Commission and Historic Landmarks Board review the revised project under this previous format, but to focus your review and recommendation primarily on the eight points. The Planning Commission and Historic Landmarks Board may refer to their findings in their resolution number 2015-08 if the Planning Commission and Board find it helpful in your evaluation of the revised project against the eight points.

The City Council resolution number 5512 was in their May 5, 2015 meeting. At that meeting the Council denied consent to the prior project, and the eight points I’ll read as a rationale for denial.

Number 1: The planning for waterside and landside improvements should be in tandem.

Number 2: The overall size of the project is too large and should be reduced.

Number 3: The project is not compatible with the Historic District.

Number 4: The proposed belvederes add unnecessarily to the size of the project.

Number 5: The overall design negatively impacts the Sausalito Yacht Club and Inn Above Tides.

Number 6: Improvements are outside the boundaries of the leased area.

Number 7: The City cannot yet determine whether the project has been adequately analyzed pursuant to CEQA's requirements—that's the California Environmental Quality Act—as set forth in Section 3.

Number 8: The project did not consider historic designations and historic context.

As the Commission and Board are aware, the Section 5.4 of the City's lease with the Ferry District requires that the City give prior written consent to any major alterations. This consent shall not be unreasonably withheld, conditioned or delayed. The District is required to present the proposed major alterations in written form with detailed plans, and the City has 45 days to act on the District's request. The District has agreed that this time constraint will not apply. The District has indicated that it understands and that additional time beyond 45 days may be necessary to review the revised plans.

This is a chronology of dates that represent public meetings regarding the Ferry Landing Project.

The discussions regarding the project began with a presentation from the District to the City Council on the Ferry Landing Project in June 2008, and numerous updates from the District occurred in subsequent years up to 2014.

In January of 2015 the City worked with the District to develop a review process that included public hearings with the Planning Commission, the Historic Landmarks Board, and the City Council.

In February of 2015 the City Council approved a public review process, and what ensued following that was of March through May with joint Planning Commission and Historic Landmarks Board meetings. That resulted in a recommendation to the City at their final meeting in April.

On May 5, 2015 the City Council denied consent to their major alterations, and in the resolution identified the eight specific points for denying consent that were referred to in the previous slide.

Supervisor Kate Sears held stakeholder meetings. There were 23 initial stakeholders. Those meeting occurred between June and November of 2015. A vote at their final meeting for or against moving forward; of the members there were nine who voted yes, three no, and two did not vote.

Finally, on March 2, 2016 the District has submitted a revised project and a written narrative of how the revised project addresses the eight points, and that's where we are this evening.

This is a table that shows the changes to the physical dimensions of the Sausalito Ferry Landing, comparing the existing dimensions of various components of the landing, the float, gangway, access pier, landside pier, belvederes, gate, and color from what exists today, to what was proposed in December 2014, to what was proposed during the Planning Commission and Historic Landmarks Board meetings beginning in March 2015, and then what is proposed today, and that is your last column to the right, the proposed March 2016.

Those are the physical dimensions of various components that make up the Ferry Landing Project.

To recap, Denis Mulligan will present following my presentation, and we will receive public comment, and any questions, again, will be recorded and/or responded to if time permits. At this time, this concludes my report. If you have any questions, I'm available for any questions.

CHAIR WERNER: Thank you. Chair McCoy, why don't you see if the HLB has questions?

CHAIR McCOY: Are there any questions for staff from the Historic Landmarks Board members? We have none at this time.

CHAIR WERNER: Are there any questions of staff from the Planning Commission?

VICE-CHAIR CLEVELAND KNOWLES: I just wanted to ask staff, normally when we have factors to consider in a Planning Commission approval we receive an analysis of all of those factors from staff, and in previous meetings I found the background that staff provided on the historic nature of the downtown and the historic nature of the ferry to Sausalito very helpful, and also there was excellent staff analysis of the scale of the proposed project and the scale of the Historic District. I was just wondering why that wasn't provided to us tonight, and if that could be provided for our next meeting? I thought it was very helpful to deliberations.

DIRECTOR CASTRO: Staff has not provided analysis at this time, because staff has not benefited from the input of the Planning Commission, Historic Landmarks Board and the public and community; that's the reasons why we did not come forward with an analysis or any recommendations at this point. If the Commission and Historic Landmarks Board desired, following this meeting and prior to your next meeting on March 29<sup>th</sup>, it is possible that staff can begin to draft some discussion points as a guide for the Commission and the Board.

VICE-CHAIR CLEVELAND KNOWLES: Great, thank you. I don't know about the other Board members and Commissioners, but I would appreciate further analysis, especially because we have the full report from the Golden Gate Bridge District, which is excellent, but that's their perspective, and I would appreciate, at least speaking for myself, an independent point of view.

DIRECTOR CASTRO: Chair Werner, I forgot I have one more slide, just to complete.

CHAIR WERNER: Please, show it to us, because we might have questions on it.

DIRECTOR CASTRO: Thank you. I just wanted to say for the benefit of the community who is here, and those who may be watching, that tonight's meeting, I've already indicated what is to occur this evening, March 16<sup>th</sup>. Your next meeting is March 29<sup>th</sup> in which there could be responding to questions from tonight's meeting, and the Planning Commission and Historic Landmarks Board will review and

discuss the eight points in more detail. Public comment will also be received at that meeting, and then the Planning Commission and Historic Landmarks Board will make their recommendations to the City Council. Finally, as tentatively scheduled, April 5<sup>th</sup> is when the City Council will then determine whether or not to consent to the proposed major alterations to the ferry landing. And that concludes my report.

CHAIR WERNER: Thank you. Are there any questions? Joan.

COMMISSIONER COX: I did think of one question. In the process that you outlined it said that nine members of the committee voted to move forward. Was that vote to move forward with the designs as presented, or was that to move forward to bring the designs back to the Planning Commission? What was the vote to move forward?

DIRECTOR CASTRO: The vote was clarified in that it wasn't a vote on approval or denial of the plans, but was a vote from the stakeholders to either move forward with the process or not.

COMMISSIONER COX: I did see that clarification of the January 26<sup>th</sup> City Council meeting, but it wasn't reflected in the staff report; that was the reason for my inquiry.

DIRECTOR CASTRO: It is in a footnote, and perhaps maybe that's why.

COMMISSIONER COX: That's where I saw it, yeah.

DIRECTOR CASTRO: Yeah. Okay, thank you.

CHAIR WERNER: Any other questions?

BOARD MEMBER RICHARDSON: Thank you. I also had a question about the results from the last stakeholder meeting. Danny, you may or may not be able to answer this. You said that there were nine yes, two no, and two no votes. My understanding was that there were 23 members of that stakeholder group. How many stakeholders were actually present at the meeting of that existing work group?

DIRECTOR CASTRO: I wasn't present, so I can't confirm. I just know what the recorded vote was.

BOARD MEMBER RICHARDSON: Is there anyone here who can answer that, who can speak to it on record?

CHAIR WERNER: I was there, and I think that a good number of people suffered from project workshop fatigue, and that is why the vote was to pass it on. It wasn't a matter of approval of anything, and it was a smaller number than the total number of people.

BOARD MEMBER RICHARDSON: Right, thank you.

CHAIR WERNER: Are there any other questions of staff? If there are no further questions of staff, can we hear from the applicant?

DENIS MULLIGAN: Good evening, and thank you. Can you hear me okay? My name is Denis Mulligan; I'm the General Manager of the Golden Gate Bridge, Highway, and Transportation District, and I want to thank the Planning Commission, the Historic Landmarks Board, City staff, and all the members of the public for being here tonight to give us a hearing on our proposed changes as we undertake an evaluation of this most important project. I'm stalling while they bring a clicker over to me advance slides. One moment while we switch files, and then I'll jump right in.

(Pause.)

DENIS MULLIGAN: I did bring a laptop and a projector as backup, if necessary.

CHAIR WERNER: Keep up the music. We can dance.

DENIS MULLIGAN: Good floor for it. Perfect, and the clicker works.

This is basically a table of contents of what I'll talk about tonight, so instead of talking about what I'm talking about, I'll just skip this. We'll talk a little bit about the historical context as it affects the site, the

iterations of various designs, how we got to where we are today, as well the City Council's resolution and the eight points that they highlighted.

The ferry has been part of the fabric of the community in Sausalito for over a century. The photo on the left is from 1888, and the photo on the right is from 1903. Then the automobile came along a couple of years later and transportation changed radically, but it's been a long-term use here in the community. The initial ferries were front-loading vessels that had large timber pilings and piers that went out on both sides, forming a V to the entryway.

That's how it was when we started ferry service in 1970. That's our ferryboat on a small float that's located just outside the original piling, and this is how it operated for a quarter century.

As part of our proposed construction project we will have a temporary terminal to provide ferry service during construction, and the temporary terminal will be located approximately where that terminal was in 1970-1995, also where the boat is, so it would be closer to the Inn Above Tide during construction.

We began in 1970 adjacent to and just to the south of the prior ferry landing, connecting to the City's pier, and the views in the Yacht Club and the Inn Above Tide at that time were tremendously affected by redwood pilings and fendering system that existed for the historic ferry system. The original gate was somewhat utilitarian.

I won't go through this with the laser pointer, because the folks at home won't enjoy it, but basically this is just a plan drawing that shows those walls of timber that extend out as a V into the bay, and it shows how the original Golden Gate Ferry service was just located outside that V-shaped landing.

This is the view today from the ferry landing.

This is our existing gate today, arguably not the most inviting entryway to Sausalito.

The reason we're here is we have a deteriorating facility we need to replace. We want to make sure that it's structurally sound. We want to design it such that it meets current standards for

accessibility, particularly with respect to the federal Americans with Disabilities Act. We also want to take advantage of the reconstruction and replacement to improve operational efficiencies and to better prepare for emergencies.

This is what we have out there today. It is a deteriorating facility, it is aged, and it does need to be replaced. Also, if you look at the photo on the right side of the screen you'll see that when we have storm events, waves run up over the top of it, which poses worker safety issues, as well as contributing the deterioration.

The existing slopes to get on and off the boat, as well as to get on and off the float and the landing, do not meet modern standards for accessibility, so we're out of compliance with federal regulations and it pertains to these facilities.

The existing narrow gangway and approaches affect how rapidly we can board and disembark the vessels, which affects the operating efficiency of our ferry service. Today, in the summertime, the boat has to leave about half full, even though there's a block long line of tourists waiting to get on a boat, because we need to get back to San Francisco to meet our schedule. It would be much more efficient if we had wider facilities so we could board all the people that would like to get back to San Francisco, and also to remove some of the congestion on the sidewalks in the vicinity of the ferry landing.

This shows you that it is a quite popular and crowded ferry service.

Some more views of existing loading facilities.

On the left of the slide is the existing facility, and on the right is the proposed facility. Today there's a landside pier that is the City's. Then there's an access pier, and the current access pier has a dogleg, or L-shape, to it. It connects in a straight line from the leg of that to the gangway, and then to a float. The proposed facility is larger, and it's larger for operational reasons as well as accessibility reasons. I'll spend more time explaining what those are, so that we all have a common foundation for a conversation on the project.



I'll talk a little bit about the project progress. I'll go rather rapidly through this, because Director Castro covered some of this.

We've been talking to the City about this project since 2008. We've done a presentation at least once a year to the City Council since then. We went through an environmental process in compliance both state and federal environmental law. The City provided written comments on our draft environmental document, and the public meeting for that environmental document was held in City Hall in the City chambers.

We also went through a process subsequent to that environmental process, briefing the City periodically, leading up to a series of events that started last year in December when we did a presentation to the City. The community became energized and apparently more aware of the project, and there's a lot of consternation about the design of the project, so we spent the ensuing time working through a process with the City to effect some changes that hopefully are an appropriate compromise for both parties, so that we could hopefully move forward.

That culminated though on May 5<sup>th</sup> with the City taking an action denying consent to the project.

