

**LAND USE AND
GROWTH
MANAGEMENT
ELEMENT**

LAND USE AND GROWTH MANAGEMENT ELEMENT

Section 2.1

INTRODUCTION AND PURPOSE

Sausalito is a mature community with many special qualities and assets that are important to preserve. Its natural beauty and central location have created many pressures not faced by other communities in the region; pressures for increasing intensification of developed areas, pressures on the marine oriented uses along the waterfront and pressures to expand visitor serving activities. Much of the City has remained as it was 40 to 50 years ago due to a strong commitment to preserve existing character and assets as perceived by residents.

Policies in the Land Use and Growth Management Element of the General Plan guide the direction of the physical and economic development of the City. Land use controls are needed because uncontrolled change in development could alter the historic character of the community, surpass infrastructure capacity, increase public safety hazards and replace resident serving uses and marine industrial related uses with more intensive uses drawing from a non-local market area. A goal of the Sausalito General Plan is to maintain the variety of uses that exist in the community, while allowing changes in keeping with the existing community character and needs.

Section 2.2

OBJECTIVES, POLICIES AND PROGRAMS

The Land Use and Growth Management Element presents the City's objectives, policies and implementing programs for issues dealing with the type and rate of development desired during the life of this General Plan. These issues are grouped by the following objectives:

- 1.0 *Protect and Maintain the Character of Residential Neighborhoods.*
- 2.0 *Promote and Enhance Commercial Economic Diversity.*
- 3.0 *Promote and Enhance Industrial Economic Viability.*
- 4.0 *Preserve Sausalito's Waterfront.*
- 5.0 *Preserve Sausalito's Publicly Owned Lands.*
- 6.0 *Establish a Sphere of Influence and Designate Desired Land Uses.*
- 7.0 *Assure Sufficient Infrastructure Capacity for Present and Future Needs.*

Objective LU-1.0

Protect and Maintain the Character of Residential Neighborhoods. *Maintain the character, diversity and long term viability of the City's residential neighborhoods by establishing residential land use districts that reflect the predominant land use, scale, density and intensity of existing development*

■ Policy LU-1.1

Very Low, Low and Medium Low Density Residential. Protect and preserve the existing single family areas as described in Table 2-1, General Plan Land Use Categories.

Program LU-1.1.1

Very Low, Low and Medium Low Density Designation. Apply the land use densities as shown on the General Plan Land Use map GP-4.

Program LU-1.1.2

Community Design Policies. Review all proposed development in accordance with City design policies and background discussed in the Community Design Element.

■ Policy LU-1.2

Medium and Medium High Density Residential. Allow a mix of single and two family structures as described in Table 2-1, the Description of Land Use Categories.

Program LU-1.2.1

Medium and Medium High Designation. Apply land use densities as shown on the General Plan Land Use map GP-4.

Program LU-1.2.2

Minimum Parcel Area Standards. Review the minimum parcel area/density standards as identified in the zoning ordinance.

Program LU-1.2.3

Community Design Policies. Review all proposed development in accordance with City design policies and background discussed in the Community Design Element.

■ Policy LU-1.3

Planned Development High Density. Allow clustered high density housing which provides on site amenities and is located near transportation, commercial and public services as described in Table 2-1.

Program LU-1.3.1

Planned Development Overlay. Amend the zoning ordinance to provide a Planned Development overlay zone which establishes standards for Planned Development high density areas.

■ Policy LU-1.4

High Density Residential. Allow a mix of housing types at high density in those areas that are located near transportation, commercial and public services as described in Table 2-1, while recognizing that maximum number of units may not be achieved on all sites due to parcel configuration and other site constraints.

Program LU-1.4.1

High Density Designation. Apply land use densities as shown on the General Plan Land Use map GP-4.

Program LU-1.4.2

Minimum Parcel Area Standards. Review the minimum parcel area/density standards as identified in the zoning ordinance.

Program LU-1.4.3

Community Design Policies. Review all proposed development in accordance with City design policies and background discussed in the Community Design Element.

■ Policy LU-1.5

Houseboats. Maintain and enhance the City's diverse housing stock by continuing to allow houseboat uses on the City's waterfront.

Program LU-1.5.1

Houseboat Designation. Permit houseboats to locate in specifically designated area(s) as shown on the General Plan Land Use map GP-4, subject to BCDC approval, and consistent with the Richardson Bay Special Area Plan and the Marinship Specific Plan and support the enforcement of local and State regulations governing the use of houseboats as primary residences.

■ Policy LU-1.6

Residential Arks. Preserve the existing residential arks where designated by the General Plan Land Use map GP-4.

Program LU-1.6.1

Design and Historic Preservation Policies. Enforce all design and historical preservation policies and programs as identified in the Community Design and Historical Preservation Element which relate to the arks.

■ Policy LU-1.7

Liveaboards. Allow limited residential use of pleasure boats in the marinas located throughout the City for security purposes while prohibiting the multi-family or commercial use of liveaboard recreational boats.

Program LU-1.7.1

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

Program LU-1.7.2

Zoning Ordinance (Liveaboards). Amend the zoning ordinance to permit marina management to allow limited residential use of up to 10 percent of the pleasure boats in all recreational marinas.

■ Policy LU-1.8

Traffic Impacts. Consider the impact of traffic on the City street system in locating development in all residential zoning districts.

Program LU-1.8.1

Project Review. Review the traffic generation impact of future development applications by appropriate specific or overall traffic studies.

■ Policy LU-1.9

Residential Development Intensity. Maintain an appropriate balance between the amount of lot coverage and floor area of structures located on any residentially designated site by requiring heightened review of proposals at the upper end of the maximum allowances in the zoning ordinance.

Program LU-1.9.1

Zoning Ordinance (Design Factors). Consider amending the zoning ordinance to establish a list of design guidelines to be considered when reviewing development applications requesting lot coverage and floor area greater than 80% of the maximum permitted.

Program LU-1.9.2

Zoning Ordinance (Maximum Entitlements). Amend the zoning ordinance to specify that, unless variance findings can be made, the total floor area and lot coverage in all residential zoning districts shall not exceed the maximums specified in the Background section of this Plan.

■ Policy LU-1.10

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

Program LU-1.10.1

Zoning Ordinance (Setbacks). Consider amending the zoning ordinance to provide a new mechanism for flexibly implementing setback requirements.

■ Policy LU-1.11

Residential Master Plans. Encourage all future large scale residential project proposals to be presented to the City as well conceived plans.

Program LU-1.11.1

Zoning Ordinance (PUD). Amend the zoning ordinance to require the use of the Planned Unit Development program of the City for large residential projects involving multiple dwelling units, development on contiguous single family parcels, or development of separate living structures on a single parcel.

■ Policy LU-1.12

Planned Unit Development. Maintain the intent and purpose of all existing Planned Unit Developments when proposals for plan revisions are submitted to the City.

Program LU-1.12.1

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

■ Policy LU-1.13

Second Units. Provide opportunity for owners of single family residences in very low, low and medium low density areas to legalize second dwelling units if specified standards can be met.

Program LU-1.13.1

Second Unit Ordinance. Adopt a Second Unit Ordinance with suitable controls (Refer to Housing Element Background).

■ Policy LU-1.14

Non-Residential Facilities. Permit churches, non-profit private schools and non-commercial private clubs in residential areas where such non-commercial uses will have minimal impact on the surrounding neighborhood.

Program LU-1.14.1

Conditional Use Permit (Non-Residential Facilities). Continue to require conditional use permits for churches, private schools and clubs.

■ Policy LU-1.15

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

Program LU-1.15.1

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

■ Policy LU-1.16

Child Care and Residential Care Facilities. Permit child care facilities and residential care facilities as required by State law where such uses will have minimal impact on the surrounding neighborhood.

Program LU-1.16.1

Conditional Use Permit (Child Care). *Continue to require conditional use permits for child care centers which provide care for 13 or more children.*

Program LU-1.16.2

Zoning Ordinance (Large Family Day Care). *Consider adopting an ordinance which allows large family day care facilities (6-12 children) in all residential areas with a conditional use permit.*

■ Policy LU-1.17

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

Program LU-1.17.1

Review of Non-Conforming Uses. *Continue to implement the zoning ordinance standards as they apply to non-conforming uses in residential areas.*

■ Policy LU-1.18

Non-Conforming Structures (Residential). Recognize the importance of maintaining the existing character of Sausalito neighborhoods by preserving the existing intensity of any non-conforming structure in residential neighborhoods that exceeds zoning standards.

Program LU-1.18.1

Zoning Ordinance. *Continue to implement the zoning ordinance standards as they apply to non-conforming residential structures.*

■ Policy LU-1.19

Historic Properties. Promote the preservation and continued use of those structures and their uses that are listed on the National Register of Historic Places.

Program LU-1.19.1

Involuntary Demolition. *Continue to implement the zoning ordinance standards as they apply to properties on the National Register of Historic Places that are ceased involuntarily.*

Objective LU-2.0

Promote and Enhance Commercial Economic Diversity. *Promote and enhance economic viability of all commercial areas throughout the City, while continuing to recognize residential needs, by establishing distinct commercial districts that preserve the variety of uses serving residents and visitors.*

■ Policy LU-2.1

Downtown Land Use. Retain the boundaries of the visitor serving commercial area in the Downtown, as described in Table 2-1 and shown on the General Plan Land Use map GP-4, to provide a clear distinction between the visitor serving commercial activities and neighboring residential uses.

Program LU-2.1.1

Land Use Designations. *Maintain a zoning map which reflects the general plan land use designations for the area.*

■ Policy LU-2.2

Downtown Economic Diversity. Work with affected Downtown business interests to enhance the economic diversity of the area.

Program LU-2.2.1

Funding Downtown Enhancement. *Investigate potential funding programs that will assist in the enhancement of the Downtown.*

Program LU-2.2.2

Downtown Advisory Committee. *Consider establishing an on-going advisory business task force with representation from residents, City officials and the business community.*

Program LU-2.2.3

Special Use District. *Investigate establishing a Special Use District in order to maintain a well balanced mix of desired uses.*

■ Policy LU-2.3

Tourist/Residential Serving Buffer. Provide a buffer between the Downtown visitor commercial area and the Caledonia Street residential serving commercial area.

Program LU-2.3.1

Buffer Zone. *Retain the existing residential properties located between the Downtown and the Caledonia Street areas as a buffer between the two locations.*

■ Policy LU-2.4

Visitor-Serving Uses in Downtown. Emphasize visitor-serving commercial uses in the Downtown area while not discouraging uses which also serve local resident needs.

Program LU-2.4.1

Zoning Ordinance (Mix of Downtown Businesses). *Consider changes to the permitted uses in the zoning ordinance to encourage a desired mix of businesses.*

Program LU-2.4.2

Parking Standards (Downtown). Prepare a parking analysis of the Downtown to consider the possibility of an appropriate common parking standard for all principally permitted uses.

■ Policy LU-2.5

Commercial/Residential Conflict. Encourage rebuilding and reuse of commercial space in a manner which minimizes conflict with adjacent residential uses.

Program LU-2.5.1

Zoning Ordinance (Uses and Standards). Review the existing zoning ordinance use restrictions and development standards to assure conflicts are minimized.

■ Policy LU-2.6

Local Art. Encourage local artists to exhibit their works in the Downtown area.

Program LU-2.6.1

Artists' Showcase. Work with the Chamber of Commerce and other interests to investigate the possible locations for an artists' showcase.

■ Policy LU-2.7

Visitor Information. Provide for the dissemination of visitor serving information to enhance the economic viability of the Downtown.

Program LU-2.7.1

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

■ Policy LU-2.8

Upper Floor Residential Uses. Encourage residential use on the upper levels of commercial structures.

Program LU-2.8.1

Zoning Ordinance (Upper Floor Residences). Amend the zoning ordinance to allow conversion of residential uses to commercial uses with a discretionary permit only when it can be demonstrated that the conversion is appropriate to preserve or provide a desired commercial use.

■ Policy LU-2.9

Downtown Historic Character. Protect the historical character of the Downtown area.

Program LU-2.9.1

Zoning Ordinance (Historic Preservation Incentives). Consider amending the zoning ordinance to provide incentives to property owners for preservation of historic structures

such as intensity credits for FAR, parking, lot coverage or transfer of development rights to the historic structures.

■ Policy LU-2.10

Caledonia Street's Role. Enhance Caledonia Street's role as a mixed residential and commercial area by encouraging local/resident serving commercial uses and the preservation of housing as described in Table 2-1, General Plan Land Use Categories, and shown on the General Plan Land Use map GP-4.

Program LU-2.10.1

Zoning Ordinance (Caledonia Area). *Revise the current zoning district name in the Caledonia Street area to reflect the intended mix of residential and local/resident serving commercial uses.*

Program LU-2.10.2

Zoning Ordinance (Commercial Uses). *Prepare a definition and current list identifying those commercial uses that are local/resident serving and appropriate for the Caledonia Street area.*

Program LU-2.10.3

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

Program LU-2.10.4

Street Level Uses. *Amend the zoning ordinance to require that commercial parcels locate local/resident serving retail and service/office outlets at the street level with preference being given to retail uses.*

Program LU-2.10.5

Traffic Initiative. *Continue to implement the objectives of the 1985 Traffic Initiative pertaining to the prohibition against conversion of existing residential uses to commercial uses.*

Program LU-2.10.6

Above Street Level Commercial Uses. *Amend the zoning ordinance to require that commercial properties have residential uses on all levels above the street unless commercial uses are permitted by a Conditional Use Permit.*

■ Policy LU-2.11

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

Program LU-2.11.1

Locust Street Parking Lot. *Integrate the Locust Street parking lot into the Caledonia Street parking needs.*

Program LU-2.11.2

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

Program LU-2.11.3

Zoning Ordinance (Shared Parking). *Amend the zoning ordinance to allow shared parking for residential and commercial uses on the same lot.*

■ Policy LU-2.12

Caledonia Street Significant Structures. Protect the historically or architecturally significant structures within the Caledonia Street area.