Subsequent to that Supervisor Kate Sears started a stakeholder process with then Mayor Tom Theodores and then Vice-Mayor Jill Hoffman, and key community leaders and thought leaders within the community, approximately two-dozen people. They held three workshops that were facilitated by, I believe, a member of the Yacht Club, Carol, who had the herculean task of facilitating all of us with our divergent views and opinions, and it's a credit to her that we achieved all that we did.

That kind of tees up where we are today. That process, coupled with the City Council's action on January 26<sup>th</sup>, led to the process that Director Castro outlined for you. Now I'll talk about the evolution of the design.

The design is based on complying with various codes, primarily the California Building Code, as well as complying with federal accessibility standards and guidelines for ferry facilities pursuant to the federal Americans with Disabilities Act, as well as addressing passenger and employee safety issues.

Then we also have operational concerns. We want to improve the efficiency of the existing landing to better load the vessels. We also have to increase public access on the landing per BCDC's requirements, and we want to propose some alternatives to you from what was proposed to you a year ago with respect to how to do that. Then obviously we want to complement the surrounding environment that we're in.

Early in the design process we looked at the palette of colors that exist in Sausalito, and in the maritime setting blue and white were common colors. This is just background to get you to the early designs that came to the City Council.

Arches are a common form. They exist on the roof of the Yacht Club, as well as the underbelly of the benches at the ferry plaza, and it's fairly common in the community.

Based on that, in May 2011 when we went to the City Council we presented this proposal to you, and this proposal included a gangway that had a truss with both curved top and bottom cords. Trusses normally have horizontal tops and bottoms. The truss is that Tinker Toy that's kind of in the center of this slide. And then we had various renderings showing how it would fit in the location back in 2011.

Then we relied upon that and proceeded with the environmental process in 2012. Then we commenced the final design, and we came to the City Council in December 2014. At that time the truss was 12 feet deep for the gangway, approximately 21 feet wide; it had a curved top, a bright white color. We had a gate that had a roll-up gate with some of what some of you would characterize as busy detailing. But this is what we showed to the City Council in December 2014, which built upon the earlier submittals, as well as the environmental process that we went through.

At that juncture, it was not well received. There were concerns about the mass of the facility (inaudible) it affected views from the Yacht Club, from Inn Above Tide, from the park and from the plaza. What was proposed was a truss with a curved top that was 12 feet deep. The gangway was 90 feet long by 21 feet wide. On the left side of the slide when you're looking at the screen, the access pier proposed was 25 feet wide, and then the float had a dimension of 53 feet wide and 150 feet long.

As part of that Council meeting, we had belvederes in the proposal, and we had a roll-up gate. The roll-up gate was very functional. Then on the sides we had doors with panic hardware, so someone that landed a boat there that needed to get off the pier right away could exit the facility.

This is where we were at that junction in December 2014.

Then we came to this body about a year ago, and when the Bridge District came to this body about a year ago we proposed some alternatives. We proposed a second alternative for the access pier. We proposed narrowing it from 25 feet to 21 feet, and based on the proposals in front of you, you preferred the narrower one. We proposed some alternative gangway designs. We had a 12-foot deep or tall top curved arch truss, and in the middle we had about an 11-foot tall truss with a curved top, and then we had a flattop truss that was 9 feet deep. All of these are large, industrial looking with round, large-diameter pipe elements. Based on the choices in front of you then, you preferred the smallest one that we presented to you again.

We proposed a variety of gate options, and you selected the one that was the simplest of those architecturally; it was swing gates with basically metal grating.

We proposed three different colors at that time: white, gray and blue. At that time based on the choices in front of you, you selected the gray, because it's more subdued and blends in more, and doesn't pop or stand out.

That study session in March led to us making a formal presentation to the City pursuant to the lease on March 24<sup>th</sup>, and led to your April 1<sup>st</sup> meeting.

This is what we presented at your April 1<sup>st</sup> meeting, and it was the flattop truss. We were able to lower the height of it by 1-foot to 8-foot, and this shows you some renderings that were shared with you about a year ago. At that juncture it was a truss with round elements, and some folks expressed concerns about the height of the truss element as it was perceived by people that walked out, as well as its impacts on views from the shore. At that time the preferred option was the swing gate with the metal grating.

This shows you the evolution from the City Council in December 2014 to the March workshop, and there are some modifications that were made with respect to the facility at that juncture.

Based on your recommendation City Council took this matter up on May 5<sup>th</sup> of last year, and they denied approval, and they listed eight items that Director Castro mentioned; I'll go through these at the end of my presentation. But that precipitated a process where Supervisor Sears, now Mayor Jill Hoffman, and Council Member Tom Theodores participated with the Bridge District and various community leaders in a process to sit down to understand each other's concerns, people's wishes, desires and needs, and to do some team building to see if we could evolve the design.

Lots of ideas came forward. The image on the left I believe came from Tammy at one of the meetings where it's from, I believe, Seattle, but it's just a lower profile truss, a different look. We were challenged to look at different options as part of this process by those that participated.

This is what the gangway was prior to that process. This is the March workshop with the joint meetings of these two bodies, as well as your April 1<sup>st</sup> meeting. It was an 8-foot tall truss with round tubular elements at about eye level.

Based on that process we came forward with a new design. This is not a truss design, it's a girder design; and as you walk out on the gangway the elements are the code minimum requirement, 42 inches above the walkway. So basically it's a standard railing that you would have on a deck. The elements pass a 4-inch spear test. This was a compromise on the part of the Bridge District. Trusses with round

elements are easy. Water flows off them, birds don't perch on them, there are no issues dealing with avian residue. The girder does provide some long-term maintenance challenges for the District, but in the spirit of cooperation, recognizing that there's a lot of consternation about our industrial looking trusses and how it affected views to people walking out on it as well as to the adjoining community, we put forward this design.

This shows you that simple steel girder gangway at low tide, and the upper image shows how it will look any time that there are no vessels there, or any time that a Spaulding vessel is there.

The Spaulding vessels are the mono-hull vessels that we typically use. Lately it's been the MS San Francisco; it's been out there recently refurbished. When those vessels are out there, they actually have a door that's very low to the water. When it's out on the bay the door is 42 inches above the water. When we come to the dock, everyone walks over towards the door and kind of congregates; it actually rolls 6 inches. We've done measurements numerous times on days out there, so the door is 3 feet above the water.

The upper condition is with everything in it down. When a catamaran is used, which is less frequently, and only when the boat is approaching the dock, we would raise it all up to meet the catamaran vessel. The catamaran vessel has doors that are more than 5 feet higher, or higher above the water than the Spaulding vessels. We need to have a facility that's accessible for all the vessels in our fleet, or any vessel that may land here.

This shows you those for a low tide, and for a low tide you'll notice the gangway, which is on the left side of the slide as you look at it, has some slope to it. When you have a high tide, the gangway is closer to being flat, and when you have a high tide it's the same configuration again. The top half of the slide shows you when the Spaulding vessel is going to pull up, or when there's no vessel there. All of the ramps, the platforms, are in the down position, and it's only when a catamaran comes that we raise them up. When the catamaran pulls in, it will obscure the view of the raised elements on the float.

Previously we had proposed this option, and it had a gate that had metal grid basically. As part of the stakeholder meetings last summer and fall we heard that people had concerns that when viewed askew, any sort of metal grating or pickets even, would appear solid. When you look at it orthographically you see through it, but askew it becomes a solid, visual block.

I might add that metal grating never needs to be squeegeed. In response to that, we came forward with basically a glass door or a transparent panel. Once again, this is something that we didn't initially propose. It does create a larger maintenance burden on us, we will have squeegees there all the time and have staff cleaning it, and it also presents some additional challenges from an operational perspective, but it's a compromise that is responsive to the concerns we heard, that if you're on the Yacht Club balcony and you're looking at it askew, the door could block the view as if it were solid or partially solid elements.

This shows you that with the gate open. The prior slide showed it with the gate closed. So when you look out on it, the gangway, instead of having a truss element that towers above you, has that railing the same as when you walk out on the access pier. It's a railing that's 42 inches above the walking surface.

The question is, for this new alternative with the girder with a standard railing, how would members of the community perceive it from various areas in the community? So we developed a series of renderings starting at the north end of the park and proceeding south to Bridgeway, the other side of the restaurants, and I'll walk you through those so you can see how it's perceived. Because the new facility is larger and will be perceived differently however, this proposal is a lower profile than what we previously proposed, so the impacts are significantly less visually.

This is Gabrielson Park; this is the north end of it. This is what you currently see, and I ask you to draw your attention to near the middle of the slide where you see the far left edge of what sticks out; that's the edge of our existing ferry landing. The new landing sticks slightly further out from this view. From this view, where the San Francisco shoreline touches the water, that horizon point will be slightly

obscured for a little further out. I'll go back. That's what you have today from this view of Gabrielson Park, and that's what you have if the proposed project is actually constructed. It does extend a little further out into the view shed, as it affects the City front, but it is low profile.

Then the question is what does it look like from the middle of the park? This is the view today from the middle of the park, and this will be the view tomorrow from the middle of the park if we build the facility. The Yacht Club obscures the view of the existing ferry landing, and it will obscure the view of the proposed ferry landing from Gabrielson Park if you're standing in the middle of the park.

Many members of the community are active in the Yacht Club and spend time there, so there is concern about what will it look like from the Yacht Club. This is a view from the Yacht Club; you can see that handrail that many of you may have leaned against more than once as you look out on the view. This is the view today, and then the new facility, because it's proximity will extend further to the left on the slide, and there you see. It's a low profile facility, but it does extend further out into the water, so it is a change, but you no longer have a large truss sticking up in the air and obscuring your views of the City as well as the Marin Headlands.

Adjacent to the Yacht Club is a small parking lot. On the left side you see the balcony from the Yacht Club; on the right side you see the edge of the ferry landing. This is the view that you see today from the existing facility. Once again, the new facility extends a little further out. So that's the proposed facility. Once again, it's low profile. The handrail height is the highest thing as you walk out on the gangway, so there are no large industrial tubes sticking up in the air.

From the north end of the ferry plaza you currently look out through and along the length of the ferry landing. The new facility shifts it slightly, so you'll see that right now you can see the right edge of that land from there, and this is going to shift it to the left. So this is what you have today, and this is how it will look after. It shifts the mass of it somewhat to the left in this view, but the mass is similar; it's a little bit wider.

Then mid-plaza, this is what it looks like. Once again, you have the arch form on the underbelly of those benches, and from this view, because of the skew it will extend a little bit further out. So once again, you look at the belvedere on the left side of the screen and you look at Angel Island on the right side, and you see how it extends a little further out into Angel Island? Where Angel Island touches the water, that is clipped off a little bit by the extension of the facility.

This is the south end of the plaza, and this one will extend out more. Once again, you see the belvedere, and then you see the landform behind it. You see how it extends further out. It is low profile, but it does extend further out into the view, but because it's low profile you do see over the top of it, you see the water from this view as well as the land behind it.

As people approach, walking, say, from the bridge towards the ferry landing, this is what they see today on Bridgeway. Once again, your attention is directed to the right edge of the ferry landing, and you see how it extends a little further out with a belvedere in the background.

I'll talk a little bit now about lighting. This is the existing lighting. You can see the gate lighting is rather harsh on the left side of the screen; that's what we have out there today. We developed a variety of different lighting options. This is kind of a drone view, but it's just to show you the different lighting options, and then I'll show you at the pedestrian level. I apologize if this shows the flattop truss that we're not proposing anymore; the final renderings of lighting will show what we have before you, which is the girder.

But this shows you one option what's called "full rail." That's continuous, directional downlighting along the length of the rail. For full rail lighting we have two color tones; one is a cool tone, which is more of a white light. Some people find the white a little harsh, particularly on a white surface. Others like it; it's a matter of preference. I personally think it looks a little bit like an operating room.

The warm tones are yellower, a more amber hue to it. Once again, this is the full rail, which is continuous along the underside of the rail, and this shows you that warm tone.



The other lighting option is “spot rail,” so it’s not continuous. It has a different look in terms of how people perceive the landing. This show belvederes, so I ask that you pause—I’ll come back to the belvedere in a moment—because we heard you loud and clear on the belvederes.

This shows you the spotlighting with the cool tone, and this is spotlighting with that warm tone.

Those were all kind of drone views so you can see it. In the wintertime, when we have ferry service, the whole facility will be lit all the way out there until we stop running ferry service, then we close the gates and we only light out to the gate.

Lighting is important from a public safety perspective, not just to prevent trip and falls, but where areas are lit nefarious activities are much less likely to happen. When law enforcement drives by, they can easily look out a window and see whether there are people out there or not and what’s going on, and so lighting is a very important element.

This shows you when the ferry service stops, the gate is closed, and what it would look like.

Here we are at the eye level. This is the doors are open, so it’s a wintertime evening where it’s dark early. This shows belvederes, and once again, please don’t react too strongly to those.

Here we show it after we stop service where the doors are closed and we only light out to the part where it’s accessible to the public. Out on the float itself we will have to have a couple of blue lights that are required by the Coast Guard for navigation safety purposes.

Here we show you what’s proposed, which is the girder design, and we show no belvederes, and I’ll come back to the belvederes. This shows you the doors closed, so after the ferry facility shuts down for the night. This shows you the spotlighting with that warmer, more yellowish amber tone, and this is something we hope that you can embrace and allow to move forward.

Here we are with no belvederes and the proposed lighting, kind of the pedestrian view. (Inaudible) give you a sense of scale. The doors are open; it’s wintertime where we’re still operating

service after it's dark. Then in the evening when it closes, this is what it would look like. The lighting is such that's it's direction is down, so you will be able to see the Bay Bridge lighting in the background.

Previously you only had three color options. I won't spend a lot of time on this, but colors, there are lots of options and there are advantages and disadvantages of both. When you have a truss basically at the level of your head, how you perceive color may be different from when you have something that's just at a handrail level. So I'll just briefly go through it.

This is what you endorsed last time, which is a gray or galvanized steel color. It's very subdued, it blends in, and it doesn't pop when you look at it from afar. A darker gray has a slightly different experience; it may pop a little bit. Since it's not a big truss sticking up in the air, white is a common color along the waterfront in Sausalito as well as elsewhere, so it's worthwhile at least considering white at this scale where basically it's a girder beneath you and it's just a handrail. Blue is another common color in the waterfront. Green is a color for railings at the San Francisco waterfront, so some people like this. Some people think black makes everything disappear; I'll confess I'm not one of those individuals. And then left to our own devices, the Bridge District might default to its signature color, for fortunately we're not left to our own devices, but we have lots of this paint.

So the belvederes. We heard loud and clear that they're massive and you don't like them. If you're at the Yacht Club you don't want someone sitting on a bench staring and looking at you at night. If you're at the Inn Above Tide, you don't want someone staring in and looking at you.

We originally included belvederes in the project because BCDC staff told us to. When we submit an application to BCDC we feel compelled to include them as what we submit, but we would like to submit in that same package things without belvederes. We'd like to be able to go hand-in-hand with the City, with the Council's backing, to tell the BCDC staff that want us to include belvederes that we included it, but we recommended that we not do belvederes; that we feel it's inappropriate in the setting; it makes it too massive; it's intrusive to those in the immediate proximity; and that we would recommend that we do alternate public access.

Since the 1960s the Bay Conservation Development Commission has required public access as part of projects when they're created by the McAteer-Petris Act. We certainly appreciate their mission and we want to respect it, but we feel that belvederes are not the best access, so we would like to propose that we go together to BCDC and recommend that in lieu of belvederes that we provide a financial contribution to the City to complete a fishing pier, which we feel would provide access out on the water that would be more desirable than having benches where people are staring at you at the Inn Above Tide or at the Yacht Club. We would hope that if we get a favorable consideration from the City that we could work collaboratively. We believe that if we go together to the Commission that we could convince the Commission to give us a favorable consideration in spite of the staff's recommendation.

To recap, at the end of the community process in November of last year we modified the gangway. It was originally 21 feet wide; it's now 16 feet wide. Instead of sticking up in the air and being 12 feet deep, sticking 9 feet above your head, it's 6.7 feet deep, and 42 inches of that is above you. It's not really above you; it's a handrail that is required by code. And then there's about a 3-foot deep girder below you.

The access pier we propose to be 21 feet, not 25 feet, which is the same as the City's landside pier; it's about 21 feet wide. We proposed a simple transparent swing gate, and we propose gray.

Subsequent to that though, we have been spending some time on it. I won't touch on this slide, because it was already clarified that the community consensus from that small group was just to proceed with the process, not to endorse the project, and we understand that, but we're appreciative that we're at this juncture with you here tonight.

We've done some additional work; we've tried to refine things. We looked more at the float, and we want to explain the size of the float. The size of the float is tied to two things: accessibility and operations considerations. We want you to understand what those are so you can cast judgment on us as you see fit.

This is the float. The float consists of a gangway that touches down on it. The gangway is shown on the left side of the slide. Where you have a slope for accessibility reasons you then need to have a flat area before you have another slope. So the gangway touches down, and we have a change in slope from slope to flat, or slope to steeper; it would extend out, so you need to have a contrasting color. Some people have difficulty with their eyesight, so they don't want to trip and fall when there's a change in slope, so similar to any project you do you have to have a contrasting color to comply with the accessibility standards. So the gangway touches down, it's a contrasting color. Where that slope then hits is a flat area, and there's a contrasting color, before you go down a slope. When the Spaulding is there, then there's a contrasting color, and then you have a flat area, and then you have gangways that go up. I'll walk you through this and explain it.

You see you have a slope on the left, which is the gangway, then you have a flat landing, then you have a slope going down to basically an elevator if you wish; it's a large horizontal area, which is flat, and then you have gangways that go up or down from that.

You'll also notice on the perimeter of the float there are some yellow things. Those are cleats for the deckhands to tie the vessels up. The cleats are very low profile to the surface of the float, and so they have to be contrasting colors so we don't break deckhands' ankles. Safety necessitates that those elements also be a contrasting color to the float.

Now I'll label the components. The gangway comes down on the left; then you have a fixed landing, or flat area; then you have a boarding apron, which is a slope; then you have a boarding platform, which is flat but it goes up and down; and then from that you have hydraulic gangways, which are sloped, and they also extend out horizontally a little bit to touch the boat.

When a Spaulding class vessel comes in, and when no vessels are there, this is how it looks; everything is down. You see that the ramp when you come off the flat area on the left side is sloped down, that flat platform is in its lowest position, and all the gangways are down.

When a catamaran comes, then that first slope you see from the fixed area is slightly up. Then you see the flat area is elevated, so the elevator has popped up several feet, and then you see those gangplanks, and there are two of them and they are elevated or inclined slightly up.

This shows you the drone view once again, just so you can see it. That was a Spaulding, or the default position, and when a catamaran comes in, this is the up position.

Once again, it's down for the Spaulding, or down for the normal business. This one is flipped, so the right side is where the gangway comes in, then you have that small fixed landing and there's a stairway that comes down to it for worker access, and then you have a slope going down to the boarding apron, and then you have gangways. The gangplanks are recessed back, and I'll talk a little bit more about that. Then when the catamaran comes in, everything pops up.

This shows you a Spaulding vessel. When it's alongside of it, people walk out there. It's kind of hard to see on this slide, but if you look at the boat itself you see people are walking down to the boat right next to the edge of it. You see the gentleman walking out with the white polo shirt with his left elbow back to you? Just to the left of him you see people that are going down the gangway, and hopefully you can see that at home on the television.

Then when the catamarans come in, the catamarans are a higher profile door; it's more than 5 feet higher than the door on the Spaulding. Here from that gentleman's polo shirt shoulder you see the people now going up to get on the boat. The whole thing goes up in a couple of different ways, and when it goes up, the slope never exceeds 1:12, and when it goes up there's flat landings between the slopes.

Now I'll give you a couple of dimensions to help understand it.

The height of the float above the water is 2.5 feet; our existing float is 2 feet. We want to have it a half a foot higher, because right now we have wave run-up where water washes across it. The concrete float will have a slight crown in it, so when water does wash on it, it will be less frequent, but when it rains it will drain off. So that's 2.5 feet above.

On the right side you see a fixed landing, and it says it's 7 feet above the water. The fixed landing 7 feet above the water is the same as the fixed landing on the current float today; it's the exact same dimension above the water. The reason why it is 7 feet above the water is you have 2.5 feet of float, but then you have the gangway on the right side touching down there, and we need 4.5 feet to accommodate the gangway and that which it rests on. The gangway is a girder that's a little over 3 feet deep—3 feet, 2.25 inches—but then on top of that sits the decking, which is a couple of inches, then underneath it needs to be the supports that allow it to move, because with tides it moves around a little bit.

Here's just a quick sketch that shows you when someone is standing there, there's a girder on either side, the left and right side. Below them is 3 feet, 2 inches deep, but they're standing on a couple of inches of material on top of that. Then underneath that, those girders have little wheels that allow it to roll longitudinally, and that then rests on a beam that's crosswise, and there's a pin and some dampers there that allow it all to move. Because with tides, the float moves and it bounces around a little bit, and so it's important that we have a facility that can accommodate that, and that takes a little bit of depth.

Let me go back on one actually. The fixed landing is 4.5 feet above the float, so it's 7 feet above the water. The flat boarding platform that goes up and down, the horizontal elevator, sits 4.5 feet above the water; the reason why is the mechanical components of that sit on top of the float. We did not recess them into the float, because we didn't want them to sit and rot in water all the time, because it does rain and waves will wash across this once in a while, but less frequently than the current float, because it's 6 inches higher, and so the mechanical equipment to make that go up and down requires 2 feet of space. The float is 2.5 feet above the water and there is 2 feet of equipment underneath that boarding platform, so it is set 4.5 feet above the water. To go from the 7-foot fixed landing down to the 4.5-foot elevation requires that you have a 30-foot long boarding apron, because you're going down 2.5 feet, and the steepest you can be is 1.5 feet, and that's shown where you see "Boarding Apron."

Then from that boarding platform, that long elevator that goes up and down, we have gangplanks, and the gangplanks need to drop another 1.5 feet, because a Spaulding vessel, the door is only 3 feet above the water, so to drop 1.5 feet the gangplanks need to be 18 feet long.

This shows you the width. In the middle we have a 16-foot clear opening. The proposed gangway is 16 feet wide; it's a little less than that clear. We're going to retrofit all of our ferry boats to provide two 8-foot doors to allow more rapid boarding, so we can fill them up with people and get them out of town, and unload the boats much more rapidly also. We had that 16-foot dimension clear, then we have some additional railings and equipment that's out there that needs a couple of feet, so we have 19 feet, 8 inches.

You see that dimension is in the middle of the slide, and then on either side of it we have gangplanks? We only board one vessel at a time, but depending on weather and conditions we don't always board on the same side. We need the ability to board on either side, so we have 18 feet on either side of that with respect to the gangplanks. The gangplanks do have a component that retracts along the length of them so that they can pull back in, so when the boat comes in it doesn't hit them, it hits the fenders, and then those retract out.

Then the length of the facility. The left side is where the gangway touches down on the float. We have some hardware there that allows it to move around, so we have 11 feet on the end where the gangway touches down. Then we have a fixed landing that's 7 feet above the water that is 10 feet long. And then we have the yellow contrasting material, so you see it when you step on and off the float. Then from that we have 30 feet to go down to 2.5 feet, so we can get people aboard these Spaulding vessels.

Then we have the boarding platform. The boarding platform is designed to accommodate two 8-foot doors that are 48-foot on center on our vessels. The 48-foot on center is derived from a couple of things. One is people dispersing on the vessels. We have multiple vessels that come here, so it's designed to accommodate all of them. It's also designed based on the framing of the vessels. Where we have support struts on the vessel's skin we can't cut out doors, and so it's designed to accommodate the

vessels as well as people dispersing on the boat to allow rapid boarding and unboarding. So these doors are 48-foot on center.