Program LU-2.12.1

Zoning Ordinance (Historic Preservation Incentives). *Consider amending the zoning ordinance to provide incentives to property owners for preservation of historic structures such as intensity credits for FAR, parking, lot coverage or transfer of development rights to the historic structures.*

■ Policy LU-2.13

Neighborhood Commercial Uses. Promote only those uses that will increase the diversity and economic viability of local neighborhood commercial areas that serve immediate neighborhoods as described in Table 2-1, General Plan Land Use Categories, and shown on the General Plan Land Use map GP-4.

Program LU-2.13.1

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

■ Policy LU-2.14

Commercial Area North of Coloma Street and West of Bridgeway. Promote the continued use of the commercial strip area north of Coloma Street and west of Bridgeway as a small one stop shopping center serving local residents and businesses but not as a residential mixed use area.

Program LU-2.14.1

Zoning Reclassification. *Consider reclassifying the CM (Commercial Industrial) zoning district without increasing any zoning entitlement.*

■ Policy LU-2.15

Neighborhood Commercial Areas. Limit neighborhood commercial areas in Sausalito to those which currently exist.

Program LU-2.15.1

Neighborhood Commercial Designation. Enforce the land use types as shown on the General Plan Land Use map GP-4.

■ Policy LU-2.16

Existing Marinship Office Uses. Recognize all office buildings as office uses in the Marinship, established prior to the adoption date of the Marinship Specific Plan, as legal conforming uses.

Program LU-2.16.1

Identification of Existing Office Uses. Maintain information regarding the location and square footage of office uses in Marinship structures.

■ Policy LU-2.17

Marinship Office Uses Impacts. Continue to ensure that the existing office uses do not adversely affect the desired continuance of marine related industrial and waterfront uses in the Marinship area.

Program LU-2.17.1

Adequate Parking. Continue to require adequate parking for existing office uses through the occupancy permit process.

■ Policy LU-2.18

New Marinship Office Uses. Limit new office uses to ancillary office space necessary to administer the permitted uses in the Marinship.

Program LU-2.18.1

Marinship Specific Plan. Continue to apply the Marinship Specific Plan policies as they pertain to office uses.

■ Policy LU-2.19

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

Program LU-2.19.1

Marinship Specific Plan. Continue to apply the policies in the Marinship Specific Plan and the zoning ordinance as they pertain to the Marinship.

Program LU-2.19.2

Harbor Drive Intersection Improvements. Pursue the Harbor Drive Intersection improvements identified in the Circulation and Parking Element, refer to Policy CP-1.2, Program CP-1.2.2, and the description in the background section of the Circulation and Parking Element.

■ Policy LU-2.20

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

Program LU-2.20.1

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

Objective LU-3.0

Promote and Enhance Industrial Economic Viability. Promote and enhance economic viability of all industrial uses throughout the City by establishing a distinct industrial district that preserves the variety of uses serving residents and marine industrial areas.

■ Policy LU-3.1

Marinship Industrial. Allow industrial use of the Marinship as described in Table 2-1, General Plan Land Use Categories, and shown on the General Plan Land Use map GP-4.

Program LU-3.1.1

Marinship Specific Plan. Continue to apply the policies in the Marinship Specific Plan and the zoning ordinance as they pertain to the Marinship.

Program LU-3.1.2

Zoning Ordinance (Marinship Uses). Update and revise the list of permitted uses in the zoning ordinance to be consistent with the Marinship Specific Plan and define conditions under which conditional uses will be permitted.

■ Policy LU-3.2

Marine Industrial Uses. Promote and encourage new marine industrial uses.

Program LU-3.2.1

Marinship Specific Plan. Continue to apply the policies in the Marinship Specific Plan and the zoning ordinance as they pertain to the Marinship.

■ Policy LU-3.3

New General Industrial Uses. Promote new general industrial uses that are small scale, low traffic generating and non-polluting.

Program LU-3.3.1

Marinship Specific Plan. Continue to apply the policies in the Marinship Specific Plan and the zoning ordinance as they pertain to the Marinship.

Objective LU-4.0

Preserve Sausalito's Waterfront. Preserve open water and undeveloped shoreline areas, protect the key marine oriented and water dependent uses, and enhance and improve public access and passive enjoyment of the water by the public.

■ Policy LU-4.1

Waterfront Access. Promote and enhance public access and enjoyment of the Sausalito waterfront.

Program LU-4.1.1

Shoreline Access. Maintain and enhance water view corridors and walking paths to and along the shoreline where compatible with private development.

Program LU-4.1.2

Anchoring Sites. Study the feasibility of providing a limited number of mooring sites for visiting boats.

■ Policy LU-4.2

Marinship Waterfront Uses. Promote those marine industrial oriented uses that require waterfront locations and ensure the preservation of the existing general industrial uses found in the Marinship waterfront area.

Program LU-4.2.1

Marinship Specific Plan. Continue to apply the provisions of the Marinship Specific Plan and the zoning ordinance as they pertain to the Marinship.

Program LU-4.2.2

Zoning Ordinance (Marinship Uses). Update and revise the list of permitted uses in the zoning ordinance to be consistent with the Marinship Specific Plan and define conditions under which conditional uses will be permitted.

■ Policy LU-4.3

New Recreational Marinas. Prohibit the creation of new recreational marinas along the Marinship waterfront.

Program LU-4.3.1

Marinship Specific Plan. Continue to apply the provisions of the Marinship Specific Plan and the zoning ordinance as they pertain to the Marinship.

Program LU-4.3.2

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

■ Policy LU-4.4

Existing Recreational Marinas and New Marine Service Harbors. Provide for opportunity to build new marine service harbors and minor expansion of existing recreational marinas in the Marinship.

Program LU-4.4.1

Marinship Specific Plan. Continue to apply the provisions of the Marinship Specific Plan and the zoning ordinance as they pertain to the Marinship.

■ Policy LU-4.5

Central Waterfront Uses. Promote those commercial uses which maximize open water and view corridors in the Commercial Waterfront area as described in Table 2-1, General Plan Land Use Categories, and shown on the General Plan Land Use map GP-4.

Program LU-4.5.1

Master Plan for Underdeveloped Properties. Encourage preparation a master plan for the currently underdeveloped properties in the Central Waterfront.

Program LU-4.5.2

Zoning Ordinance (Recreational Marinas). Amend the zoning ordinance to allow new recreational marinas only if part of a master plan for properties in the Central Waterfront.

■ Policy LU-4.6

Central Waterfront Open Water Areas. Enlarge and preserve the total acreage of existing open water areas in the Central Waterfront area.

Program LU-4.6.1

Dunphy Park Under Water Properties. Investigate funding sources which allow for purchase of additional under water properties for Earl F. Dunphy Park.

■ Policy LU-4.7

Downtown Waterfront. Maintain and enhance the existing character of the Downtown waterfront with a mixture of open vistas and commercial uses.

Program LU-4.7.1

Master Plan. Support the development of a master plan for the Downtown waterfront area.

Program LU-4.7.2

Zoning Ordinance (Over Water Uses). Review the zoning ordinance to allow the continued use of existing structures located over water even in the event of catastrophic damage consistent with the guidance of a Downtown master plan.

Program LU-4.7.3

Existing Ferry Terminal. Continue to support the location of a terminal opposite Municipal Parking Lot #1, for a ferry or similar marine transportation use through permitted uses in the zoning ordinance.

Program LU-4.7.4

Improved Access. Improve public access by implementing policies EQ-3.6 and CP-4.7.

Program LU-4.7.5

Municipal Parking Lots. The City shall retain the ownership of municipal parking lots 1, 2, 3 and 4 and shall not sell, lease, or otherwise dispose of such parking lots without voter approval. Such parking lots shall not be used for purposes other than public parking lot uses without voter approval.

■ **Policy LU-4.8**

Water Circulation Patterns. Support the maintenance and enhancement of the existing circulation patterns of the water in Richardson Bay.

Program LU-4.8.1

Breakwaters. Revise the zoning ordinance to review and control the construction of breakwaters along the Richardson Bay waterfront.

Program LU-4.8.2

Richardson Bay Regional Agency. Continue to participate with the Richardson Bay Regional Agency to implement the policies of the Richardson Bay Special Area Plan.

Objective LU-5.0

Preserve Sausalito's Publicly Owned Lands. Preserve the existing City owned open space and parks as well as provide for opportunity for moderate development and usage of facilities located on City and Federally owned lands as described in Table 2-1, General Plan Land Use Categories.

■ **Policy LU-5.1**

City-Owned Open Space and Parks. Establish new and maintain existing City owned lands as public open space or recreational parks.

Program LU-5.1.1

Environmental Quality Policies. Enact the policies and programs identified in the Environmental Quality element.

Program LU 5.1.2

Municipal Parks. *The City shall retain ownership of Gabrielson park and Plaza Vina Del Mar and shall not sell, lease, or otherwise dispose of such parks without voter approval. Such areas shall not be used for any purpose other than public parks without voter approval. Such area shall not be changed from their presently existing condition with the exception of minor maintenance and upkeep necessary to maintain such areas in their presently existing condition without voter approval.*

■ Policy LU-5.2

Construction Within Public Open Space. Allow construction within public open space areas that will maintain public services and enhance public enjoyment of recreational facilities.

Program LU-5.2.1

Zoning Ordinance (Open Space Uses). *Revise the zoning ordinance to allow only those uses that maintain public service and enhance public enjoyment of recreational areas.*

■ Policy LU-5.3

Old Martin Luther King School Site. Provide greater opportunity to utilize the old Martin Luther King School site for recreational uses for local residents.

Program LU-5.3.1

MLK Solvency. *Examine new financing and development possibilities to ensure solvency and a reasonable debt retirement schedule on the MLK property; provided, however, that the City shall retain ownership of the Martin Luther King property and shall not sell, lease, or otherwise dispose of such property without voter approval. No part of the Martin Luther King property shall be used for purposes other than park and recreation purposes without voter approval; provided, however, that the land area of said property currently devoted to commercial purposes may continue in such use on temporary basis. Without voter approval there shall be no increase in the land are of said site, or the floor area situated thereon, which is devoted to commercial use.*

Program LU-5.3.2

MLK Property Master Plan. *Prepare and adopt a Master Plan for development of the former MLK school site.*

■ Policy LU-5.4

Federal Government Facilities. Protect and maintain the existing Federal Government facilities and encourage additional facilities as needed.

Program LU-5.4.1

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

Program LU-5.4.2

Downtown Post Office Sub-Station. *Work with the Post Office Department to explore the possible construction of a post office sub-station in the Downtown.*

Objective LU-6.0

Establish a Sphere of Influence and Designate Desired Land Uses. *Identify Sausalito's ultimate physical boundaries and make known desired land uses in areas not currently within the City limits.*

■ Policy LU-6.1

Sphere of Influence Boundaries. Establish sphere of influence boundaries for areas which may annex in the future without eroding services now being provided within the current City limits.

Program LU-6.1.1

LAFCO. *Work with LAFCO to assure that adequate studies are done prior to establishment of the Sphere of Influence boundaries or amendments to those boundaries.*

Program LU-6.1.2

Sphere of Influence Designations. *Support land use designations shown on the Sphere of Influence maps GP-5, GP-6, GP-7 and GP-8.*

■ Policy LU-6.2

Marin City. Preserve the ridgeline and hillsides of the Marin City area as a physical and visual community separator, watershed and as an area of wildlife habitat and vegetational variety.

Program LU-6.2.1

Coordination with Marin County. *Take an active role in coordinating with Marin County in reviewing development proposals to ensure the preservation of the environmental and aesthetic integrity of the ridgelines.*

Program LU-6.2.2

Environmental Conservation Designation. *Adopt the Sphere of Influence Land Use map that specifies the ridgeline surrounding Marin City as an environmental conservation area.*

■ Policy LU-6.3

Marin City as a Regional Transportation Hub. Promote the Marin City area as a regional public transportation hub.

Program LU-6.3.1

Marin City Community Plan. *Encourage Marin County to amend the Marin City Community Plan to include a designated area as a transportation hub for public transit.*

■ Policy LU-6.4

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

Program LU-6.4.1

Houseboat Designation. Encourage Marin County to require houseboats to locate in specifically designated areas as shown on the General Plan Sphere of Influence Land Use map GP-6 and authorized by the Richardson Bay Special Area Plan.

Program LU-6.4.2

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

■ Policy LU-6.5

Richardson Bay Shoreline. Preserve the existing shoreline of Richardson Bay as open shoreline and natural habitat.

Program LU-6.5.1

Environmental Conservation Designation. Adopt the Sphere of Influence Land Use map GP-6 that specifies the lands of the shoreline and open water as environmental conservation areas.

Program LU-6.5.2

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

■ Policy LU-6.6

Manzanita. Establish the Manzanita area, as shown of map GP 5, as a part of Sausalito's Sphere of Influence.

Program LU-6.6.1

LAFCO. Work with Marin County LAFCO and the City of Mill Valley to determine the location of an adjusted Sphere of Influence boundary line that will make the Manzanita area a part of Sausalito's Sphere of Influence.

■ Policy LU-6.7

Manzanita Uses. Promote the continued visitor and commuter serving uses on the flat portions of the Manzanita area.

Program LU-6.7.1

Review of Development Proposals. Take an active role in coordinating with Marin County in reviewing development proposals to ensure the preservation of the environmental and aesthetic integrity of the shoreline and open water.

■ Policy LU-6.8

Shoreline. Continue to include the Shoreline area, as shown on map GP 6, as a part of Sausalito's Sphere of Influence.