Then we have personal access on the far right of the boarding platform that gets them down onto the float. Then on the end of the float we have some room for mechanical equipment as well as a walkway around where the pilings are attached to the float, and I'll show you that here. This shows you in a plan view. On the left side coming in the middle is the gangway, 7-foot fixed landing, 30-foot slope down, then we have a 79.5-foot apron, and then we have about 15 feet on the end there.

We redesigned it, and that allows us to chop 4.5 feet off. We rearranged all the mechanical equipment on the vessel, but we did keep a 6-foot path of travel for workers on the right side of the float. On the right side of the float you see there's a ramp that comes down and you see a big box. That's where we have a lot of the mechanical and control equipment, and so between that box and where the pilings are attached, you see those gray ones, we have 6-foot clear so workers can walk through there as well as cart material through there to do repairs on the float.

The float width has not changed since prior presentations, but we were able to knock 4.5 feet off the length of it. If I could have knocked more off the length of it, I would have. By knocking 4.5 feet off the length of it, it brings the float within our permitted area, but one of the fender piles is still outside of our existing property interest, and we tried real hard to bring it in so the whole thing was in, but we were unsuccessful in that endeavor.

Just a summary of changes. On the upper left is the existing condition. On the upper right was what we initially proposed: a 12-foot curved arch truss that was 21-feet wide. On the lower right is where we're at today. It's a 16-foot wide instead of 21-foot wide girder design with a simple handrail that's a 3.5-foot code requirement above the walkway.

With respect to the existing access pier, the existing access pier is 8.5 feet wide. It's got the dogleg, or L-shape. What we propose is a direct access pier without the dogleg. We initially proposed 25-



feet wide. We now have a 21-foot wide width, which is consistent with the width of the City's landside pier, so we match that width.

Design changes on the gate. On the upper left is what exists. We initially proposed roll-up doors with side doors. Where we ended up is the lower right side of the slide where it's simple transparent, or glass doors, so that they'll minimize the visual impact to people from the shore.

Just kind of a summary. The float is 4.5 feet shorter. The gangway is significantly lower than what was originally proposed; instead of 12 feet high, it's 6.7 feet high. The access pier, we narrowed. The landside pier, we did not change. The belvederes, we'll include them in our formal application, but we'll clearly spell out that we're opposed to them. BCDC staff requested them; we're including them, but we with the City would like to recommend alternative access, which is the City's fishing pier. Then we have a simple transparent gate, and we propose the gray color.

This just shows you on the left side the existing, on the right side the proposed, and then I'll show those overlaid on top of each other here. This is the existing, and so this shows you the dogleg, it shows you the float. The existing has a narrower gangway and a slightly smaller float. This is the existing, and notice where the vessel is? The proposed moves the whole thing, including the vessel, slightly outward. I'll show that again. This is the existing facility, and this is the proposed facility, and then this is if you overlay one on top of the other where you can see them. You can see how the dogleg is removed, we have the new access pier, and then you see how the boat is shifted slightly further outboard.

In summary, ferries have been a long part of the history in Sausalito. We're the proud operators of your current ferry service. We want to improve the landing. We want to do it with your blessing, and we want to do it in a manner that is respectful of the community's values, and so we're very appreciative of the process that we went through last year.

This is the proposed design as you will see it from the ferry landing, if we're allowed to proceed.

With that I'll go briefly through the response to the City Council's resolutions. They gave eight reasons why they denied access.

The first reason was they said that the landside should be done in tandem with the waterside. Per the lease we have with the City—the lease is quite clear, it is a contract—we're responsible for the waterside and the City is responsible for the landside. We'd like to work with the City on that, but clearly it's within the purview of the City.

That having been said though, we know that it costs money to do things. We were successful in reaching out to the Federal Transit Administration and obtaining a grant for just over \$2 million dollars, and we would like to pass that through to the City to help the City with the landside improvements.

It's also important to note that the landside and water improvements have separate utility and separate purpose, and that the landside improvements in all likelihood will be much more contentious than what we're going through and will take a long time.

The next issue dealt with the size of the facility, so we have downsized it. We have narrowed the gangway from 21 feet to 16 feet. We've lowered the height of the gangway, which we think is the most significant change, as it affects people's views and how they'll perceive the facility. We narrowed the width of the access pier and made the float a little bit shorter, and we changed the gate to minimize the visual impact of it.

The Council resolution said it's not compatible to the Historic District and we didn't consider the historic designations. The project has been downsized, so the views in the Historic District are greatly improved with the proposal. The views are similar, though not the same, for what is out there today, and they were certainly much different 25 years ago. The proposed undertaking does not touch any historic properties; there is no construction of historic properties.

The surrounding historic resources were evaluated during the state environmental process. As part of that we did a cultural resources study. As part of the cultural resources study we looked at an

area of potential effect, which is the area where you legally study the impact of historic structures, and we went through that process and it did not indicate that there are any problems with this project. Other things dealt with what are the boundaries of the Historic District, so here we show it.

Some of the proposed work is within the boundary, but it's not historic. What we're proposing to modify, the construction was done in the mid-1990s, so it's not afforded any protection under the National Historic Preservation Act of 1966, or state environmental law.

The belvederes, we heard you. We want to get rid of them, too. We'd prefer not to have them. We'd prefer to make a contribution to the City for other improvements that would provide we think better public access, and that would be more enjoyed by people. Arguably it's not enjoyable public access if people are lining up to get on a ferry behind you while you're sitting on a bench.

The Inn Above Tide and Sausalito Yacht Club, we think by dumping the trusses and going with the girder design, a much simpler design, a lower profile design, that we address that concern. We also feel that eliminating the belvederes will address that concern. This is the existing and proposed use from the Yacht Club, without belvederes with people sitting on benches looking in, without the high profile truss that would block views of the horizon. This is the view from Inn Above Tide, the existing and proposed. So getting rid of the belvederes and going to a low profile design we feel is responsive to this concern.

With respect to the negative impact to the Yacht Club and the Inn Above Tide, it's important to note that historically there was a rather massive structure there with large timber pilings that had significant visual impacts, and those are gone now and we feel what we have is more in keeping with the modern design aesthetic where people want to actually experience the water and see it.

The improvements are outside the limits of the leased area; that is correct. By shortening the float we will be able to get the entire thing in within the leased area, except one fender pile.

We also have one utility cabinet. That utility cabinet is proposed to be clustered around existing City utility cabinets in an area that operationally works well from PG&E's perspective, we believe from a maintenance staff perspective also, but we will need the City's permission for that, and we concede that point completely.

The District's CEQA analysis of the project is complete, and none of the changes that we're proposing to you before you here today we feel constitute significant changes, and so we feel we've complied with the requirements of state environmental law.

We're pleased to have gone through this process with the City. We feel that the proposed changes respect the community's values, particularly with respect to your views of the waterfront, while allowing us to move forward with a ferry facility that provided operational efficiencies, that meets modern accessibility standards, that meets today's building code, and that better prepare us for emergency response. So I want to thank you for your indulgence at the time of this presentation, and I'm available to answer any questions that you may have tonight or at any other juncture.

CHAIR WERNER: Thank you. Does the Historic Landmarks Board have any questions of the applicant?

CHAIR McCOY: Any questions? I have just a couple quick questions, as a point of clarity. The landside pier is owned by the City of Sausalito, correct?

DENIS MULLIGAN: That's correct.

CHAIR McCOY: So we're obviously going to be connecting to the existing landside pier.

DENIS MULLIGAN: Correct.

CHAIR McCOY: And then could you go back to the slide and explain a little bit more of the location of the landside utilities that you'll be clustering, and where that will actually occur?

DENIS MULLIGAN: It is in that parking lot. It would require the City's permission. Next time we meet, I can give you a more detailed slide, or if you want we can go put tape on the ground or something to depict it. Bo, do you want to offer a little bit?

BO JENSEN: Sure. It's where the parking attendant's office used to be and you've added a pump station there, next to Anchor Street. It's in that immediate area that's immediately adjacent to it. Is that clear?

CHAIR McCOY: It's clear to me, but it would probably be helpful to do a slide or drawing so that the members of the public could also see. Or if we did any type of story pole or something like that, so we could see exactly where that structure is going to be and get a little better sense of what's going to actually be within the City of Sausalito, as well as the ferry landing itself.

DENIS MULLIGAN: We'll put one together and we'll send it to City staff so they can post it well in advance of your next meeting. It's seemed prudent to cluster with the existing utilitarian type structures like the pump.

BO JENSEN: It might be worth adding, it's a structure, but it's a box. It's not very tall. Well, there's a panel and a transformer, so the panels are typically a little taller.

DENIS MULLIGAN: But we'll take pictures and do a rendering.

BOARD MEMBER BROWN: I have a question that relates to the width of the access pier versus the gangway. Your new proposal has significantly reduced the width of the gangway, as well as the height, and improved the gate. But the gangway is considerably wider than the access pier, even if the belvederes are removed. What's the reason for that?

DENIS MULLIGAN: A couple reasons; one is from a design perspective. Since the landside pier is about 21 feet wide, it seemed prudent to match that so it's a continuous flow as people go out there. Plus, we envisioned that that may be a more desirable place for ferry patrons to stage, as opposed to

being out on City property when they get on a vessel, so we felt it was prudent in terms of the flow of people to have a 21-foot wide width consistent with what was out there on the City's landside pier.

BOARD MEMBER RICHARDSON: Thank you for that presentation. Do you mind just recapping on the length of the float. From the original proposal it was reduced by about 4.5 feet. How did you obtain that reduction in length?

DENIS MULLIGAN: We basically consolidated the employee access and consolidated all the mechanical type of equipment on it. We scrunched all that up so we could knock a couple feet off so that we could get the facility—minus that one fender pile—back within our existing area. We basically compressed all the mechanical stuff, but we didn't compress the length or widths of the walkways that the patrons would be using.

BOARD MEMBER RICHARDSON: I know you provided a lot of detail about the dimensions for the float. Were there any other thoughts or exercises of how to reduce the length any further?

DENIS MULLIGAN: We tried real hard, because it would simplify the process tremendously if I could get that fender pile within our area, but we couldn't make it work. It would make it a much easier presentation tonight to say we're all within our right-of-way. We did what we could, but it's going to be out there a long time, so we didn't want to compromise worker safety on the float also. We did what we could to condense things, but we wanted to, say, have like that 6-foot clear area for worker access; and not just workers, but equipment to get around to do repairs and whatnot. We did what we could to provide a long-term facility, because we have to maintain it going forward.

BOARD MEMBER RICHARDSON: Thank you.

BOARD MEMBER LeBARON: I have a couple or questions. On the March 11, 2005 alternate, the one with the swing gate and curved roof structure, announcing the destination was a vital part of that scheme. Are there going to be graphics in some other part of the gate?

DENIS MULLIGAN: The community, as evidenced by the stakeholder group as well as this committee, did not embrace that concept. The thought was people know where they are, they're leaving, so as you leave you don't need to be told where you were, and I think the thought was a simpler design would be beneficial.

Also because of visual massing. Simple swing gates are not as obtrusive to those that are looking out at the facility, and so the thought was to provide a simpler approach to folks in terms of the viewshed. I just popped the slide up. So in response to that, we modified it, and we now appreciate why folks prefer that swing gate; it really affects viewsheds. If you're at the Yacht Club, if you're at Inn Above Tide, if you're at the landing, the cleaner look is much less obtrusive to the viewshed, and so since people are leaving, the thought was they know where they're leaving.

BOARD MEMBER LeBARON: One more question about the glass gates. Is there any concern for birds hitting the glass gates?

DENIS MULLIGAN: Yes. We'll have to see. Initially we would not etch it, but what people sometimes do is without blocking views they etch something on it so the birds stay away. Our initial thought was that it's small enough, and where it's located with railings and stuff nearby it probably won't be problematic, so our thought was initially just have it clear transparent glass, and unless there's a problem, we don't think we'd have to react to it. They're not large gates, and so we feel it's not problematic.

BOARD MEMBER LeBARON: But if you keep them clean, then birds would tend to go through them more.

DENIS MULLIGAN: Yes, and no. It depends of where we're at. The bigger issue with birds is the concern on the girder. We think the birds are going to like the girder, and that's not your problem, because it's below you, but it's our problem.

BOARD MEMBER LeBARON: Okay, thank you.

CHAIR WERNER: Any questions from Planning Commissioners?

COMMISSIONER PIERCE: Denis, thank you. I was noticing regarding the fender piles and the float guides that they seem to fluctuate in both circumference and height throughout the varying slides. Could you actually illuminate us to what the proposed sizes for those elements are?

DENIS MULLIGAN: There are different sizes depending on which piling it is. There are fender piles, then there are piles that hold the float in place, and those are different dimensions. Do you want to jump in, Bo?

BO JENSEN: I'd be happy to. There are two types of piles. One is what we call a guide pile, which holds the float in position. The other one is the fender pile; some people refer to that as a donut fender, because it has the rubber unit around the fender. The guide piles are 60 inches in diameter. They have not changed since we started the project.

DENIS MULLIGAN: That's 5 feet.

BO JENSEN: Five feet. And then the donut fenders are 54 inches in diameter, and that's the pile, not the donut. The donut is larger, and I frankly have forgotten, but I think it's on the order of 8 feet; but they have not changed at all.

COMMISSIONER PIERCE: Great. And could you tell us how they compare to their comparable existing elements onsite?

DENIS MULLIGAN: The existing elements, you have two pilings, it's kind of like a V shape, and it connects at the top, and because of that the piling has a few of them and it's a different diameter, it's a larger diameter, but it's a simpler design, and it's about 6 inches lower height; I believe the existing one is 6 inches taller than what we're proposing now.

BO JENSEN: The existing one is 6 inches taller. The actual pile sizes are smaller, but they're a better pile, and the new piles will actually go into rock; it will be much more stable out there.



DENIS MULLIGAN: The (inaudible) pile is a V, and so the V when it comes together at the top, it visually looks wider than it is.

COMMISSIONER PIERCE: Right, and just for the record, could you tell me what that height dimension is? You said it's 6 inches less than the existing.

DENIS MULLIGAN: It's in one of the slides. One is 20 feet and one is 19 feet.

BO JENSEN: On that order, yes.

COMMISSIONER PIERCE: Twenty feet for the fender pile?

DENIS MULLIGAN: No, the existing piling is 20 feet, and the proposed one is 6 inches lower.

COMMISSIONER PIERCE: Great, thank you.

COMMISSIONER NICHOLS: Thank you, Mr. Mulligan, for your presentation. I think it was certainly helpful for us, and I hope everybody else got some great details out of that.

I have one question, because I heard this mentioned several times. Right now Sausalito is serviced using Spaulding boats, but I heard you mention more than once catamarans. So do you intend to bring catamarans in here, just as a point of information, or is this just being built in case you need to bring them in here?

DENIS MULLIGAN: We sometimes do bring them in here. We have seven vessels in our fleet. We traditionally use the Spaulding class vessels, the mono-hulls. Like I said in my presentation, I think this week it was the MS San Francisco that's been out of here the last few weeks. But occasionally we have to send vessels to ship yards for repairs or they strike some object in the bay, so there are occasions historically where we've used catamarans, and so if we don't design something that can accommodate catamarans also, then we won't be able to provide service someday. We have provided catamarans in the past; it's not common, but we need to be able to design for all our vessels to comply with the accessibility standards and provide service to the community.

COMMISSIONER NICHOLS: So primarily you're going to use the Spauldings, but you're building in that flexibility, which makes sense.

DENIS MULLIGAN: Correct. And also the flexibility helps for the emergency response activities. Different ferry operators have different size vessels on the bay. We have coordinating agreements where if there's a problem in any part of the bay, we all bring resources to bear, and so we wouldn't want to design it so it just fits one of our vessels, because if there's ever a need to do something we'd want other private and public ferries to be able to use the facility, and so having flexibility built in is very important for that also.

CHAIR WERNER: Any questions? No? I have a couple.

The transformer area in the parking lot, I understand there was talk of an emergency generator out there, then for some reason it disappeared. Is it back? Is it there?

DENIS MULLIGAN: It's not there, but we would have the ability in the case of... Well, the first thing, the facility is hydraulically operated, and so we need electricity to generate the hydraulic pressure, but if we lose power we can operate through several cycles with the hydraulic pressure built up in the system. But if we ever had an emergency, it's designed such that you can plug a portable emergency generator into the facility, so there's not an emergency generator there, but there is the ability to bring in a trailer-mounted rig and plug it in.

That is a change from the original conversation. The original conversation we were going to have emergency generating capacity there, but in order to minimize the footprint we went to an option that allows us to just basically have a plug-in trailer-mounted when necessary.

CHAIR WERNER: Right, but that takes care of the hydraulics. It doesn't take care of the fact that if it was nighttime and the power went off and all the lights went off, you'd have a safety problem, right?

DENIS MULLIGAN: That's an excellent point. We'll have to take a look at that. We would have to get an emergency generator down there any time it lost power.

CHAIR WERNER: Okay. The second question is on the gangway width, the notion that it went from 21 feet to 16 feet. The operational width, in other words the pedestrian width, has remained roughly the same, right? It was about 16 feet; what you took off was all that exterior structure stuff.

DENIS MULLIGAN: That's correct. We shortened it just a matter of inches, about a half a foot, so the interior dimension is a half-foot less, but the overall mass of the facility, which affects how you perceive it, was what we took off.

CHAIR WERNER: Right, okay. The other question is, is it the intention that this same float will be duplicated in San Francisco and also in Larkspur?

DENIS MULLIGAN: We'll probably have a slightly larger float at the other facilities, just for operational reasons, but very similar, relatively the same.

CHAIR WERNER: That's all the questions I have. Anyone else? Well, it's a little bit after 8:00. I think we should probably take a brief break before we open it up to the public hearing, so let's call it a ten-minute break, and come back.

(INTERMISSION)

CHAIR WERNER: ...reopen the public hearing, and I have here a stack of speaker cards, of anyone has a speaker card they want to bring us. These have been shuffled, like any good Reno dealer would have shuffled them, with the exception of the top one, who apparently needs to deal with a babysitter. So Dorothy McCorkindale. Is that the one that was on top? Who was? What's your name?

PETE DAVIES: Pete Davies.

CHAIR WERNER: I don't know where it went. Oh, here it is. All right, let's line up. So Pete Davies, Dorothy McCorkindale, and Jim McCorkindale. Let's let him go first, okay? Pete.

PETE DAVIES: Thank you. Thanks for having me. I'm here to read a letter on behalf of the District's Ferry Passenger Advisory Committee, which consists of commuters; many of the members of the committee are Sausalito residents. And here goes.

"We the citizen members of the Golden Gate Ferry Passenger Advisory Committee are writing to support the quick implementation of the improvements to the Sausalito ferry dock. We appreciate the hard work of stakeholders in Sausalito to maximize the benefits and mitigate the impact. We should move forward quickly to mitigate the impact of the summer tourist season and cost escalation.

We are long-term ferry riders and strongly support the improvements to the dock. When issues arise with passenger circulation at any of the ferry docks, we are the ones who suffer the consequences. We are concerned that the long-delayed improvements are negatively impacting the quality of life for residents, riders, and visitors to the community.

Some of the issues the improvements will address are: Number one; bicycle loading and unloading is in desperate need of improvement. Number two; this problem is increasing congestion in downtown Sausalito. Number three; bicycles and riders are being left behind. Number four; due to slow passenger movement, conflicts arise between Golden Gate and Blue & Gold boats. Number five; waiting and circulation congestion in waiting area. Number six; Golden Gate ferries are departing without full loads due to loading restrictions with the current dock. Number seven; the longer docking times are increasing air pollution and contributing to congestion in downtown Sausalito, especially with bicycles. Number eight; modernization of the facility that was built in the 1970s, and has not been modified since 1996, when the float was rebuilt. And number nine; upgrading the facility to meet the requirements of the Americans with Disabilities Act for public facilities.

These are serious quality of life issues in Sausalito, and the opportunity to have Golden Gate District resolve them as soon as possible is in the best interest of all the stakeholders.

In conclusion, we wish to indicate that the Golden Gate Ferry Passenger Advisory Committee fully supports the immediate improvement of the Sausalito ferry dock. Looking forward to approval of the dock improvements. Sincerely yours, the Golden Gate Ferry Passenger Advisory Committee.”

CHAIR WERNER: Thank you. Would you give a copy of that to the staff over here? Thank you.  
Dorothy McCorkindale.

DOROTHY McCORKINDALE: I just had two questions. Why would it not have been possible to move the whole structure closer to the Bridgeway shoreline?

CHAIR WERNER: You're not going to get an answer; there's no conversation here.

DOROTHY McCORKINDALE: Okay, well that was of concern to me.

CHAIR WERNER: It will be answered later, okay?

DOROTHY McCORKINDALE: And then the other thing was are we going to be losing any parking spaces, which are in short supply in Sausalito near the ferry area? Those were my only two questions.

CHAIR WERNER: Thank you. Before this speaker, I'll read the next three. Michael Rex, Adam Krivatsy, and Rebecca Woodbury. John, thank you.

JOHN McCORKINDALE: John McCorkindale. I'm distantly related to my wife over there. I just heard her question about why it's so far away from the shore, and perhaps I may be corrected to say if the large area there that's a sitting area is going to receive federal funding, that may be one of the reasons why it's being pushed out.

Anyhow, my points were after a lot of discussion Congress finally passed the Americans with Disabilities Act in 1970, and I understand this present structure we have was built in 1996, so correct me if I'm wrong, but doesn't it completely comply with the ADA? Maybe the words I've seen are "to help better comply with the ADA," but I'm wondering if this isn't perhaps a smokescreen.

The second thing that hasn't been mentioned is parking. Originally I'd seen that they were going to be taking away 16 parking places in order to build this thing, and I don't know if you've ever tried to get a parking spot on Jazz by the Bay day, but all of the parking lots are full. In the summer, if you try to park downtown on the weekends, you might have to drive around a few times. Now we're going to take away 16 parking places. Every other commercial enterprise when you expand it seems to need more parking places, and I don't think people would stand for a two-story high parking garage. So anyhow, I have some issues on the parking end of it. Anyhow, that should do it.

CHAIR WERNER: Thank you. Michael Rex.

MICHAEL REX: Hi. I'd like to thank whoever set up the facilities; they're terrific. And I think thanks goes to the Bridge District for hanging in there and continuing to try to work with the City.

A couple of great things that I see tonight that I support.

The girder gangway is a huge improvement over the trusses, and the glass in the entry gates are also an advantage. There is a special glass the birds don't fly through, because it has a mesh that only they can see. Perhaps that should be considered.

On colors, please no blue, black, orange or galvanized. Metal galvanized is too industrial, the others are too dark and gloomy, or too bright. I think white is the preferred color; it's clean, fresh, light, contemporary, and consistent with the white railings on the manned boardwalk and the guardrails around the Yacht Club right next door. If it can't be white, it should be painted a light gray.

The float though is shown as white and I think that's unfortunate; it should be either a dark blue or a dark gray, but not white.

I'd like to make some suggestions on the belvederes. Please do not approve this project if it has belvederes. Completely unnecessary. I support the idea that shoreline access enhancements can be done on land, not over the water, and I suggest you accept the Bridge District's recommendation to help contribute to the cost of those shoreline access improvements.

On the lighting, yes, warm tone, not cool tone. The spot rail type, not the continuous rail type; that's the subtlest approach. However, I question the tall stanchions on the float. They're obstructive, and I think they'll be glary. I'd like the Bridge District to explore low-level lighting on the float rather than tall stanchions you'd find in a parking lot.

I'm disappointed with the light fixture over the entry gate. It's very utility looking, and yet it is in a very prominent position. I'd like to see something more sculptural and artistic for that particular light fixture.