Program LU-6.8.1

Review of Development Proposals. *Take an active role in coordinating with Marin County in reviewing development proposals to ensure the preservation of the environmental and aesthetic integrity of the Shoreline area.*

■ Policy LU-6.9

Bothin Marsh and Hillside. Recognize the environmental and aesthetic importance of Bothin Marsh and the hillside on the southern side of the Shoreline Highway.

Program LU-6.9.1

Environmental Conservation Designation. *Adopt the Sphere of Influence Land Use map GP-5 that specifies the heavily vegetated and steep hillside south of the Shoreline Highway and Bothin Marsh as environmental conservation areas, with the exception of the developed commercial sites.*

■ Policy LU-6.10

East Fort Baker. Promote the continued recreational and educational uses and preservation of existing facilities in the area known as East Fort Baker within the Golden Gate National Recreation Area (GGNRA).

Program LU-6.10.1

LAFCO. *Work with Marin County LAFCO, the US Army and the GGNRA to establish the East Fort Baker area, as shown on map GP 8, as a part of Sausalito's Sphere of Influence.*

Program LU-6.10.2

Permitted East Fort Baker Uses. *Adopt a proposed list of specific permitted uses for the East Fort Baker area that promotes the preservation of the twelve existing historical facilities and surrounding area.*

Program LU-6.10.3

Coordination with the GGNRA and US Army. *Coordinate with the GGNRA and US Army in their future attempts to enact existing land use policies identified in the GGNRA General Management Plan.*

Objective LU-7.0

Assure Sufficient Infrastructure Capacity for Present and Future Needs. *Assure that development does not overwhelm existing public service facilities and that necessary public improvements are adequate and available before approval of development by the City.*

■ Policy LU-7.1

Level of Service Standards. Maintain a level of service standard of the letter grade "C" during PM peak hour for the signalized intersections along Bridgeway except for Johnson, Bay, and Princess Streets.

Program LU-7.1.1

Circulation and Parking Policy CP-1.2. *Comply with the policies and supporting programs of CP-1.2.*

Program LU-7.1.2

Traffic Impacts. *Consider the impact of future development proposals on traffic level of service.*

■ Policy LU-7.2

Adequacy of Facilities. Allow construction to proceed for only those projects that demonstrate the availability of adequate potable water, sewer, septic leach fields and storm drainage.

Program LU-7.2.1

Interagency Review. *Work with the Marin Municipal Water District (MMWD) and the Sausalito - Marin City Sanitation District (SMCSD) to develop a list of criteria that will necessitate MMWD and/or SMCSD review to assess service availability for proposed development.*

Program LU-7.2.2

Marin Municipal Water District. *Require written documentation from MMWD of proof of service prior to project approval for those projects subject to MMWD review.*

Program LU-7.2.3

Sausalito - Marin City Sanitation District. *Require written documentation from the Sausalito - Marin City Sanitation District that there is available and adequate sewer capacity prior to project approval for those projects subject to SMCSD review.*

Program LU-7.2.4

Well Water. *Require written documentation from the City Engineer of proof of adequate domestic water supply (well water) if water service is not available from MMWD prior to project approval.*

Program LU-7.2.5

Marin County Environmental Health Department. *Require written documentation from the Marin County Environmental Health Department that there is sufficient capacity for leach fields prior to project approval in areas dependent upon septic tanks.*

Program LU-7.2.6

Sausalito Department of Public Works. *Require documentation from the Sausalito Department of Public Works that there is sufficient capacity in the storm drain system to accommodate proposed development prior to project approval.*

Program LU-7.2.7

Sewer Ordinance. *Enforce the Sausalito Sewer Ordinance.*

Program LU-7.2.8

Sewer System. *Continue to upgrade the City's sewer system.*

■ **Policy LU-7.3**

Adequacy of Services. Strive to achieve and maintain a high level of service for police, fire, the library, and parks.

Program LU-7.3.1

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

■ **Policy LU-7.4**

Solid Waste Disposal. Strive to reduce the amount of solid waste generated in Sausalito in accordance with State law.

Program LU-7.4.1

County Solid Waste Management Plan. *Coordinate local recycling efforts and publicity efforts with those of the County Solid Waste Management Plan.*

Program LU-7.4.2

Residential and Commercial Recycling. *Continue to implement the existing residential recycling program and establish a commercial recycling program in coordination with the Chamber of Commerce and local businesses.*

Program LU-7.4.3

Hazardous and Solid Waste. *Continue to participate in the Marin County Hazardous and Solid Waste Joint Powers Authority program.*

Program LU-7.4.4

Policy EQ 3-14. *Refer to Policy EQ 3-14.*

■ **Policy LU-7.5**

Procedural Changes. Strive to streamline and improve the development review procedures.

Program LU-7.5.1

Zoning Administrator. *Activate the Zoning Administrator position to review and decide*

on routine discretionary permit applications that are normally reviewed by the City's discretionary public hearing bodies.

Table 2-1

General Plan Land Use Categories

RESIDENTIAL

LAND USE

DESCRIPTION

Very Low Residential
Up to 2.2 du/ac
Avg. 4.12 persons/ac

Located in the Wolfback Ridge area. Intended to be a transition area between the City and the Golden Gate National Recreation Area open space. Also intended to preserve hillsides and ridgelines from higher density development.

Development under this category is typically construction of new single family homes on large lots or minor expansion of existing single family residences. Whenever possible, construction of new single family homes should be clustered to maintain maximum open space.

Low Density Residential
Up to 5.4 du/ac
Avg. 7.98 persons/ac

Located on the higher slopes east of State Highway 101. Intended to protect and maintain the vegetated, scenic character of the City. Development under this category is typically single family homes on parcels which average 8000 square feet.

Medium Low Density Residential
Up to 7.3 du/ac
Avg. 16.38 persons/ac

Located on the upper slopes of town above the primary commercial and high density residential areas of the City. Development under this category is typically single family homes on parcels which average 6000 square feet.

Medium Density Residential
Up to 8.7 du/ac
Avg. 19.32 persons/ac

Developed during the 1960's and 1970's, this designation was intended to apply to large lot planned development in the north end of town. The designation provides for two-family development with larger minimum lot sizes than other two family areas.

Medium High Density Residential
Up to 17.4 du/ac
Avg. 27.42 persons/ac

This density begins to reflect the more urban parts of the City. Located throughout the City, this area is intended to provide a transition between the lower density uses on the steep slopes and the higher density uses on the flat lands.

Planned Development High Density Residential
Up to 22.3 un/ac
Avg. 48.55 persons/ac

This density applies to only two planned residential development areas known as Whiskey Springs and the Anchorage. This designation is intended to preserve the density now enjoyed by the properties.

Table 2-1

General Plan Land Use Categories (Continued)

High Density Residential Up to 29.0 du/ac Avg. 54.6 persons/ac	Surrounding the City's commercial areas, this density reflects the urban character to a greater extent than the Medium High Density Residential category. The multi-family category is envisioned to maintain a mix of single family residences, condominiums and apartment buildings. The intent of this category is to accommodate housing locations which provide opportunities for residents to live within easy walking distance of commuter and shopping facilities.
Arks Up to .35 du/ac	This area is located on the Waterfront of the New Town neighborhood. This specific location is a historical remnant of old Sausalito's waterfront. Accordingly, the seven existing arks have been designated Noteworthy Structures by the City. No future development other than repair or replacement of the existing arks will occur because there are no vacant parcels within this designation.
Houseboats Up to 4.35 du/ac	Like the residential arks designation, this area is a historical remnant of Sausalito's history. This area is located in the Marinship. Subject to BCDC approval, new houseboats may be constructed in this area. Additional houseboat locations have been identified in the Shoreline area of the City's northern Sphere of Influence.

Table 2-1
General Plan Land Use Categories (Continued)

COMMERCIAL

<p>Mixed Residential and Commercial FAR Up to - 1.0 Up to 29.0 du/ac</p>	<p>Located in the Caledonia Street area of the New Town neighborhood. Intended to be a local/resident serving area with a mix of residential and commercial uses. The commercial uses are intended to be of a type that will serve local residents. Commercial establishments on the ground floor should provide goods and services needed by local residents. Residential use is the preferred use on the upper levels of all structures. The residential component of the area is intended to serve as a location for high density residential development with some affordable units due to its location near public transit, access to major roadways and public services. All existing residential structures are to remain in residential use pursuant to the direction of the 1985 Traffic Initiative. Historic and architecturally significant structures in this area are to be protected.</p>
<p>Central Commercial FAR Up to 1.3</p>	<p>Located along Bridgeway and a small portion of Princess Street. This designation describes the intense retail shopping area serving residents and visitors. First floor uses should be retail commercial with general office and residential uses on the upper floors of buildings in this area. The vast majority of the parcels in this area are located within the City's Historical District and all development must respect its historic character.</p>
<p>Neighborhood Commercial FAR Up to .50 FAR Up to .35</p>	<p>There are three neighborhood commercial areas in the City. One is located along Second Street in the Old Town neighborhood. The second is located along Bridgeway between Easterby and Olive Streets in the Spring Street Valley neighborhood. The uses that are encouraged in these areas are resident serving commercial uses. Residential uses will also be permitted on upper levels of structures.</p> <p>The third area is the commercial strip area north of Coloma Street and west of Bridgeway in the Nevada Street Valley neighborhood. This area will have a lower intensity compared to the other two areas. It serves both the neighboring residential area and the commercial / industrial area east of Bridgeway (the Marinship). No residential uses will be permitted in this area.</p>

Table 2-1

General Plan Land Use Categories (Continued)

Commercial Waterfront FAR Up to .30	Located along the waterfront of the New Town neighborhood east of Bridgeway, between Dolphin Street to the south and Napa Street to the north. The commercial uses located on the water in this area are to be marine related or dependent on a water location. There are several parcels that are either vacant or underdeveloped by intensity standards. A master plan for these parcels should be prepared which allows for mixed commercial uses while expanding the public lands of Dunphy Park.
Shopping Center FAR Up to .20	Located in the Marinship area of the City. This designation is specific to the single site located west of the U.S. Post Office. The commercial use of the site is to serve the local community as well as areas in the City's sphere of influence.

Table 2-1

General Plan Land Use Categories (Continued)

MISCELLANEOUS

Industrial
FAR Up to .40

Located in the Marinship area of the City east of Bridgeway and between Napa Street to the south and the City limits to the north. Intended to maintain one of the last working waterfronts in Marin County. This area is the subject of the City's Marinship Specific Plan which strictly regulates the permitted uses and development intensity to reflect the desired marine and general industrial uses.

There are several large underdeveloped parcels in this area. Any future development of these parcels will be accompanied by a master plan in order to ascertain potential impacts on the surrounding parcels and the City as a whole.

Waterfront
FAR Up to .30

Located in the Marinship and Central Waterfront areas of the City. This designation serves two distinct areas. The primary waterfront area is located in the Marinship and is regulated by the Marinship Specific Plan. In the waterfront area of the Marinship, development will be limited to that which supports the marine industry. Marine service harbors, public access piers and minor modifications to existing recreational marinas will be the only authorized use of the water.

The second waterfront area is located in the Central Waterfront bounded by Litho Street to the north and Bay Street to the south. The primary use of this area is recreational marinas and their supporting land uses. The last remaining underdeveloped open water area may be developed with consistent uses. Any such proposal must be presented in master plan form.

Public Institutional
FAR will be based on
use and the FAR of
surrounding land use
designations

Located throughout the City, this designation is applied to publicly owned properties such as City Hall, Corporation Yard, old MLK school site, Bay Model, Post Office, Bayside School, Police and Fire stations. Minor development may take place at the aforementioned sites over time. The old Martin Luther King school site may have commercial uses as a temporary condition (without any increase in land area or floor area devoted to commercial use) until the City is able to finance its permanent use as a public recreation facility.

Table 2-1

General Plan Land Use Categories (Continued)

Public Recreational
and Parks

Located throughout the City, this designation is specific to publicly owned recreational areas such as parks, piers, open space. This designation also includes the Federally owned lands of the Golden Gate National Recreation Area (GGNRA). Development is not to take place in these area except for minor site improvements as deemed appropriate.

Open Area
FAR Up to .10

This designation applies to the open water areas located on the eastern boundary of the City. The parcels found in this category are exclusively underwater parcels, most of which are owned by the City. Those parcels that are not owned by the City have been identified as potential public open space acquisition sites. No development is anticipated for these open water areas.

SPHERE OF INFLUENCE

General Commercial
FAR .9 (Marin City)
FAR .35 (Shoreline and
Manzanita)

A mix of office and retail uses are permitted in these areas at intensities consistent with the Marin Countywide Plan. The City supports hotels in the Manzanita area but not in the Shoreline area.

Conservation Overlay
FAR .00

This designation is located in the Sphere of Influence to the north of the City limits. This designation is intended to protect unique and valuable natural resources such as open shoreline, ridges and heavily vegetated slopes. Development is to be avoided in these areas, and every effort should be made to cluster the development to preserve the integrity of the surrounding natural resources.

Section 2.3

LAND USE AND GROWTH MANAGEMENT BACKGROUND

The major land use developments in recent years, since the General Plan was last revised in 1978, have been the construction of multi-family and duplex units on the vacant ridge in the Nevada Street Valley, conversion of miscellaneous commercial uses to office buildings along Bridgeway, and development of major office structures in the Marinship. The Civic Center was established in its present location at Caledonia and Litho Streets as called for in the previous General Plan. Additionally, the City has acquired Dunphy Park, Cypress Ridge and Marinship Park as called for in the previous General Plan. The completion of the Marinship Specific Plan in 1988 established land use policies for the Marinship.

The City of Sausalito has nearly reached its maximum build-out potential. For the most part, future building will involve redevelopment or reuse of existing developed areas. In most residential neighborhoods, all of the relatively easily developed lots were built upon years ago and most remaining vacant lots have significant physical constraints. General Plan policies anticipate limited additional residential, commercial and industrial development in the City. This is in keeping with the 1985 voter-approved Traffic Initiative which establishes limits on the intensity of additional commercial development.

■ Population, Housing and Jobs Projections

The City's population grew at a steady rate between 1950 and 1980. However, from 1980 to 1990, Sausalito's population actually declined from 7,338 to 7,152 persons. The 1978 General Plan projected a population of 9,600 persons by 1995.

If the maximum development allowed by all the General Plan policies is achieved, by 2010 the City could comprise approximately 4,900 dwelling units, an increase of 546 units over the total identified in the 1990 Census. Approximately 112 of these units might be new secondary dwelling units, in keeping with the City's intent of trying to meet affordable housing need within the severe development constraints that exist.

Trends in the type of housing in Marin County show a significant increase in the proportion of multiple family housing to single family detached housing. This trend is much more pronounced in Sausalito. In 1960, 61% of the homes in the City were single family detached units and 39% were multiple family and other types of units. By 1990, the proportion was reversed, with 34% being single family detached units and 66% being multiple family and other types of units.

Sausalito households averaged 1.75 persons per household in 1990, which is the smallest in Marin County. In spite of the small household size, average household income in Sausalito-Marin City is expected to increase more than 18% in constant 1990 dollars over the next fifteen years and Marin County will continue to have the highest average household income in the Bay Area.

In 1992, strictly residential land uses comprised 360.1 acres. Sausalito commercial and industrial land uses covered approximately 115 acres and commercial buildings totaled approximately 1,778,176 square feet.

If the General Plan policies concerning maximum commercial and industrial development are achieved, a total of approximately 241,000 new square feet of commercial and 191,000 new square feet of industrial development could occur in Sausalito. This amount of square footage may result in a total of approximately 772 additional jobs (the square footage to jobs ratio is based on the CalTrans Trip Generation Research Counts).

The City's employment base continues to be dominated by retail trade, followed in importance by the service sector. Jobs in construction, transportation, communications, finance, real estate, insurance and government comprise 22% of the City's employment base. No change in these patterns is anticipated.

■ Land Use Categories

The General Plan land use map, GP-4, depicts 20 different categories of uses within the City limits. One additional category in the City's sphere of influence is shown on maps GP-5, 6, 7 and 8. The categories are defined in Table 2-1 along with allowable dwelling unit densities and building intensities. The definitions are intended to provide a broad description of desired uses; the zoning code should be consulted to determine specific allowed uses. Table 2-2 delineates the amount of acreage in each residential land use category within the City as well as the existing and potential number of dwelling units.

Table 2-2

Residential Development Potential by Land Use Category

<u>LAND USE DESIGNATION</u>	<u>EXISTING # OF UNITS</u>	<u>NET ACRES</u>	<u>UNITS PER ACRE</u>	<u>POTENTIAL UNITS¹</u>
Very Low	33	26.23	1.26	23
Low	121	32.2	3.75	8
Medium-Low	891	118.3	7.53	83
Medium	90	10.92	9.34	18
Medium-High	1619	120.1	13.50	114
Planned Development	283	12.77	15.00	0
High	1000	34.42	24.26	182
Arks	7	.35	20.00	0
Houseboats	7	4.82	1.45	6
Marinship Overlay	44	71.00	.08	0
Central Commercial	77	4.92	15.60	0
Mixed Residential and Commercial	50	6.04	8.40	0
Neighborhood Comm.	18	5.50	3.30	0
Total	4240			434

¹ The maximum number of potential units is based on each lot being developed to the full density entitlement.

Table 2-3 delineates the amount of acreage in each commercial land use category within the City as well as the existing and potential amount of commercial square footage in each commercial category. The purpose of these two tables is to show the maximum development potential for each land use designation. For the purpose of traffic modeling, maximum allowable residential development was assumed for the residential areas and in the commercial areas, only commercial development was anticipated. The methodology used for reaching the maximum potential buildout numbers in Tables 2-2 and 2-3 is explained in the Environmental Impact Report prepared for this Plan.

Table 2-3
Commercial Development Potential by Land Use Category

<u>LAND USE DESIGNATION</u>	<u>EXISTING SQUARE FEET</u>	<u>NET ACRES</u>	<u>MAXIMUM POTENTIAL COMMERCIAL SQ. FT.²</u>
Central Commercial	325,598	5.82	38,100 sq. ft.
Mixed Residential & Commercial	216,249	6.04	46,600 sq. ft.
Neighborhood Comm.	111,573	5.50	5,100 sq. ft.
Comm. Waterfront	69,090	5.90	39,000 sq. ft.
Shopping Center	19,000	1.47	0 sq. ft.
Industrial	944,858	62.85	91,000 sq. ft.
Waterfront	91,808	27.5	112,200 sq. ft.
Total	1,778,176		432,000 sq. ft.

Implementation of the Land Use Element and Housing Element policies and programs will result in the creation of new residential uses in the commercially designated areas. It is also recognized that through implementation of these policies, maximum residential densities may not be achieved. The Housing Element (Table 3-4) contains a breakdown of the potential housing units by each zoning category which considers these factors.

■ Description of Sausalito's Eight Neighborhoods

Sausalito has historically been comprised of eight neighborhoods: Old Town/Hurricane Gulch, Wolfback Ridge, The Hill, New Town, Monte Mar Vista/Toyon Terrace, Spring Street Valley, The Marinship and Nevada Street Valley. The boundaries of the neighborhoods are shown on map GP-3.

² The maximum potential commercial square footage is based on each lot being developed to full intensity entitlement.

Old Town/Hurricane Gulch

Old Town/Hurricane Gulch extends from the southern City limits to North Street and Cable Roadway to the north. It is the oldest part of the City and is characterized by a mix of single family, duplex and multiple family units, with many small dwellings and rental units. Newer, larger units are located on steeper slopes. There were an estimated 1021 dwelling units in 1993, with 31 dwelling units added during 1980-93. It is estimated that there are a moderate number of undocumented existing second units. General Plan policies would allow infill and selective rebuilding at intensities compatible with existing neighborhoods in the two-family and multiple family areas. Assuming maximum potential development is realized in this neighborhood, an additional 83 dwelling units could be constructed.

The small commercial area along Second Street is intended to provide neighborhood services and is not expected to be expanded beyond its present boundaries. Currently there are approximately 52,822 square feet of commercially used structures in this neighborhood. No additional commercial development is envisioned to be constructed in this neighborhood.

Wolfback Ridge

The Wolfback Ridge area is a very low density hillside and ridgeline residential neighborhood, which is physically separated from the rest of Sausalito by Highway 101. The neighborhood represents the western-most area in Sausalito and the area with the highest elevation. Some of the homes are either fully or partially visible from various vantage points throughout the City. The area also contains some of the steepest slopes in the City, with slope stability problems. The very low density land use designation has been applied to the ridge area to create a density transition area to the lands of the GGNRA, to respond to topographic limitations and to preserve ridgeline open space and visual resources. There were an estimated 33 dwelling units in 1993, with 3 single family units added during 1980-93. General Plan policies would allow second units at selected sites. Assuming maximum potential development is realized in this neighborhood, an additional 23 dwelling units could be constructed.

The Hill

The Hill remains much as it was shortly after the turn of the century. It extends from Richardson Bay, to North Street and Cable Roadway on the southern border, Highway 101 on the westerly border and Santa Rosa Avenue on the northern border. The Hill contains large older homes, mixed with condominiums and apartment units near Downtown. There were an estimated 875 dwelling units in 1993, with 13 dwelling units added during 1980-93. There are estimated to be a moderate number of existing second units. General Plan policies would allow infill and some intensification of densities close to the commercial area as well as new second units at selected sites. Assuming maximum potential development is realized in this neighborhood, an additional 127 dwelling units could be constructed.

The Hill's commercial area serves local as well as regional commercial needs and provides retail goods for the City's large tourist population. Commercially used structures total approximately 222,788 square feet. Plan policies envision limited additions to the commercial district with primary emphasis being on preservation of the historic character. Preservation of existing

housing in this area is also provided for. Assuming maximum potential commercial development is realized, an additional 38,100 square feet could be constructed.

New Town

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

There were an estimated 888 dwelling units in 1993, with 30 dwelling units added in 1980-93. There are 247,839 square feet of commercially used buildings in New Town, 178,749 of which is on Caledonia and the west side of Bridgeway. General Plan policies would allow residential and commercial infill, new second units and encourage new mixed use development including housing above commercial stores. The policies envision additional commercial development along the waterfront. Assuming maximum potential development is realized in this neighborhood, an additional 96 dwelling units could be constructed, as well as an additional 85,600 square feet of commercial development. Approximately 39,000 square feet of the potential commercial development could occur along the waterfront.

Monte Mar Vista/Toyon Terrace

Monte Mar Vista includes Toyon Terraces and is located north of The Glen, with Highway 101 as its westerly border. Monte Mar Vista contains a mix of units including single family, duplexes and condominiums. There were an estimated 221 dwelling units in 1993, with 20 single family units added between 1980-1993. There are estimated to be a moderate number of existing second units. General Plan policies would allow second units at selected sites. Assuming maximum potential development is realized in this neighborhood, an additional 12 dwelling units could be constructed.

Spring Street Valley

Spring Street Valley is bordered by the New Town area of the City to the south, Nevada Street Valley to the north, Bridgeway to the east and Highway 101 to the west. It is a mix of more recently constructed multiple units and older single family homes. The bulk of the development in this area occurred during the late 1950's and early 60's. There were an estimated 347 dwelling units in 1993, with 11 single family dwelling units added during 1980-93. General Plan policies allow infill and a limited number of new second units. Assuming maximum potential development is realized in this neighborhood, an additional 37 dwelling units could be constructed.

Spring Street Valley includes the small commercial area between Olive Street and Easterby Street on the west side of Bridgeway which totals approximately 20,174 square feet. This area is intended to be primarily resident serving and will not be expanded beyond its current boundaries. Within these boundaries, no additional potential for commercial development exists.

Nevada Street Valley

Nevada Street Valley is located in the northerly part of the City bordering Bridgeway to the east and Highway 101 to the west and north. This is the newest area of Sausalito, much of which was annexed to the City in 1981. It contains a mixture of old small single family homes and large multiple family projects mostly built in the 1960's and 1970's when the area was under County jurisdiction. There were an estimated 801 dwelling units in 1993, with 41 dwelling units added during 1980-93. Assuming maximum potential development is realized in this neighborhood, an additional 50 dwelling units could be constructed.

Nevada Street Valley includes the temporary commercial uses at Martin Luther King school site and the commercial center between Ebbtide and Coloma. A total of approximately 30,300 square feet of commercial development exists. Some limited commercial development may occur within existing boundaries of this center. The maximum development potential is estimated to be approximately 5,100 square feet.

Marinship

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

During the 1960's, some portions of the Marinship area were converted to commercial office use. With the adoption of the Marinship Specific Plan in 1988, this trend has been halted. The Plan envisions this area remaining primarily as marine industrial. There are 1,015,000 square feet of commercial development in the Marinship. Assuming maximum potential commercial development is realized in the Marinship, approximately 303,000 additional square feet could be constructed.

The Marinship Specific Plan specifies that new residential uses are not permitted except when needed for security. There are 51 existing units in the area. Seven (7) units are located in the Houseboat area of Varda Landing as permitted by the Marinship Specific Plan. Thirty eight (38) are in the proposed Galilee Harbor project. The remaining six (6) are located throughout the Marinship. There is potential for six (6) additional dwelling units which reflects expansion of the Varda Landing houseboat area. New houseboat dwelling units may be constructed subject to BCDC approval.

■ Residential Policies and Programs Background

Single Family

The 1995 General Plan is not recommending any significant changes to the policy direction of the 1970 General Plan for the single family areas of Sausalito. A guiding development principle of the 1970 General Plan has been the concept of locating higher density and intensity uses on the relatively flatter parcels in the City. Generally, density and intensity should decrease as the parcel slopes increase. At the same time, the Plan continues to recommend mechanisms to allow

for the maintenance of existing diversity. The only modifications involving the single family areas of the City include some limited reductions in density and the legalization of second units in the single family zones.

The single family densities range from a low of two units per acre in Wolfback Ridge to a high of seven units per acre in The Hill. The densities established on the land use map (GP-4) reflect actual densities of existing single family neighborhoods. It is intended that infill development maintain similar densities and the single family character which has been established in the various neighborhoods.

Although the majority of the structures in the low density residential areas are one family homes, two family and multiple family structures are also found in these areas. At least 115 second units are also known to exist. The overriding single family character can continue to be maintained while allowing for continued use of the existing two and multiple family structures. Some limited new development of second units may be allowed that does not destroy the character of the district.

Two Family

As with the single family areas, densities allowed in the two family areas continue to reflect what the 1970 General Plan allowed. Permitted two family densities shown on the land use map range from 8 to 17 units per acre. The majority of the two family areas shown on the map allow development at the higher end of the range. Even though many parcels with this designation are steeply sloped, this density has been maintained.

Many properties within the Medium High Density Residential area have been developed at or near the density of 17 units per acre. The zoning which is consistent with this designation establishes required square footage per unit and has been in effect since 1963. There are properties built at even higher densities which are currently non-conforming, particularly in Old Town. They pre-dated the 1963 zoning regulations.

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

Planned Development

This land use category recognizes the residential density of two existing residential projects which were developed as planned unit developments; Whiskey Springs and the Anchorage. These two areas are developed at 22.3 units per acre. No additional residential units are projected for these areas but existing densities can be maintained.

Multiple Family Residential

Multiple family densities are permitted in this plan up to 29 units per acre. These high density areas generally surround the Downtown and Caledonia Street commercial districts. They are close to shopping, services and transportation. The one exception is the Sausalito Towers apartment site in Spring Street valley. This is a single parcel which has been developed to its

fullest potential and no additional units are allowed. The southeastern vacant portion of the site has been designated private open space and may be used for recreational facilities for the residents of Sausalito Towers.