Actually, I think maybe the pier itself could be more artistic. I like the concept of how the Bridge District noticed there are arches; I'm talking about on the fixed pier that they're proposing. Could the bottom of that pier have arches spanning from piling to piling? It might be more graceful to be a series of arches. I think overall the design is good, but it's still a little antiseptic, and so maybe some arches on the pier and a more sculpted light fixture over the entry would add a little character and style.

Lastly, you might suggest that there be a small sign to announce they're entering Sausalito. I know they know that, but it might be a welcoming addition. Thank you.

CHAIR WERNER: Thank you, Michael. Adam.

ADAM KRIVATSY: Good evening, Adam Krivatsy, 840 Olima Street. I'm here to support the project. I'm delighted by the success of the representatives of the City committees, the Board, the City Council, and the staff to have effected the design to a point where it reached this level of improvement. I have only praise for those of you who hung in there and stuck it out and carried the flag for the community, so that we will have the change to have an improved ferry service.

Sausalito is not a transportation hub, but it always had a strong connection to San Francisco. Sometimes steam locomotives pulled up to the ferry terminal. They were probably more objectionable than a large piece of concrete floating in the water in front of the shoreline.

I would like to make only one recommendation in line with what Michael Rex recommended. Use some color. Avoid using a drab gray, and if you worry about seagull droppings, try to put some points on those bulky 5-foot diameter piles that support the float, because the seagulls will want to sit there. Thank you.

CHAIR WERNER: Thank you. Rebecca, just before you start I'm going to bring up the next three. David Suto, Bob Politzer, and Evan Jane Kriss. Thank you.

REBECCA WOODBURY: Good evening, Rebecca Woodbury, resident of Sausalito. I support improvements to the ferry landing. I am not an engineer, or an ADA expert, or an architect, so I don't know what the specifications need to be or the aesthetics of the color. I'm thankful for people like Michael Rex in the community that can state them so beautifully.

But I am a transit rider, and I do know what it feels like when investments aren't made in the infrastructure that we use. It feels crappy. It feels cold and wet sometimes. Sometimes you can feel anxious. Sometimes you can feel unsafe. It feels a bit disrespectful, and unfortunately it makes me decide to drive sometimes instead.

I am also a policy analyst by training and profession, and I hope that we as a community can find a way to move forward with a project so that we can realize \$11 million dollars of District and federal funding as an investment in our infrastructure.

I really appreciate the public process. I'm a firm believer that public process makes projects better, so I'm grateful for everyone's time, all of you up there, and the dedication for this important project in our community. Thank you.

CHAIR WERNER: Thank you. David Suto.

DAVID SUTO: David Suto, Locust Street. First, Ed Fotsch asked me to emphasize the letter he sent to you. I guess his feeling is that anything that helps with getting bicycles out of Sausalito is a good thing, but he and the rest of the (inaudible) think there are some operational things that Golden Gate can



do to facilitate in the near term getting bikes more efficiently off the waterfront and back into San Francisco. The things that he outlined I would hope that the Planning Commission and the HLB would look at and try to get the Golden Gate Transit District to move on those action items.

Like the park, I feel as a daily commuter on that ferry that this is another one of our common spaces that Sausalito has that we want it to be a nice place to be. People from all over southern Marin gather twice a day and share space and share their lives together, so I think this is an important place and it needs to be given that consideration.

Also, we have many tourists in town and I treat them as guests. I think we need to be considerate of their needs and be gracious, and make sure that the last thing they remember of Sausalito isn't how hot it was and how long they had to stand in line, but how well they left the town and the good feelings they had about our town.

We need to get this project done. Whether all the details are exactly right, I'm not sure, but it needs to get done. Thank you.

CHAIR WERNER: Bob Politzer.

BOB POLITZER: I'm Bob Politzer; I'm a living relic of a long-ago planning commission.

My comments are going to be focused on the phrase that was up on one of the slides: "compliance with surroundings." I was somewhat surprised that the rectilinear design of the plans of the float, the gates, the railings, and the gangway seem to be very timid to me, and contrary to the ghosts and spirits of the town's history. The artists, fishermen, railroad men, not to mention a lesser-known British remittance man, were fun, and Sausalito too is fun. Simply stated, the design is boring, and Sausalito was not, and is not now, boring.

One quick note; it refers to the gates that are hardly welcoming, even when they're open. I can't help but think that the designers of the project were too focused on building codes, tides, and trying to

meet the requirements of the individual members of the Planning boards and commissions and Council of Sausalito, and totally forgot what Sausalito is about.

I know that cost is involved. I recognize that material is limited by the requirements of the dock, but concrete is fluid, steel can be curved, bent. Just a very slight curve over the gates of the dock would go a long way to making the opening to Sausalito warmer. Thank you, Mr. Chairman.

CHAIR WERNER: Thank you. Before you start, let me get the next three up, please. David Schonbrun, Terry Gilbert, and Alice Merrill. Thank you. Go ahead, you can start.

EVAN JANE KRISS: Evan Jane Kriss, Cloud View Road. I want to first thank everybody. I think that what I've seen here tonight versus what I saw at the last meeting is really a great improvement, so I thank everybody for their hard work and efforts.

I just have a few comments on design. First, I really recommend using a light gray, because I think white is going to be really obtrusive looking out on the water. What you want to do is minimize the contrast between the color of the water and the color of the railing, because it's going to really stick out if it's anything that doesn't blend better, so I like the idea of something in a gray tone.

Second thing is in the original design there were those big trusses on the sides of the walkways going over, and this gentleman was pointing out that the reason that they wanted to use those was because the curved railing on the top of the trusses would deter birds from landing on there. Could there not be a way to put those same curved tops on just the walkway going out there, so it would obviate the problem of the birds landing on them in the same way? Perhaps there's a way to use rounded railings on there.

The other things are those giant pilings out at the very end of the pier. Is there any way for those to be lowered in height? When I was looking at the different views and perspectives of what this thing is going to end up looking like, those are the things that caught my eye immediately, that there are these

giant things that just stand there in the water. Is there a way to lower those without reducing their functionality?

The lighting situation at the end of the pier as well, I like the idea of the lower lighting alongside the railings when you're walking towards the end of the pier. Is there a way to do that at the end of the pier? Why do there have to be, again, those large, very tall sorts of light posts out there? Between the light posts and the railings, those are the things my eye immediately goes to when I'm looking out there, and then I think everybody would probably appreciate something that could be done lower, maybe something in the ground. In Florida, I know they do a lot of piers where they have the lighting right in the floor of the walkways.

Finally, is there a way, since there seems to be this huge issue with these bicycles, to have a bicycle lane so that people who are coming into the ferry with bicycles would go on one side of the walkway towards the ferry, and the others without bicycles could go on the other? Perhaps that would speed up the loading of the bicycles, and maybe there's a way to just funnel them that way.

One last thing is that I noticed that all of the different approaches to the actual ferry landing, the one is the same width as the one from the pier, but then comes the second one where it goes down that whatever, that gets narrower, so that might create a funnel, which could hold things up.

CHAIR WERNER: Thank you. David Schonbrun.

DAVID SCHONBRUN: Good evening. I served on the Citizen's Committee, and I want to see a new ferry landing. I have to admit I'm not at all pleased. I'm pleased with the improvements, but from an engineering standpoint I see what's happening on the float as a brute force solution; I don't see any creativity or cleverness in terms of the very function of engineering, which is to minimize.

I want to comment about BCDC. I happen to really appreciate the agency, but I think they're incredibly wrong in thinking that having people sit on a pier is access. To me, there is access now a few

feet away on the land, so this strikes me as silly, and I support the notion that the City go hand-in-hand with the District to BCDC and say we really thought about this and we have a better idea.

A couple of comments.

One is that the fenders for the boats, in some drawings they're black. There was one where they were gray, and it made a huge difference. It made them much less obtrusive, and that would be a strong recommendation.

I also found the light poles to be particularly ugly, strikingly inappropriate. It's probably the same light standard that's used on the Richmond Bridge, which is completely unattractive, and the engineer that designed them has no aesthetic sense whatever.

These are things that your bodies can really get on and take up. I'm going to send a letter, because I think the access pier, the way that it sticks out, makes the walk unnecessarily long, and instead of sticking out from the landside pier it could cut the corner. Rather than try to describe that to you, I'm not, I'll write it up, but basically it's just too long a walk and it's not necessary, and it hurts the operations to have people walk too far. Thank you.

CHAIR WERNER: Thanks, and get your letter in within the next few days so it can be in our packet for the next meeting.

TERRY GILBERT: I'm Terry Gilbert. The comments that I hear the most are people not really understanding why the place that the new ferries will dock, and the ferries will dock on the new pier, are so much further out than the existing one, and there's an explanation that perhaps it's ADA and you have to have a certain amount of length to get down a certain depth, and so that requires the pier to be so much longer. I just wondered if there had been some creative thinking about access pier and landing pier, perhaps lower them somewhat so you don't have to have the gangway create so much of an angle. And again, the big issue is, is there any way to get the docking of the ferries back closer to where they are now? Thank you.

CHAIR WERNER: Alice, before you start, let me get the next three up. Quito Karpinski, Peter Van Meter, and Joan Procter. Alice, thank you.

ALICE MERRILL: I'm Alice Merrill. I think this is wonderful, really. It's a huge improvement, and I'm glad that everybody has stuck with it and hung in there and really tried to listen to each other and to be more creative. It just looks so much better.

I was just thinking when Mr. Politzer was talking, what about the concept of the City throwing out for an artists in public places? Get something going, what are those things called, so that different artists present something for the gate, and we have something unusual, something different, that's funded by whatever kinds of funding happen for those kinds of things? It's just a different way to approach it that might be really fun and really good.

I like the warmer lighting.

The color, I think it shouldn't be one of those weird odd colors.

The lights at the end, I have to admit that I don't want to be complaining about this at all, but I do think that they're kind of odd and industrial looking and out of place for the marine feel.

Anyway, I'm grateful for everybody over here in the ferry group to have done what they've done, and for the citizen's committees, and for all of you, and I really think this has taken a good turn. Thank you.

CHAIR WERNER: Thank you.

JOAN PROCTER: I'm Joan Procter, and first I want to say this is such a huge improvement over that monster we started with, and I really appreciate all the hard work that engineers and architects, and all of you up there, have done to improve it.

However, I don't think we're quite there yet in that I'd like to still see it as inconspicuous as possible once it's up, so I asked myself what does that mean? There may be things we can do about the

length of the pier, I don't know; that may be a question of ADA requirements, but if it could be shortened in any way, that would certainly help.

The other thing is it seems that the width is still awfully excessive. In these pictures you see people walking eight and nine abreast, and I don't think that's necessary. I commuted for years on the narrow pier, which was I think 8 feet, or 5 feet, 9 inches, and to increase to 16 feet, to me that is excessive; I don't think we need that much width.

I'd really like to see the seating and the big bulb on the, I guess it's the belvederes, gone, because the width of this thing is one of the things that makes it conspicuous. Really, it's about getting the passengers to the boat, and I don't see this as a place where people are going to sit and have picnics. People that have to sit have wheelchairs, and people that would just like to sit have the benches on land, so I'd really like to see those gone and have this be as narrow as is functional.

About the color, definitely I liked what was shown. I like the medium blue or the medium gray, but I really think a blue/gray that's kind of deep would probably be the least conspicuous. Definitely not white, or black, or orange, or pink or any of the other ones.

For the lighting, again, I'd like to see the lighting brought down low, if possible, and have it be just a functional thing, but not something that gets in our eyes or obstructs the view.

I think that's it, and keep working. It's getting there.

CHAIR WERNER: Thank you.

QUITO KARPINSKI: Hi, my name is Quito. Here we are again.

I want to comment on one article I read from staff of the Bridge District that was suggesting that the wider gangway somehow or other were going to get the bicycles on quicker, and having been on the ferry many, many times with the bicycles, it has nothing to do with them getting *to* the ferry, it has everything with them getting *on* the ferry.