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

In the Old Town area, much of the multiple family residential areas consist of relatively small parcels that can only support single and two family residences. Preservation of the existing parcel sizes, and the uses located on these smaller parcels, is important since these parcels are important to the character of the City.

Special Residential

A defining characteristic of Sausalito's more recent history are the houseboats found along the shoreline of Richardson Bay. These residences symbolize the artistic and colorful recent past of the City. Since their establishment in the Bay, the State has created the Bay Conservation and Development Commission (BCDC) to regulate development in and around the Bay. In 1984, the Richardson Bay Special Area Plan was adopted by BCDC, Marin County, Belvedere, Mill Valley, Tiburon and Sausalito. A joint powers authority was established to implement the plan. Consistent with that plan, and the Marinship Specific Plan, it is the intent of the City to define allowable uses and to promote the protection of the Bay.

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

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

Residential Development Intensity

Review of projects submitted for approval between 1985-1990 indicate that most projects are proposed at the maximum floor area and lot coverage allowed. At the same time, the inability of many sites to provide for acceptable on-site parking, open space setbacks, tree and view preservation have resulted in approvals which, on average, have allowed less than the maximum floor area or lot coverage permitted in the applicable residential zoning district.

The policies in the Plan attempt to balance the property owner's need for some certainty concerning allowed building intensity with the community's desire to address other development concerns and specific site constraints. Plan policies make clear that proposals at the upper end of the floor area and coverage maximums allowed will be given heightened review. However, it is

also the intention of the Plan that all development projects be reviewed with the intention that new development balance a property owners desire with the community's desires. Although it is recognized that there are many sites which can support structures which maximize bulk allowances, it is also important to recognize that this may not be appropriate in every case. The Plan envisions the establishment of a predictable procedure for site analysis and decision making.

To this end, the following factors will be considered in the development of design guidelines prepared to implement this Plan:

1. Tree preservation
2. Lot configuration
3. View preservation
4. Public safety
5. Required grading
6. Parking
7. Landscaping
8. Slope/Topography

In proposing the development of design guidelines, it is the intent of the Plan that the design guidelines be used for instructive purposes rather than a test of proposed development's acceptability.

The following floor area ratio and lot coverage allowances listed in Table 2-4 are included in the current zoning ordinance regulating residential bulk allowances and are the maximum permitted unless variance findings can be made. The Plan does not envision any change to these maximum.

Table 2-4

Maximum Floor Area Ratios and Parcel Coverages

<u>LAND USE & ZONING CATEGORIES</u>		<u>MAXIMUM FAR</u>	<u>MAXIMUM COVERAGE</u>
SF-VL	(R-1-20)	.35	30
SF-L	(R-1-8)	.40	30
SF-ML	(R-1-6)	.45	35
TF-M	(R-2-5)	.40	35
TF-MH	(R-2-2.5)	.65	50
PLANNED	(R-P)	.65	50
MF-H	(R-3)	.80	50
RA	(R-A)	.30	30
H	(H)	.25	25

Due to the irregular nature of parcels in Sausalito and the fact that many properties developed before the current zoning regulations were adopted in 1963, it is often difficult to make logical additions to existing homes without violating a side or rear yard setback. In order to simplify the

development process and avoid numerous variance applications, a new mechanism should be initiated for implementing the minimum open space requirement for each residential parcel. The minimum amount of open space could then be provided while allowing flexibility in the location of that open space.

Residential Master Plans

In order to provide the City and any developer the greatest amount of flexibility in considering major residential projects, the City will encourage that any large scale residential project be reviewed as a residential Planned Unit Development (PUD). The PUD process is not new to Sausalito. The zoning ordinance currently allows for PUD's for projects involving more than 20,000 square feet of parcel area. The Plan calls for a change to the existing ordinance to require the use of this development procedure in certain circumstances. By requiring this development process, the City will have the ability to:

- (1) Flexibly apply zoning code standards such as setbacks, FAR and lot coverage.
- (2) Address long term impacts or concerns of specific neighborhoods.

Property owners and developers will benefit from the PUD process, by having greater flexibility in site planning and specific designs, since the City may have greater project review flexibility. Developers may also be able to reduce capital improvement costs since it may be possible to combine ingress and egress points and utility lines.

Non-Residential Facilities

Throughout the seven residential neighborhoods, uses are permitted which are not residential. Typically, these uses are low intensity uses that operate only during specific times such as churches. The following are examples of such uses in Sausalito; the Sausalito Woman's Club, Star of the Sea Catholic Church, Sausalito Presbyterian Church, Christ Episcopal Church, and the First Baptist Church.

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

Child Care and Residential Care Facilities

In compliance with California Health and Safety Code, child care and residential care facilities for fewer than 6 persons will be considered residential uses of property for zoning purposes. State law also prohibits local government from prohibiting large family day care homes, defined as homes which provide family day care to 7 to 12 children, on lots zoned for single-family dwellings. These facilities may be required to apply for a use permit but standards which may be imposed are prescribed by state law. The City will amend the zoning ordinance to clarify the procedure for approval of large family day care homes.

Day care centers which provide care for 13 or more children will be permitted in any public, high density multi-family or commercial area with the granting of a conditional use permit. The zoning ordinance will be amended to provide for this regulation.

Non-Conforming Uses/Structures

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

Non-conforming uses can only be reinstated through the approval of a discretionary permit, and then only if the cessation of the use was involuntary. A non-conforming use which was voluntarily discontinued for an extended period of time could not be reinstated.

Because the maintenance of existing diversity of building size and type in residential areas is desired, the Plan allows for additions and alterations to all residential structures which are non-conforming only due to failure to observe the parcel area, open space or bulk regulations of the zoning ordinance as long as the non-conformity is not increased.

The Plan also allows for the reconstruction of any non-conforming residential structure which is voluntarily or involuntarily demolished. Bulk entitlements will not be lost as long as the reconstruction takes place within a specified time period and as long as the reconstructed structure substantially replicates the structure demolished.

Procedures for establishing a record of what exists on residential parcels will be developed, and, where no records are on file, a process for holding an evidentiary hearing to prove what previously existed will be developed.

Unique to the residential areas of the City, there are three (3) properties that are located on the National Register of Historic Places as of 1994. The three properties are known as the Griswold House (639 Main Street), the Casa Madrona Hotel (156 Bulkley - 801 Bridgeway), and the Sausalito Woman's Club (San Carols and Central Avenues). The Sausalito Woman's Club and the Casa Madrona Hotel are unique in that they are non-residential uses located within residential land use areas, and, therefore, are considered non-conforming uses.

Because these three properties are important to the character of Sausalito and are designated as sites of National significance, the General Plan establishes a policy by which the structures and their uses can be reinstated in the event of involuntary destruction of the structures. The intent of the policy is to assure that the affected properties maintain their historic use and assure that they are authentically replicated in the event of demolition. It is not envisioned by this policy that there will be an expansion of commercial uses on Bulkley Avenue which is a high density residential area.

■ Commercial Policies and Programs Background

Downtown Central Commercial

In the 1950's, the Downtown was filled with resident-serving stores. Gradually, as merchants and property owners discovered the potential for increased business from catering to visitors more than to residents, the resident-serving stores moved out or changed their lines of goods to cater to large numbers of day visitors. Today, only a few resident oriented stores remain

Downtown, and Sausalito residents are worried that visitor-serving stores will force out the neighborhood stores along Caledonia Street as well.

It is recognized that the Downtown will continue to be a popular destination for visitors to Sausalito throughout the life of this Plan. General Plan policies for the Downtown commercial area have been designed to enhance the economic diversity and vitality of the uses in the Downtown for both visitors and residents. Furthermore, the policies have been designed to minimize the impacts of this intensely used commercial area on the surrounding neighborhoods.

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

The City recognizes the importance of the visitor serving commercial area of Downtown to the health and vitality of the local economy, but at the same time recognizes the importance of assuring a mix of retail activity serving both the visitor and resident market. It is the general desire of the City to encourage merchants to enhance the quality and reduce the redundancy of the merchandise available in the Downtown. The City would encourage merchants to provide goods and services which are demanded by both residents and visitors. Unique goods, particularly goods which have some connection to the local area, will also be encouraged. To further this desire of the City, the Plan calls for the investigation of establishing a Special Use District in the Downtown. The intended purpose of such a district would be to encourage the desired mix of uses in the Downtown. This may be accomplished by limiting the number of potentially redundant uses that can be located in the Downtown.

To assure that regulations adopted by the City are acceptable to all affected parties, the Plan proposes the establishment of an on-going advisory business task force to advise the City Council on business issues in the Downtown. The task force should be made up of residents, business community members and City officials.

In the interest of assuring the economic health of the Downtown while encouraging desired uses, the Plan proposes to have no parking standards for all permitted commercial uses. This would allow more certainty to property owners regarding changes in tenancies. It would also remove parking as a constraint to the establishment of the desired uses.

The Plan encourages developers and property owners to retain existing residential dwelling units in the Downtown. By maintaining some residential units, the Downtown will be ensured nighttime usage. The City will also benefit from the maintenance of some affordable housing stock.

Historical Character. The Downtown is unique in that it has been designated as a Historical District. As such, it is important to preserve the historical character of the Downtown structures

as they are remodeled or redeveloped over time. The Plan allows for the consideration of strategies to assist property owners in the preservation of the historic buildings. These could include credits of FAR, parking, or lot coverage. They could also include the transfer of development rights from other properties in town to the historic structures. For additional historic preservation discussion, refer to the Community Design and Historic Preservation Element Background section of this document.

Neighborhood Impact. The minimization of the impact of visitor uses on the surrounding neighborhoods is addressed in several ways. One is to buffer the Caledonia Street area from the Downtown visitor serving area. The existing residential properties located between the two areas will act as a buffer. These properties should be preserved as residential in order to ensure the existence of a buffer between the Downtown and the Caledonia Street area.

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

Caledonia Street-Residential Commercial

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

Residents have also expressed a desire to maintain the mix of residences and commercial establishments through the adoption of the 1985 Traffic Initiative. This Plan continues to implement the objectives of the Initiative by proposing to enforce its prohibition against the conversion of residential uses to commercial uses. In addition, the Plan encourages new housing on all levels above the ground level.

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

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

Neighborhood Commercial

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

Marinship Commercial

The Plan establishes a policy which specifies that no new commercial office space may be created in the Marinship except for necessary ancillary office space for permitted uses. It provides for continued use of existing office buildings and for limited commercial uses which support this industrial area.

The only other commercial designation within the Marinship is the Shopping Center designation which is intended to continue the use of the designated area as a full service supermarket.

Special Commercial Issues

Hotels. Hotels attract additional visitors to Sausalito. Hotels can generate problems related to overnight parking, employee parking, noise generation and lighting associated with all night operation. If a restaurant is connected with the hotel, the potential for additional impacts exist. However, hotels, with good location, management and adequate parking, can have minimal impact on nearby residential areas. The hotel occupancy taxes can provide significant revenues to the City. Sausalito's historical setting could also make bed and breakfast inns a natural attraction.

These inns could help to retain historically significant structures in economic use in some areas. With these issues in mind, the Plan encourages that hotel and Bed and Breakfast uses be located in the Downtown area. While encouraging that these uses be located in the Downtown, any new hotel and Bed and Breakfast use should be small in size. Any construction that is associated with the establishment of these two uses should maintain the same scale and character as the existing structures in the Downtown.

Nonconforming Structures and Uses. Like the policies for residential nonconforming structures and uses, the Plan establishes policies which address existing nonconforming structures and uses in commercial areas. It is the intent of the Plan that these existing structures and uses be retained in the event of any potential involuntary loss.

■ Industrial Policies and Programs Background

Marinship

The character of Sausalito, throughout its history, has been defined by its marine industrial uses along the waterfront. In 1942, the industrial character became more prominent with the creation of the Marinship boat works during World War II. Since the late 1950's, this large scale industrial influence has given way to smaller scale industrial uses and other marine related use. With the influx of commercial and office uses in the late 1970's and early 80's, retaining the marine industrial focus of the area and minimizing traffic impacts on Bridgeway were major concerns of the City. The primary goal of the General Plan and the Marinship Specific Plan is to

preserve the area for continued marine industrial use to mitigate these concerns.

The strong market demand for all land in Sausalito creates pressures for more intensive development in the Marinship area. The existing industrial uses are mostly small in size and are considered low intensity. These uses could be forced out by larger, more intensive retail and office uses. The office buildings built during the past decade have contributed to increasing congestion along Bridgeway and raised land prices. The office buildings also changed the visual identity of the area from its historic marine and industrial character.

Accordingly, while existing offices and commercial stores will be allowed to remain in the Marinship, new office or retail uses, including restaurants, will only be permitted if they serve the working population of the Marinship. Permitted uses should be those which are water dependent and which are industrial or compatible with industrial uses.

The 1985 Traffic Initiative established specific limits on the intensity of development for most of the City's commercial and industrial areas. In the Marinship, the result of the limits is that new buildings will be smaller than many which currently exist.

■ **Waterfront Policies and Programs Background**

Fishing and the railroad ferry which operated along the waterfront were the original economic base of Sausalito. The railroad ferry is gone and the commercial fishing industry is now a much smaller contributor to the City's economy. The City's marine related community now is mostly oriented to the berthing and servicing of private pleasure boats and other water oriented recreational uses. In order to preserve the opportunity for continued commercial fishing while recognizing the needs of the recreational marine industry, Plan policies for the waterfront area provide for protection and enhancement of uses which rely on waterfront locations. They also encourage a continuous system of trails for bikers and pedestrians along the City's waterfront areas.

Marinship Waterfront

The General Plan is implemented by the Marinship Specific Plan which establishes the allowable uses in the area. These allowable uses maintain the working waterfront nature of the area while at the same time provide opportunities to businesses that provide special marine services and products. The Plan recognizes the existing recreational harbors but prohibits the development of new harbors. Expansion by no more than 10% of the number of berths existing in 1988 is also permitted. The Galilee Harbor marine industrial planned development has been approved by the City and the applicant's completion schedule, if met, would occur within the life of this Plan.

Central Waterfront

The Central Waterfront extends from Napa Street in the north to Spinnaker Point to the south. Development potential exists in the Central Waterfront area where there are several large privately held parcels that are under developed. Though some additional commercial development is appropriate it must be done with concern for the potential to substantially impact the aesthetic and fragile environmental quality of this area. It is a goal of the City to enlarge Dunphy Park and preserve the open water and views of Richardson Bay.

Due to the development throughout the City's waterfront, this area is the last remaining area that may accommodate expanded public recreational use. Therefore, in order to accomplish these goals, the City places great importance on working with any land owner in this area to ensure a well thought out and attractive development for this key part of the Sausalito waterfront. The development of a master plan for the area will be encouraged.

■ Open Water Policies and Program Background

Downtown Waterfront

The Downtown waterfront, from Spinnaker Point to Horizon's Restaurant, defines the character of Sausalito as perceived by both residents and visitors. The sweeping views of the Bay, Angel Island, Alcatraz and San Francisco are unique to Sausalito. As discussed above in the Commercial land use background section, the Downtown is the focal point of the tourist industry. Maintaining the ferry terminal at its current location next to the Sausalito Yacht Club, continues the focus of the area as the major entry point to the City. Enhancements to the area which maintain its visual attractiveness will be important.

Another characteristic of the area is the location of three restaurants and the yacht club entirely over the bay waters. Because these are attractive uses to the tourist industry, and also involve two structures of local historic importance, the City desires to keep these structures in their current locations even in the event of catastrophic loss.

The General Plan supports the development of a master plan for the Downtown waterfront area. The Plan envisions that such a plan would make recommendations as to the development along the waterfront and City owned land adjacent to the waterfront in the Downtown area. Issues that may be discussed by such a plan may include a new public pier and the redevelopment of existing structures along the waterfront. The Master Plan for the Downtown waterfront area shall be subject to the limitation contained in Program LU-4.7.5, Program LU-5.1.2. and Program LU-5.3.1.

Southern Waterfront

The southern waterfront extends from the Downtown to the southern City limits. This is the location of the prime waterfront views across the Bay to San Francisco. There are no constructed features along this shoreline into the water except for the public pedestrian walkway along the underwater section of Bridgeway and some minor private docks and landings at the southern City limits. No new development is envisioned along this southern waterfront. It is the City's desire to maintain the open, unobstructed visual character of this area.

■ Public Policies and Programs Background

The 1995 General Plan distinguishes between public recreational uses and public institutional uses. This allows for the regulation of land uses on publicly owned properties with different purposes. Special Public zoning categories will be adopted as needed to regulate uses on parcels owned by public entities, similar to the zone which has been applied to the Martin Luther King school site. Of particular concern is the need for regulations which address the permitted uses in public open space areas.

Martin Luther King School Site

The Martin Luther King school site is a 17.43 acre parcel surrounded by residential development except for the commercial frontage along Bridgeway. The site contains about 10 acres of open fields (playing fields, basketball and tennis courts) and about 7.4 acres devoted to what comprised the former school facility and bus barn. The School District rented unused space to low intensity commercial and light industrial uses in 1981. In 1986, the School District discontinued school use and the City entered into purchase agreement with the School District.

The Plan envisions the MLK property as a park and recreational area for residents. It recognizes that in order for maximum usage as a public park to be accomplished, some reassessment of the current financing mechanism and, subject to the limitations contained in Program LU-5.3.1, possible changes to the commercial uses now permitted on the site may be needed.

■ Sphere of Influence Policies and Program Background

Marin County, the Marin County Open Space District, LAFCO, the utility districts, GGNRA and other agencies provide planning or project review for areas outside of the Sausalito corporate limits. It is the City of Sausalito's desire to review and comment on all projects within the area of interest designated on General Plan map GP-2.

Marin City

Multi-family land uses predominate in Marin City where the residential densities range from one to thirty units per acre. Marin City's Drake Avenue area is primarily residential with one commercial shop. The Marin City Community Plan and the Marin City Redevelopment Plan currently govern land use in Marin City. A master development plan application for Marin City was approved by Marin County on March 17, 1992 which permits a maximum of 370 dwelling units, 186,645 square feet of retail space, a multi-purpose community facility and associated open space and infrastructure. At least 40% of the housing units will be affordable to low and moderate income households. It also envisions improvements to the Waldo Interchange.

The City supports the proposed commercial and residential development of the "bowl area" and flea market site of Marin City. The City's vision of the remaining area of Marin City is to maintain the existing wide variety of housing opportunities, but not at the expense of losing the open spaces found along the ridgelines. The Marin City Community Plan calls these ridgelines "a key contributing factor to the self contained character of Marin City." The ridgelines also serve as an important buffer between the urban build out of Marin City and the Golden Gate National Recreation Area. Other important functions include providing wildlife habitat and zones of absorption and retention of precipitation.

While the City does not believe that development of these lands should be prevented, it does believe that preserving the natural and aesthetic integrity of the ridgelines is paramount. These lands should be developed by clustering development in order to maintain as much continuous open space as possible. Recognizing this desire, the City has designated these ridgeline lands as conservation zones. This designation does not prevent the development of the subject properties, but does call for special attention to the unique and special importance of preserving these lands.

Future development in Marin City must be planned so as not to exceed the capacity of the existing circulation system. The recently approved mixed use development will result in significant improvements to the Waldo Interchange. As discussed in the Circulation and Parking Background section, it is the City's position that the interchange will need to be completely rebuilt in the future to remove the substandard pillars which support US 101. Close monitoring of the operation of the interchange after development of the recently approved mixed use project will be needed. Land use decisions should be carefully coordinated with the interchange capacity, both in Sausalito and Marin City.

Shoreline

The Shoreline area is a commercial area located east of Highway 101 opposite the Stinson Beach/Highway 1 exit and south to the northern City limits. Land use issues in the area relate to the intensity of uses allowed on undeveloped parcels if undeveloped parcels are not obtained as open space. About 40% of the designated waterfront along Richardson Bay identified in the Marin Countywide Plan has been publicly acquired as open space. The City supports additional open space purchase of lands in this area. Future uses, if not in open space, should be consistent with the policies in the Marin Countywide Plan. Constraints of roadway traffic and peak hour capacity, combined with wetland and wildlife protection and the need for strong design controls to avoid view blocking development would be needed for this very visible area.

Manzanita

The Manzanita area is located on the west side of Highway 101. It is an important area for many of the surrounding communities as well as the City of Sausalito since it is the entryway to Tam Valley and Tam Junction as well as an entryway to Highway 1. Significant issues include protection of the wetlands on the east side and the hillside areas on the west side of Shoreline Highway.

There are few undeveloped parcels in the Manzanita area. The majority of the area, as seen on map GP 5, has been developed commercially or is in publicly owned open space. There is State owned land in this area that is used as a CalTrans storage yard as well as commuter parking. The City does not anticipate that the types of land uses which exist in this area will change during the term of this plan. The hillside behind the Fountain, Fireside Motels and the old Buckeye Restaurant represents the boundary between the Manzanita and the Marin City areas and has limited development potential under County zoning.

The Manzanita Green is an area along Richardson Bay shoreline which contains a number of underwater lots that were established as part of the original Steckler Pacific subdivision of the bayfront. Under current County zoning regulations these properties will remain as permanent open space. The Northern Pacific Railroad right-of-way which traverses the Manzanita Green is currently used as a section of the San Francisco Bay Trail, the multi-purpose pedestrian and bicycle path that connects Sausalito, Tamalpais Valley and Mill Valley. City policies support these land uses.

The boundary of the Sphere of Influence in this area has been the subject of discussion between LAFCO, Mill Valley and Sausalito. The Plan proposes that Manzanita be a part of the Sausalito Sphere of Influence and that discussions continue with LAFCO and Mill Valley representatives.

Golden Gate National Recreation Area

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

East Fort Baker

East Fort Baker is a historic district listed in the National Register of Historic Places. The setting and views are unique. In 1986, 12 historic buildings and 238 acres of land were transferred to the GGNRA by the Army. The remainder of the area is under Army jurisdiction. The transferred buildings were vacant and deteriorated, requiring extensive work for their preservation and adaptive use.

The GGNRA General Management Plan calls for a sandy beach backed by grass and trees, and the modification of Presidio Yacht Club into a day center, including eating space, comfort stations and rental sports equipment. East Fort Baker has also been considered an eventual staging area for the entire Marin Headlands. The planned use for the historic buildings bordering the parade ground is for a conference/seminar center and a hostel. The other buildings are proposed for classrooms, dormitories and work/play areas for education or recreation programs. The Bay Area Discovery Museum opened in several of the buildings in late 1990.

The Plan proposes that East Fort Baker be a part of the LAFCO defined Sausalito Sphere of Influence. However, prior to taking any formal action, the City will enter into discussions with LAFCO, GGNRA and US Army representatives.

Assuming that East Fort Baker will become a part of Sausalito's Sphere of Influence, the City would continue the policies and programs of the GGNRA General Management Plan in promoting this area as a recreational and educational area. The City has designated the area around Horseshoe Bay as Public Institutional. In designating this area as Public Institutional, it is the intent of the City to view the uses found in the area, i.e. the Bay Area Discovery Museum and Coast Guard Station, in the same manner in which the Bay Model in Sausalito is viewed. The City supports the complementary marine related and educational uses.

The majority of the lands located within East Fort Baker are to remain in open space. The existing military housing would remain and would be a prime candidate for low to moderate income housing.

■ Growth Management Background

Sewer Service

The Sausalito/Marin City Sanitary District (SMCSD) is responsible for the collection, treatment and disposal of waste water from nearly all of the City of Sausalito. (Wolfback Ridge disposes of waste water by private septic tanks). The type of waste water produced in Sausalito is primarily

residential and commercial sewage. There is some limited industrial sewage produced in the Marinship area.

Besides the City of Sausalito, the SMCSO provides sewage collection, treatment and disposal services to the unincorporated area of Marin City, the Tamalpais Community Services District, the Golden Gate National Recreation Area, and East Fort Baker. A combination of force mains and gravity sewers transports the sewage to the treatment plant, located just south of the City's southern boundary. In 1987, the sewage treatment plant was expanded from a primary treatment and disposal facility to a primary and secondary treatment facility. By permit, the plant capacity is 1.8 million gallons of sewage per day (mgd) during dry weather. During wet weather, the plant is permitted to process up to 5.5 mgd. The current sewage flow is approximately 1.3 to 1.4 mgd from the District's service area. This flow reflects the current drought conditions. Typical dry weather sewage flow is approximately 1.5 to 1.6 mgd, or 83 to 89 percent capacity of the plant.

Although the SMCSO facility is nearing capacity, the current SMCSO policy is to continue to accept new connections and expanded use by existing customers based on local approvals, so long as the plant capacity permits. Capacity will not be reserved for new projects. Permits will be issued by the SMCSO on a first-come first-served basis. The General Plan proposes to work with the SMCSO to develop a list of criteria that would identify those development proposals that would require the District's review prior to City action. For those projects that are deemed to require written documentation from the District, the City would send a referral letter to the District during the review period for project completeness.

The maintenance of the sewer mains is the joint responsibility of the SMCSO and the City of Sausalito with the bulk of the responsibility falling on the City and its property owners. The main trunk line is serviced by SMCSO. Maintenance of feeder lines from developed areas in town to the main trunk line is the responsibility of the City. Laterals from private structures to the City's feeder lines must be maintained by the private property owner.

The City has begun a comprehensive program to upgrade the sewer system through replacement or relining of existing sewer pipes throughout Sausalito. The program is scheduled to begin in 1993 and is expected to take a total of 15 to 20 years to complete. It is being funded by a sewer replacement surcharge on properties in the City.

The City has an ongoing maintenance program consisting of TV monitoring of the sewer lines to check for leaks and ground water infiltration. A sewer ordinance has been adopted by the City which requires upgrading of existing substandard lines when private property is developed.

Storm Drainage

The City's storm sewers have been found to be generally adequate. Repair and maintenance will be required throughout the life of the Plan. Currently such maintenance is funded through the City's General Fund. As a method of assuring funding for continued maintenance and rehabilitation of the storm drains, the City could consider adoption of a storm sewer maintenance fee to be collected from all property owners similar to the sewer replacement surcharge.

Water Supply and Distribution

With the exception of the Wolfback Ridge area, the City's domestic and commercial water service is supplied by the Marin Municipal Water District (MMWD). The main feeder system for the City of Sausalito is a transmission pipeline located under Bridgeway.

MMWD's historical water usage within the entire MMWD jurisdiction for the past twenty-five to thirty years has varied during normal years from a low of approximately 23,000 acre feet to a high demand of 33,000 acre feet in 1987. The District's potable water commitments, including services awarded since 1987 and presently unused commitments, total about 35,000 acre feet a year.

In March of 1993, the Marin Municipal Water District signed an agreement with the Sonoma County Water Agency (SCWA) to obtain additional water sources from SCWA. This agreement was signed after the voters of Marin County passed Measure V in November, 1992. This process was brought to bear due to the continuance of a six year drought, and the operational deficit of MMWD. With the new source of water becoming available to MMWD, the District's water service connection moratorium was lifted in March, 1993. MMWD's purchase agreement with SCWA is in compliance with MMWD's recently adopted Water Supply Master Plan.