There was a solution suggested by the head of the Ambassador Program that is a simple way to start off doing things, and that is for the Ferry District to hire people to help put the bikes on, take them off, and charge the rental companies for the employees they have doing that, because their own employees have a union contract and won't do loading of bikes and unloading bikes. But the problem with the bikes will still exist.

The ferry issue with regard to the docking, with regard to the fact that the original dock put in 1996 was supposed to last 40 years and somehow or other within 12 they were already telling us it had to go, and here we are. How long will the next one last?

But what I really found disingenuous was that in showing and telling all about the dock there was no mention of the transformers in the parking lot, and if you've read 1128, which we had to use to get Prop F on the ballot, this is the very first article on Ordinance 1128 that deals with the parking lots and the fact that nothing can go in there other than parking related. Parking. Not ferry, parking. And if it is going to be something, it has to be put to the voters, not the City Council. Given that that's what they're planning on doing, at the next Council meeting the Council should put this on the November ballot, and we go from there. Thank you.

CHAIR WERNER: Thank you. Peter, just before you start, let me call the next three. Susan Shea, Jen Gennari, and Craig Thomas Yates. Peter, please.

PETER VAN METER: Thank you. I'm honored to have served Sausalito now for 40 years since being appointed to a design review board in 1976, then Planning Commission, City Council, and just finishing in December a term on the Fire Board. I only mention that, because in all these decades this has probably been one of the most thorough and complete collaborative processes that I've seen, with tremendous public input, multiple hearings, and so on that are now producing real results.

I was pleased to have participated in the stakeholders meetings and to see the Bridge District making major changes. Engineers sometimes have a problem getting rid of things like trusses and

replacing them with I-beams underneath, but they did that, and in my view that has eliminated one of the major concerns about the visual impact of this.

They've also shown repeatedly, starting back in 2014 in a presentation, the limitations on geometry of their float and their ramps in order to meet ADA and operational requirements, and I'm convinced after multiple hearings, discussions, and conversations that they have met the minimum requirements in terms of the geometry to meet those criteria.

Also, with this new design you're going to accomplish a major goal, and that's basically getting the bicycles out of town. With this improved loading facility that will result from this, you're going to solve that problem.

Bottom line, I think if you look at the graphics that they've prepared—which by the way at the urging of the Stakeholder Committee they developed those graphics from eye level, so all those points where you're looking from: the Yacht Club, Inn Above Tide, etc., that's a person standing on the land, looking out at the facility—if you compare before and after, you're going to see, in my view, not that much difference between what's there now and what's new. Within the limitations of the requirements of the design, and satisfying the view issues of the people of Sausalito, I think this has done it.

There are going to be little changes on the lighting and the color, these things; that's fine, those are little tweaks, I have no problem with that. But the basic design elements, I think they've accomplished that and it's time to move ahead. Thank you.

CHAIR WERNER: Thank you.

SUSAN SHEA: Hi, this is Susan Shea; I live at 522 Spring Street, and I'd like to just step back a little bit and talk less about the details and more about the overall philosophy of what we've all gone through in the last couple of years.

I am against this revision. The Golden Gate Bridge District is our tenant. We are their landlords. So if you were asked, or demanded, by your tenant to do something to your property that affected all of



the other area around your property, would you then just say oh yeah, yeah? Because actually, they're paying us \$600 a year to use our facilities.

My point is there have been landlords who have come forward with other very good designs for this project during this, how can I say this, faux interaction all summer. And their actual ideas were just put off. I can just mention one, which is Vince Majora (phonetic), who has lived here his entire life, has been on this bay since he was a baby and knows this, and if you looked at his plans for what he would think this should look like, it's beautiful.

My second point is number one on the question of why does the landside have to go with the waterside? Well, that is one of the most troubling things for me, because what they do with this ferry is going to affect what we can and will do with landside. And what is hurry? What is the hurry? These federal dollars are not going to run away. They already took the federal dollars and moved them to another project. They've already spent like \$5 million fighting us. I just think that we have plenty of time. We should look at this extraordinarily carefully. This is a big deal in our town, and I think we have project fatigue, and that's why there aren't many people here tonight. Thank you.

CHAIR WERNER: Thank you.

JEN GENNARI: Hi, I'm Jen Gennari, and I want to thank the Planning Commission and the City staff, and members of the Historic Landmarks Board.

I'm just going to say I'm going to shift the mood a little bit here. I bike five days a week to the ferry, and I love my bike commute. It's a healthy way for me to get to work, and it's not too far from my house in the houseboat community.

We know storms are getting stronger. The last speaker just asked if we could wait. Well, the storms are getting stronger and the sea level is rising, and when I reach the ferry landing I notice the rust and the way the boarding ramp must be put on manually. Sometimes when the current is strong or winds are high it takes time, and I really do worry about the deckhands.

The time to fix the ferry landing is now. I commend the Bridge District for modifying the plans. I think the lighting looks fantastic. Sometimes I have to turn on my bike light at night, because I cannot see when I'm disembarking and it needs to be safe. The wide plant area is needed for staging. Sometimes I'm so tired when I get home from work, and there are all these people standing in the street and in the parking lot because they can't get onto the access ramp, and I have to plow through them to get home.

And I want you to know that every time somebody says, "Get rid of those belvederes and those seats," that dooms all of the visitors and all of us waiting for the ferry to have nowhere to sit.

I just want to say that I actually think Sausalito is moving in the right direction. Supervisor Kate Sears is here; she's a Sausalito resident. She has been studying how to prepare for sea level rise, and the ferry fix is part of that problem and the solution. We need to fix it before it's underwater.

Also, Sausalito City Council passed the Climate Action Plan, which calls for reducing our greenhouse gas emission by 10% by 2020, which I think is like less than five years away obviously, and of course a good, strong ferry landing will allow more people to bike and walk and take the ferry to work.

Our ferry is also part of a regional network and we can't let it rust, and we can't let it just fall into the bay or be swamped by storms, so the time to fix the ferry landing really is now. I really do urge all of you to move forward and to make this redesigned ferry landing happen now. Thank you.

CHAIR WERNER: Thank you. Just before you start, let me call up the next three. Sam Chase, Tammy Blanchard, Pat Zuch.

CRAIG THOMAS YATES: Good evening, ladies and gentlemen. I was a member of the committee that worked on the project last year, and I think it was very good, we had a good group of people, and I put it in words here, so I'll just address what I wrote.

It has been a pleasure working with the City Council members, City staff, and the great residents of Sausalito, along with Supervisor Sears and Leslie Alden. During a course in time we grouped into

several tables, discovering the Sausalito ferry terminal usage past and present and how said terminal has serviced the needs of transporting the public to and from the lovely City of Sausalito.

This ferry terminal, over the course of time, has reached the end of its life cycle and is in need of replacement. New terminal designs will enhance the safety, efficiency and accessibility of the ferry passenger boarding and alighting, as well as enhance the safety, efficiency and accessibility of the vessels using the replacement float. The newly designed terminal will enhance the beauty of Sausalito with a blending ambiance of all features discussed from lighting to the railing, rendering a smooth design for those viewing and using the replacement terminal.

Features update the terminal functionality during the course of the tide changes, maneuvering with the motion's movement, enhancing safety and accessibility for passengers. The floating terminal provides smooth transitional gangways that seniors, parents with strollers, and passengers exercising their mobility in wheelchairs will use to venture safely to and from the landside.

The net results is a pleasurable new ferry terminal the City of Sausalito will be proud to host. Ferries will come and go and residents and visitors will feel at home, welcomed by the grace of their new ferry terminal. We welcome this new ferry terminal as the gangway extends its arm of hospitality. Sausalito residents will feel comfortable arriving home to the City of Sausalito.

The only thing I want to add in, during the time I was with the group of people that were residents of Sausalito, they preferred to call it the Town of Sausalito. I didn't put that in writing, but I wanted to address that verbally. Thank you very much for your time.

CHAIR WERNER: Thank you. Can we drop that letter off at the desk? Thank you. Sam.

SAM CHASE: First of all, I'd like to thank Kate Sears and the Golden Gate Bridge District, particularly Denis Mulligan, for the 20-member task force presentations that he did, and also trying to address the issues with their project. I think the effort was productive; unfortunately I didn't particularly

like the work process, because it didn't give a chance for some other presentations or some other ideas on alternatives to be presented.

My biggest problem with this project is it remains unjustified, in my opinion. If you look at bike loading, I can guarantee you that the gangway width is not the bottleneck. I'm actually quite surprised to hear about the Bicycle Committee comments earlier tonight, because the member on the task force specifically pointed out that single-file bicyclists wind up...it's the logistics of getting the bikes in the racks, and then let the person exit and let the next person get their bikes in the racks. I don't buy the fact that we're going to wind up with faster boarding with this huge, wide gangway.

Number two, I have been in contact with the Access Board, and I'm convinced that the existing landing size, it may be in such bad shape that it needs to be replaced, but at least the size of that landing is adequate from an ADA compliance standpoint for Spaulding class vessels. I don't think that the City should be saddled with an overly large float to accommodate the occurrence of the catamaran style, double-hulled vessel coming to our facility.

And by the way, the ADA does not stipulate that the landing itself has to be responsible for 100% of ADA compliance; it can be shared by a combination of the boat and the landing.

For those who are worried about greenhouse gases, why are we beating the bay to froth with 14% full boats? Why don't we reduce the number of round trips by two per day, bring your loading up, reduce pollution, and buy yourselves three extra hours of bike loading time? That's good logic. And the Golden Gate Bridge District makes more money; they don't have to run the losing operation. They can reduce their losses, or maybe even put a few shekels in their pocket.

In any case, I've written on this subject, but I hope you take a look at the size closely and do the right thing. Thank you.

CHAIR WERNER: Thank you.

TAMMY BLANCHARD: Hello, I'm Tammy Blanchard. I was fortunate enough to be able to participate in the stakeholder meetings over the summer, and I was really pretty excited about how we were able to communicate together, and we were able to come up with some really good ideas that aesthetically make the project look a lot nicer.

But one of the main findings that you found last time we met was that the overall size of this project is too big, and that has not changed. The gangway is the same width, the pier is the same width, and with the exception of a 4.5-foot reduction in the pier, it's basically the same width.

I'm not an engineer, but when I look at this project, it seems to me that it's set up to handle two-way traffic, two boats at the same time. Now, they say they don't want to do that, and they say they never do, but they do, because I've taken pictures many times of two boats being docked at the pier we have now, by the way. One of them was just a week ago, and another one I guess it was because of an emergency thing we were doing on the bay, and that's fine. So unless there is an extreme emergency, I see no reason for two boats to be there. So my question is, is the District willing to sign an agreement with Sausalito that they will not, unless under emergency conditions, park two boats, and never an overnight boat?

There are quite a few other things. You had a one-page document that you all voted on last year which kind of consolidated your findings into the most important ones, and it was voted by the majority of the Planning Commission and 100% of the HLB, and so I would hope that you will go back and refer to that document; I submitted it to Lilly again, and I think that they were really pretty clear and met the needs of the community and their feelings about this project.

Why do the pilings have to be 5 feet in diameter? The seems excessive to me. Like I said, I'm not an engineer, so I'd really like to know why they are so huge and so high.

And how close does the new project come to the Yacht Club, the new direction that it goes?

I had another question, which I for some reason can't remember. Well, I just hope that we will withhold consent until we...

Oh, there's no reason for us to submit this belvedere thing. We need to take that off.

CHAIR WERNER: Thank you. Before you start, Pat, the next three are Neil Whitelaw, Kass Green, and Kristen Wolslegel.

PAT ZUCH: I'm Pat Zuch, and I'm going to make some unprepared comments, so I expect I'll be somewhat disorganized.

I first would like to commend Denis Mulligan and the staff for making the jewelry on this project somewhat more palatable and more attractive, but I would like to address some of the issues that you have been tasked with looking at.

The claim that there is a landside and waterside planning effort that should be conducted in tandem, it may be true that the Bridge District is not responsible for the landside issues, but I think it is absolutely true that the City should not embark on a project of this nature without understanding, and planning for, its impact on the rest of the community's facilities, the parking lots and so forth. That should be the City's responsibility at this point in time. At this point in time these issues have not been addressed.