Over the life of the General Plan, it is possible that drought conditions will return to the MMWD service area. It is also possible that growth within the MMWD service area may place unforeseen demands on the availability of new water services. Based on these two assumptions, it is possible that, in the future, water service may not be readily available. In order to announce any potential water service problems early in the development proposal process, The General Plan calls for the City to work with MMWD to establish a list of criteria specifying which type of development proposals that would necessitate MMWD review. For those projects that are deemed to require written documentation from the District, the City would send a referral letter to the District during the review period for project completeness.

In order to promote wise and efficient water consumption, the City will continue to support MMWD in its efforts to promote the planting of drought tolerant landscaping and the minimization of water intensive landscaping such as turf. To reduce the City's consumption of drinking quality water, the City will explore the use of reclaimed water to water the landscaping found along the median strips and parks.

Pacific Gas and Electric

The PG&E reports that it will be able to supply adequate electricity and gas to Sausalito and the surrounding areas in the future. New buildings in the State are required to conform to energy conservation standards specified by Title 24 of the California Administrative Code. The state allows developers to comply with the standards by incorporating design features into a building, by using nondepletable energy resources, or by demonstrating that the building would consume no more than a specified quantity of energy. Documentation showing compliance with these standards is submitted with the application for the building permit, and the standards are enforced by the Building Official.

The City of Sausalito is entitled to approximately \$65,000 annually from PG&E for its undergrounding program. Normally it is necessary to accumulate funding from several years allocation in order to fund a specific underground project. In addition, the City requires the undergrounding of electrical lines when either new electric services are planned as in new construction, or when there is a change in electric service. At present, PG&E estimates that approximately 8 miles, or 30%, of its circuits are underground, and undergrounding costs tend to range from \$900,000 to \$1,200,000 per mile.

Fire Service

There are two (2) fire stations located in the City. The main station is located across Caledonia Street from the Police Station. Fire Station #1 shares the same parking problem as the Police Station in that there are not enough parking spaces for both visitors and employees. The general space needs of the Fire Department at Station #1 have been met through a series of expansions and improvements over the years. Station #2 is located on Spencer Avenue near the interchange with Highway 101. It is this station that provides fire protection for the uphill areas of Sausalito.

With the assumption of very limited growth and no major annexations planned for the next twenty years, the Fire Department does not anticipate the need for any further space or additional stations. However, the City is the only agency, outside of the Coast Guard stationed at East Fort Baker, that provides fire protection for the waterfront areas of the City as well as the entire Richardson Bay area. The City's Fire Department is equipped with a boat that has fire fighting capabilities and an air-boat for rescue purposes.

Police Service

The Sausalito Police Department, located at the corner of Caledonia and Johnson Streets, is generally considered to be adequate in size although remodeling has been found to be necessary for both basic work productivity improvements and seismic upgrading. As a major part of the City's first line of defense in case of earthquakes or other disasters, it is important for the Police Station to be capable of functioning at all times. As an ongoing program, the City will continue to include the remodeling of the Police station in its annual Capital Improvements Program (CIP) budget with the priority going towards the seismic retro-fitting of the building.

While the Police Station is now conveniently located between and adjacent to both Downtown and Caledonia Street shopping districts, it has been found that the Police Department could function just as well from headquarters anywhere in Sausalito, since most of the officers are on the street and out of patrol cars. In any event, adequate visitor and employee parking is a continuing problem at the present site. Assuming no major annexations in the next twenty years, no additional police personnel, other than those authorized in the mid to late 1980's, is anticipated.

Library Services

The Sausalito Public Library is located at the Civic Center on Caledonia and Litho Streets. Currently open for 48 hours a week, it provides one of the most highly used public services in Sausalito. Personal service is expected and provided by four full-time employees. The Sausalito library is also used by residents of southern Marin County due to the greater number of open hours than branch County libraries and the research services provided. The library is tied into

the Countywide system for access to a large supply of materials. Storage of materials is expected to be a problem before long, even with computer storage of certain materials. A review of the Library's space allocation within the Civic Center may be appropriate, given the intense use of its facilities.

Public Schools

Sausalito is served by two public school districts. Bayside/Martin Luther King school and North Bay School in Marin City are Kindergarten through 8th grade schools under Sausalito School District jurisdiction. Tamalpais High School (grades 9 through 12) in Mill Valley serves students of Sausalito and is under Tamalpais Union High School District jurisdiction. Alternative public schools for students with special learning needs are available at Mewah Mountain and San Andreas Schools in Larkspur (grades 9 through 12).

Bayside/Martin Luther King school had an enrollment of 285 children at the end of the 1991-92 school year. The campus has a capacity of 400 children. The current enrollment reflects the average enrollment for the school. The school district is anticipating that the enrollment will increase over the next several years, but not significantly.

Tamalpais High school is the public high school serving the Sausalito area. The school had an 826 student population at the start of the 1992-93 school year. Seventeen and a half percent (17.5%) of the school population, 144 students, are from Sausalito planning area. These numbers include the Marin City and Shoreline areas. The campus has a teaching capacity of 1,200 students, although approximately 2,200 students were accommodated at one time in the past. The school district has experienced an average decline in the student population of eight percent (8%) during the 1990-1992 school years. The district's student population projections have indicated that this trend has reversed and an increase of approximately five percent (5%) can be expected over the next five years.

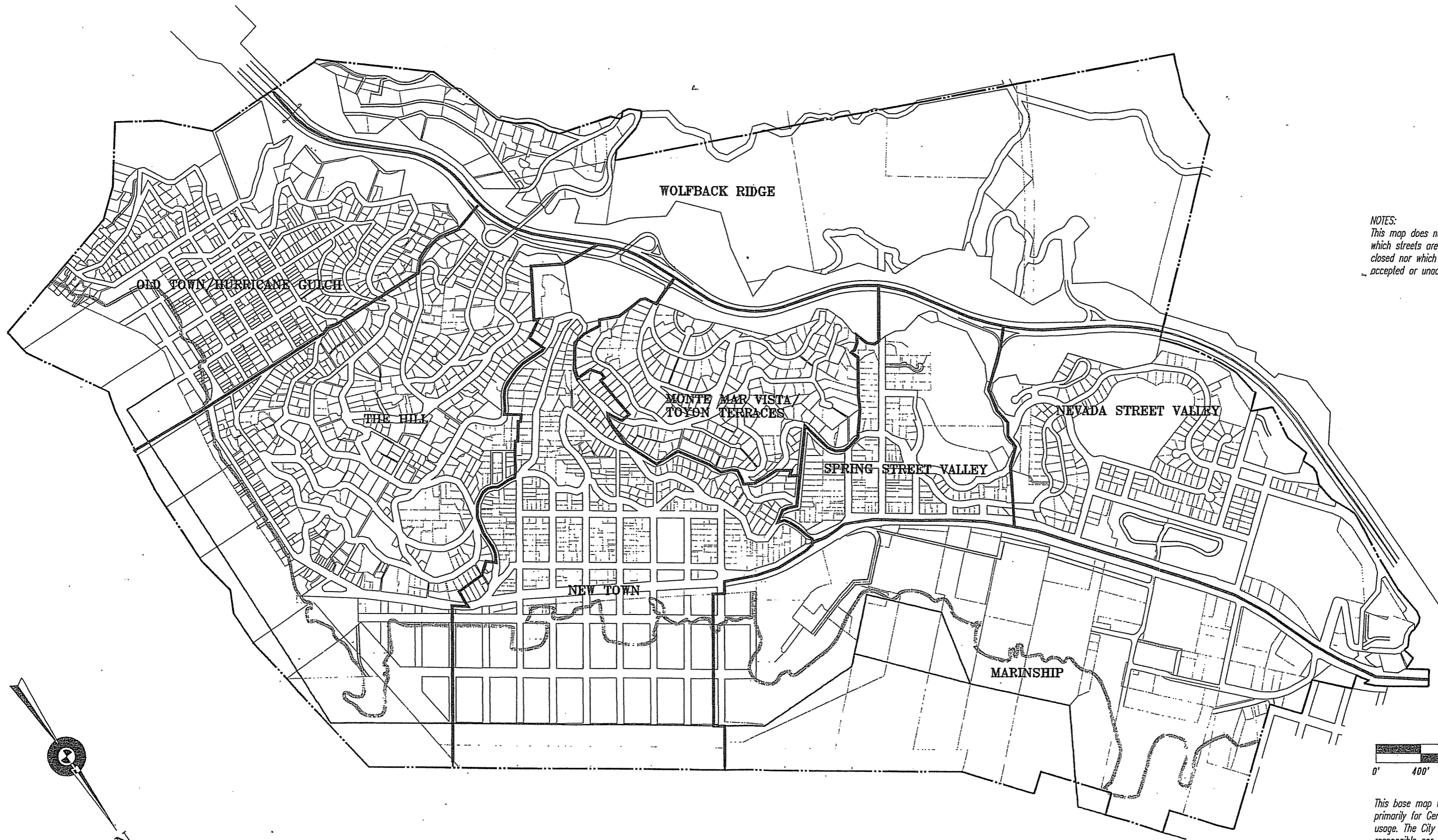
The Tamalpais High School campus is one of the oldest facilities in Marin County and is in need of rehabilitation. The school district is in the process of evaluating the existing condition of the facility and the projected student population increase in order to determine what improvements are needed.

Solid Waste Disposal

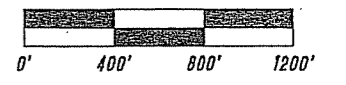
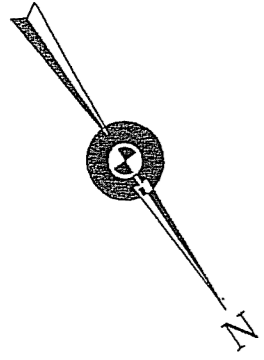
Sausalito is currently under contract with Bay Cities Refuse to collect and dispose of the City's refuse and recycling. The solid waste generated in Sausalito is disposed at the Redwood Sanitary landfill located north of Novato near the County line. Currently, the landfill accepts 650 tons of solid waste from Marin County per day.

Recycling programs are mandatory in all jurisdictions in California pursuant to AB 939. Pursuant to this state law all cities in Marin County are required to reduce solid waste generation by 25 percent by 1995 and 50 percent by 2000. The City's new recycling program started in July of 1992. By the end of 1993, the City was diverting 23.1 percent of its solid waste by recycling. Bay Cities anticipates that the City will meet the goal of 25 percent reduction by 1995.

NEIGHBORHOODS
CITY OF SAUSALITO - GENERAL PLAN



NOTES:
This map does not purport to show which streets are legally open or closed nor which streets are legally accepted or unaccepted.

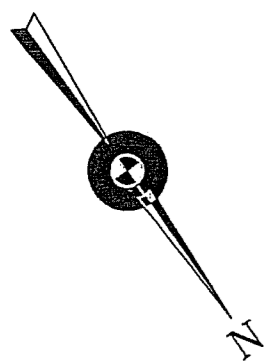
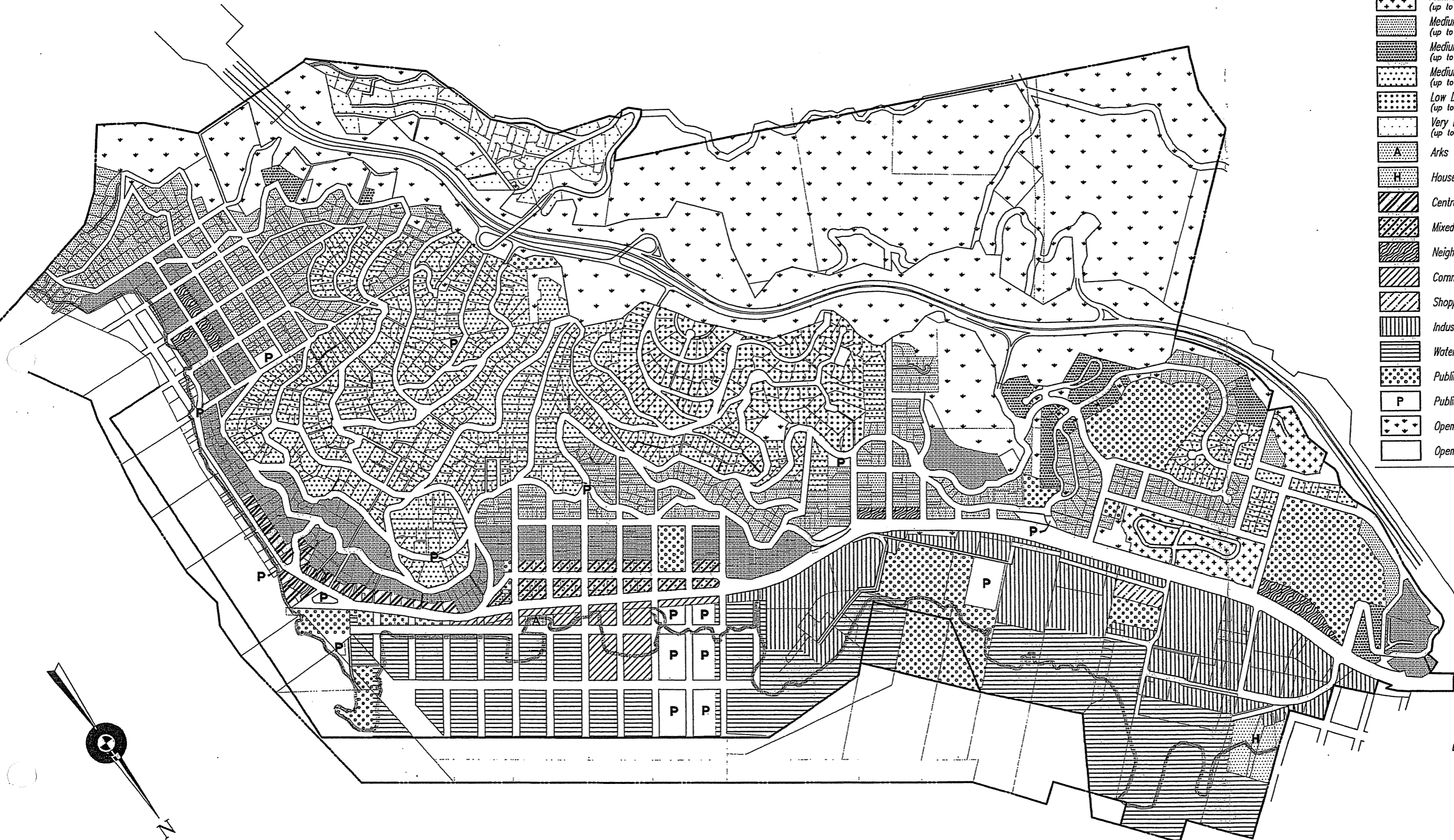