Secondly, the second item was that the statement was that the project is too large overall. A reduction of float width of 3.5 feet is not even a standard deviation smaller than the current project. I don't know how much smaller would be acceptable, but somehow 3.5 feet doesn't get there for me. There has never been adequate explanation for the width of the gangway being 16 feet, other than the fact that the two doors to the boats are each 8 feet wide and 8+8 is 16. That doesn't make sense to me or seem to me an adequate justification.

The third item that I think should be dealt with by you with some firmness is the notion that some of this operationally is outside of the leased area. Not only is one of the bulkheads, or whatever it's

called, outside the leased area on the water, the operation of the ferries when they're parked there are clearly outside of the leased area, and any facility or operational equipment put in our parking lot that would take a parking space is not in a leased area.

Now, should the project be tubed because of that? Perhaps not. Perhaps there should be a revision in the lease. I don't think the City should be happy with the continuation of this lease under these expanded terms, and I think there should be the opportunity for the City Council to be firm in fixing some deficiencies.

CHAIR WERNER: Thank you.

NIEL WHITELAW: Thank you. I'm Neil Whitelaw. I wasn't going to say anything tonight, but I've listened to everybody's thoughts and ideas and it kind of gelled into a whole mass in my head a few minutes ago.

I came here 49 years ago. I think what attracted me was the artistic nature of Sausalito. It also felt like an outdoor coffee shop. I came from Ohio, and my life was around coffee shops when I got done working. Sometimes bars, but I liked the coffee shop atmosphere better. I came here, and looking back now, I think that's what drew me out here. I know it molded me from businessman who was tops in his field—I was manager of the South San Francisco Chamber of Commerce—into who I am now, which is an artist, not a businessman.

I'm thinking why can't we have something that speaks of Sausalito so that people in New York will think about it, it hits the New York Times in the their Living section, and the whole design and everything reflects something? I think what we need to do is think longer, slower, and bigger, and have something that incorporates the landside, have a project that's complete, not a piece here and then we do the landside, but an overall picture that includes all of it, and have something that speaks to the whole world.

We already do speak to the world. I've traveled all over the world. I don't tell people I'm from San Francisco; I say I'm from Sausalito. Half the people know what that's about. They say, "Oh, that's where everybody is free and happy, and poetry and art and everything happens."

Can't we express that in a ferry terminal? Maybe the money couldn't be there for that, maybe it couldn't meet the ADA, I don't know, but can we think slower and bigger? Thank you.

CHAIR WERNER: Thank you.

KASS GREEN: I'm Kass Green; I'm one of the owners of Inn Above Tide. I'm here with my brothers, Willie and Mike McDevitt, who are also the owners, and also with Mark Flaherty, who is our general manager. We're all here, and we have been to most of these meetings, to all of them.

We want to say thank you, as other people have said, for all the hard work that has occurred, and all the changes that have been made.

We have severe concerns about the belvederes and the gate location, and still about the size of the whole project, but we do believe that the project is improved.

We still see that there are two issues that have to be dealt with that are very important. One is the placement and duration of the temporary pier, and the other one is a construction schedule.

This is one of the District's documents that show the temporary pier and how close it's going to come to the Inn Above Tide. It will put the boats within 90 feet of the hotel. It's going to render nine rooms completely unrentable, if not more. When the catamarans are there, they're going to be closer than the 90 feet.

Here's a picture. I did this yesterday from the current view of the ferry from Room 101. Here's with the temporary pier in place. Here's 303, and here's with the temporary pier in place. So we're looking at, basically with our brand, with a luxury hotel, that we'll probably have to close nine rooms during the 14 months of the pier.



This will create losses to both the City of Sausalito and to the Inn Above Tide. Last year we paid over \$500,000 in hotel occupancy taxes to the Town of Sausalito. The current proposal for the temporary pier will result in probably a \$400,000 to \$600,000 loss of hotel revenue, which will become a \$50,000 to \$60,000 loss in hotel occupancy tax.

Additionally, we're really worried about the boats being closer and undermining the building.

The construction schedule we're also very worried about, and we're worried that any kind of construction during the peak season will wreak havoc on the City.

We have some solutions we'd like to suggest. One is either eliminate or minimize the temporary pier, or extend it so that the boats are coming in 180 feet from the hotel. Second, with construction impact mitigation, please, if you go ahead with this, if the citizens and you believe that this project is a good project, we'd like the City's permit to require several things:

One, that the construction floats, gangways, and pier construction occur offshore as much as possible, onsite construction be limited to non-peak months of November to March, the District must provide the Inn Above Tide with a minimum of 60-days notice to the dates and duration of pile vibrating, and then finally, we need to all work closely together on the project. Thank you.

CHAIR WERNER: Thank you.

KRISTEN WOLSLEGAL: Hi, good evening. Thank you for the opportunity to address you. I don't have any slides, but I have a book here I'm going to talk about.

I was honored and grateful to be part of the 20-member stakeholder group that discussed and worked with the Ferry District on some new plans, and it was quite an enlightening experience, I learned a lot about what some of my fellow residents are concerned about, and one of them was preserving the historical look and feel of Sausalito. What does that mean?

I wanted to do a little research to understand more about Sausalito's history and how can we preserve that? The basis of my research was this book. It is Jack Tracy's *Sausalito: Moments in Time*, and it's considered by the Historical Society to be the definitive history book for Sausalito.

What I found was that for much of its rich history downtown Sausalito was in fact a bustling transportation depot with steam trains and electric rail cars linked to as many as three separate ferry landings, so I was kind of shocked to learn that. I just wanted to call out a few interesting factoids that I hope you'll enjoy.

One of them was at the turn of the century, early 1900s, the threat of the "new horseless carriage," the automobile, was turning out to be a big problem for Marin County and there was a petition for prohibiting the use of automobiles on Marin County roads, with the foundation being that, "Marin County is first, last, and always a horse loving and horse keeping county."

But nonetheless, the car kind of took over and there was a lot of congestion, so there was a proposal to start a second ferry service designed to carry automobiles, and in 1920 the Golden Gate Ferry Company was incorporated to carry vehicles from Sausalito across the bay to San Francisco. There's a wonderful picture here—and it's on page 129, if anyone wants to reference it—that shows the terminus of the rail line going right into the ferry landing, and there are actually two ferry landings; there's another one down at the end of Second Street.

That's the end of my little history research, but I'd like to close by saying that I hope that when we think about Sausalito's history we remember that it has always served as a connection point for Marin County and Sausalito, and that when we seek to preserve our history, I ask that you consider this deeper look back into the past, perhaps a little further back than we might be accustomed to looking when we think about local history, and that we consider all of Sausalito's history.

For me personally, the part of history that I would like to go back to is the time when we had two ferry landings, because I think public transit is important and I believe we should invest in it. Thank you.

CHAIR WERNER: Thank you. I only have one speaker card left, and that's Craig Severance. Are there any other people that wish to speak? I don't see it, so Craig.

CRAIG SEVERANCE: Good evening. Thank you for all that you guys do, staying so late.

I believe I'm in the minority tonight. I am here to speak in opposition to the new ferry terminal. I think the new ferry terminal is beautiful, I think you've made a lot of improvements to it, I really do, and I'm grateful for all the hard work that's been invested in make it so.

My issue is I think what we really need to talk about is more than just the ferry terminal. I think we need to talk about Vista Point, we need to talk about Muir Woods, we need to talk about the reality that things are changing, and that it's not a Sausalito issue, it's a Southern Marin County issue. Tourists have discovered us, and they are coming by the hundreds of thousands, and we need to take that into consideration and act in a reactionary mode to congestion downtown at the ferry terminal.

We need to realize that the vast majority of these new tourists are coming to Sausalito and taking the ferry not because they wish to visit Sausalito, I've interviewed over 100 people down at Fort Baker, asking them, "Why are you going to Sausalito?" They're going there because it's the easiest way for them to get their rear ends back to San Francisco. There's an ego in Sausalito that makes us all believe the reason people come to Sausalito is because they love Sausalito like we do. No, they want to go back to San Francisco.

The proposal that I wish all of us in this room would take a little time to think about is making Fort Baker a place that could deal with Vista Point issues, Muir Woods issues, and the bike tours coming across the Golden Gate Bridge. There is much more land over in Fort Baker than we currently have in Sausalito. Sausalito was never designed to deal with hundreds of thousands of tourists, it just never was, and we shouldn't rush into a decision that will bind all of us for decades and decades and decades without taking a little time.

I know we've taken a lot of time getting to this point since 2008, but since 2008 they invented bike tours, and I don't know what they're going to invent in the future, but Sausalito is quickly on the verge of becoming a new Pier 39, and we can either recognize that, or put our heads in the sand.

There's a good letter that you have from Sam Chase; I'd recommend you read it. There are things we can do right now to do with ADA issues that would be much less expensive. I would like to see these gentlemen work with the National Park Service, who owns Fort Baker, to form a joint venture, and build this beautiful ferry terminal over in Fort Baker. Thank you very much.

CHAIR WERNER: Thank you. That's the end of the speakers as far as I can tell, and it seems to me that it would be most appropriate for staff to compile the questions that were raised by the public and give them to the District for them to provide a written response for our next meeting.

I don't know how the rest of you feel about this, but it seems to me that it's now almost 9:30. I don't think it would be that productive for us to proceed with our discussion at this point until after we have heard from the District in terms of responding to this, and I would propose that we adjourn this meeting to the next one. What would staff think about that?

DIRECTOR CASTRO: I think that's a good idea. I would like to ask if the Commission and the Historic Landmarks Board might have any additional questions for the District that we can include with the questions that we've recorded? I would only ask that if you do, that you ask now.

CHAIR McCOY: HLB?

BOARD MEMBER BROWN: The question that I would pose to the District is having already made some size reductions in the gangway, if you were to make further size reductions in the other two components of your structure, the float and the access pier, what would they be? Obviously they'd have to meet your design objectives, but I think that's something there might be some interest in.

BOARD MEMBER RICHARDSON: And also I think another member brought this up, but if you could please provide detailed information about the plans to address the onloading and offloading at the

San Francisco terminal, addressing the bikes moving up and down, and what the plans for the new loading dock there. Same as Larkspur. Thank you.

BOARD MEMBER LeBARON: My only question that I keep hearing from the public is, "Indication that the project does not comply with Policy CD11.4 to enhance the historic quality of the established district." I agree with this project. I'm new to the HLB, I'm sorry, so I haven't been part of the process, but if there's any way to integrate some more character into the project. I keep thinking about arches, which is what everybody started out with, and that seems to be one of the things that might help soften the project, if there's any way to integrate that to help the historic integration, that would be great.

CHAIR WERNER: Do we have any further questions?

VICE-CHAIR CLEVELAND KNOWLES: I think some members of the public, particularly Michael Rex the architect and some others, raised these. I would be interested in hearing at our next meeting if any of the kind of softening design changes that were proposed is achievable. I think a fellow Board member just mentioned the arches under the gangway, reducing the height of the lights, and some of the other suggestions, specific suggestions that were made.

The other comment that was made by a member of the public who spoke in favor of the project was the impact of sea level rise, and I would be interested to know, just over the long term, whether that has any impact on the new project and how you've planned for that.

CHAIR WERNER: I would only ask that the District take a look at some of the later mail that we've gotten, particularly that letter from Ed Fotsch and the Bicycle Committee regarding operational issues that I think the District should be responsive to. And in fact, I hope that staff will review the late mail as well, and perhaps add some of those comments to the questions for the District.

Other than that, unless anyone has any further things to say, thank you very much, Mr. Mulligan and your staff; you've obviously worked a good deal over the last short period to make changes that I

think were beneficial. And thanks to all of those people who showed their concern for this town by coming out and suffering through this kind of a performance.

I move this meeting is closed, and we will leave the public open until March 29<sup>th</sup>.

COMMISSIONER COX: Second.

CHAIR WERNER: All in favor? Thank you.