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**LAND USE
CITY OF SAUSALITO - GENERAL PLAN**

LEGEND



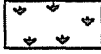
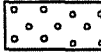
	High Density Residential (up to 29 dwelling units per acre)
	Planned Development Residential (up to 22.3 dwelling units per acre)
	Medium High Density Residential (up to 17.4 dwelling units per acre)
	Medium Density Residential (up to 8.7 dwelling units per acre)
	Medium Low Density Residential (up to 7.3 dwelling units per acre)
	Low Density Residential (up to 5.4 dwelling units per acre)
	Very Low Density Residential (up to 2.2 dwelling units per acre)
	Arks
	Houseboats
	Central Commercial
	Mixed Residential & Commercial
	Neighborhood Commercial
	Commercial Waterfront
	Shopping Center
	Industrial
	Waterfront
	Public Institutional
	Public Parks
	Open Space
	Open Area

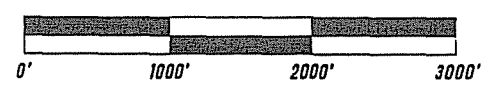
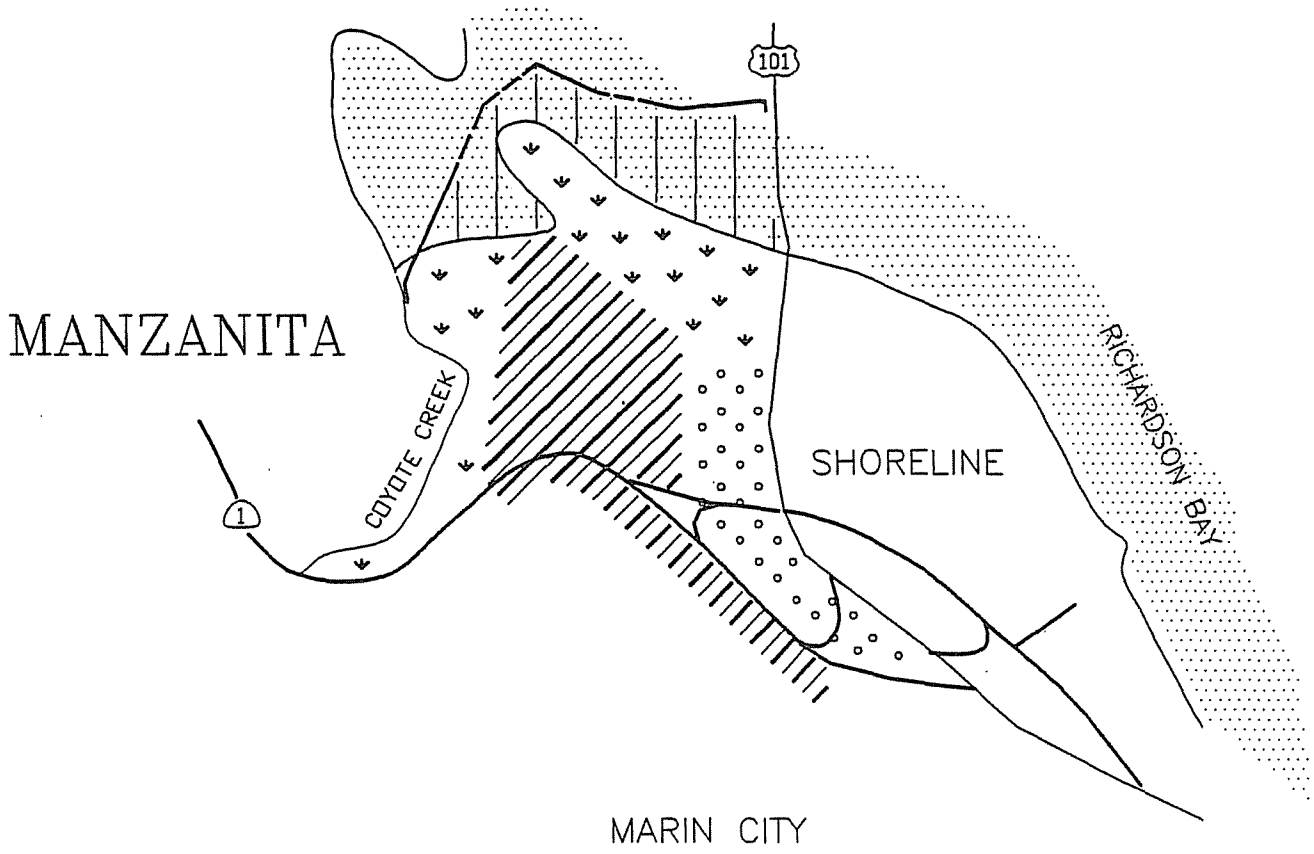


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SPHERE OF INFLUENCE - MANZANITA
CITY OF SAUSALITO - GENERAL PLAN

LEGEND

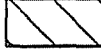




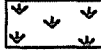
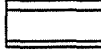
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	Open Area
	Open Space
	Public Institutional



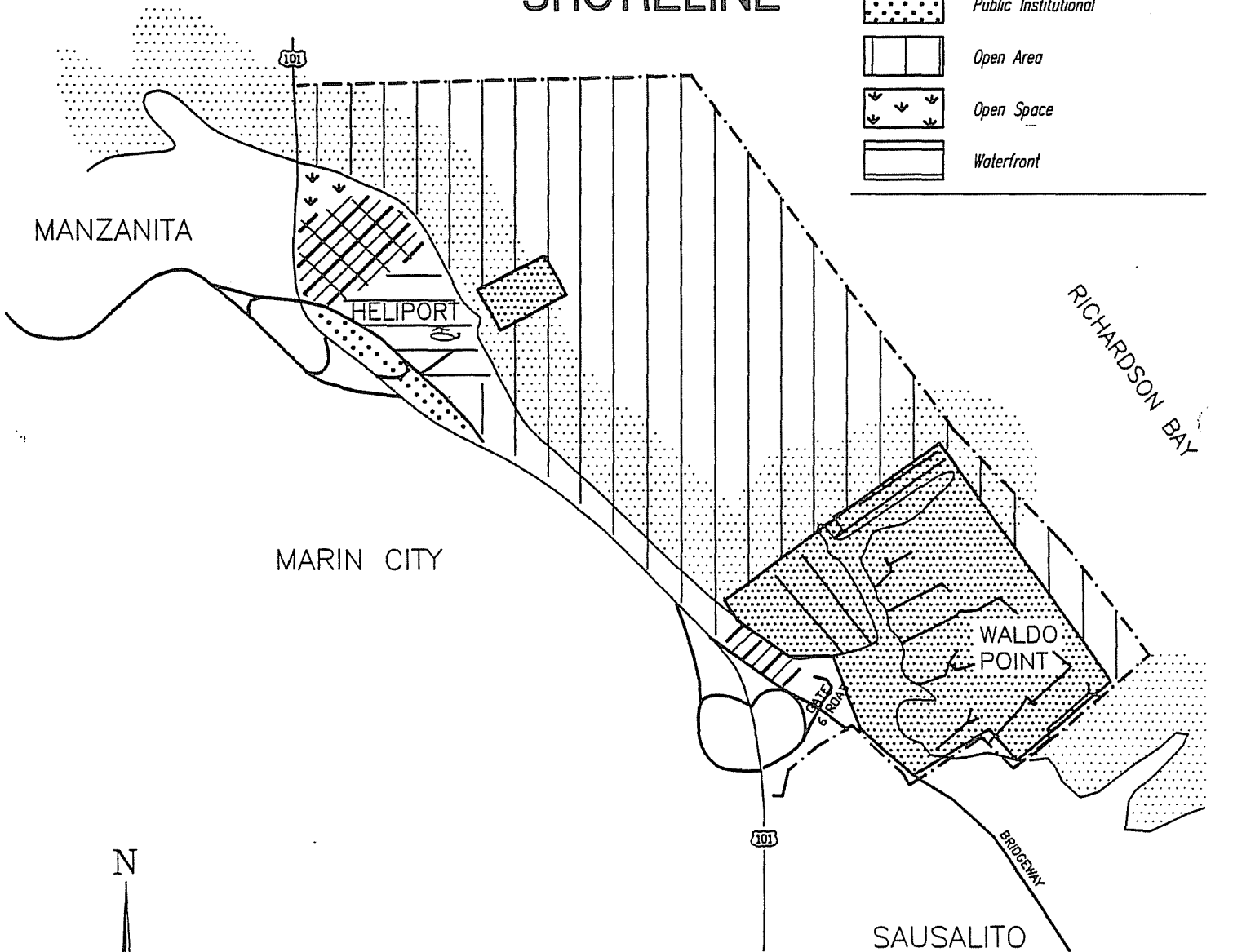
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SPHERE OF INFLUENCE - SHORELINE
CITY OF SAUSALITO - GENERAL PLAN

LEGEND

-  Conservation
-  General Commercial
-  Houseboats
-  Public Institutional
-  Open Area
-  Open Space
-  Waterfront

SHORELINE

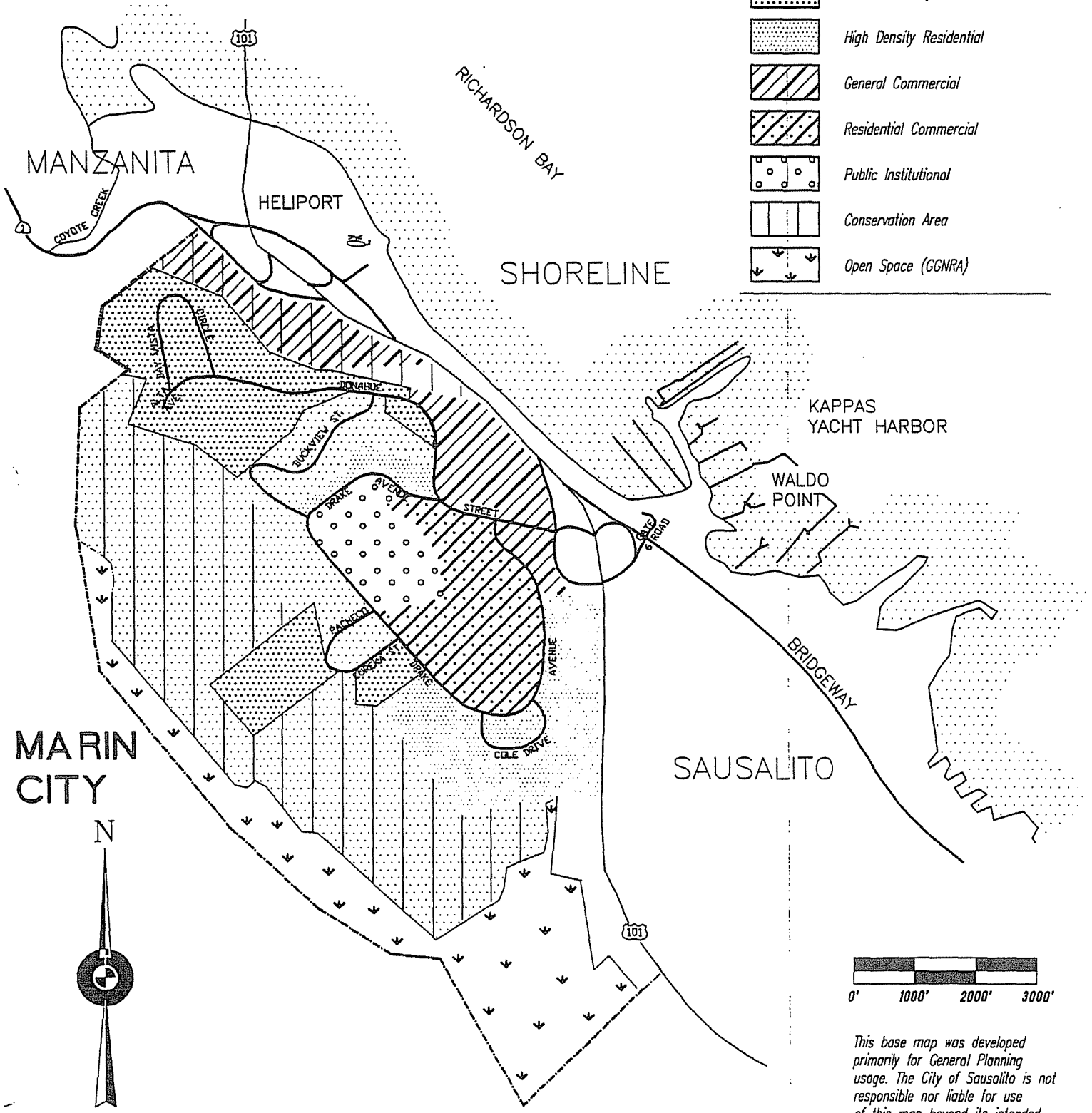


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**SPHERE OF INFLUENCE - MARIN CITY
CITY OF SAUSALITO - GENERAL PLAN**

LEGEND

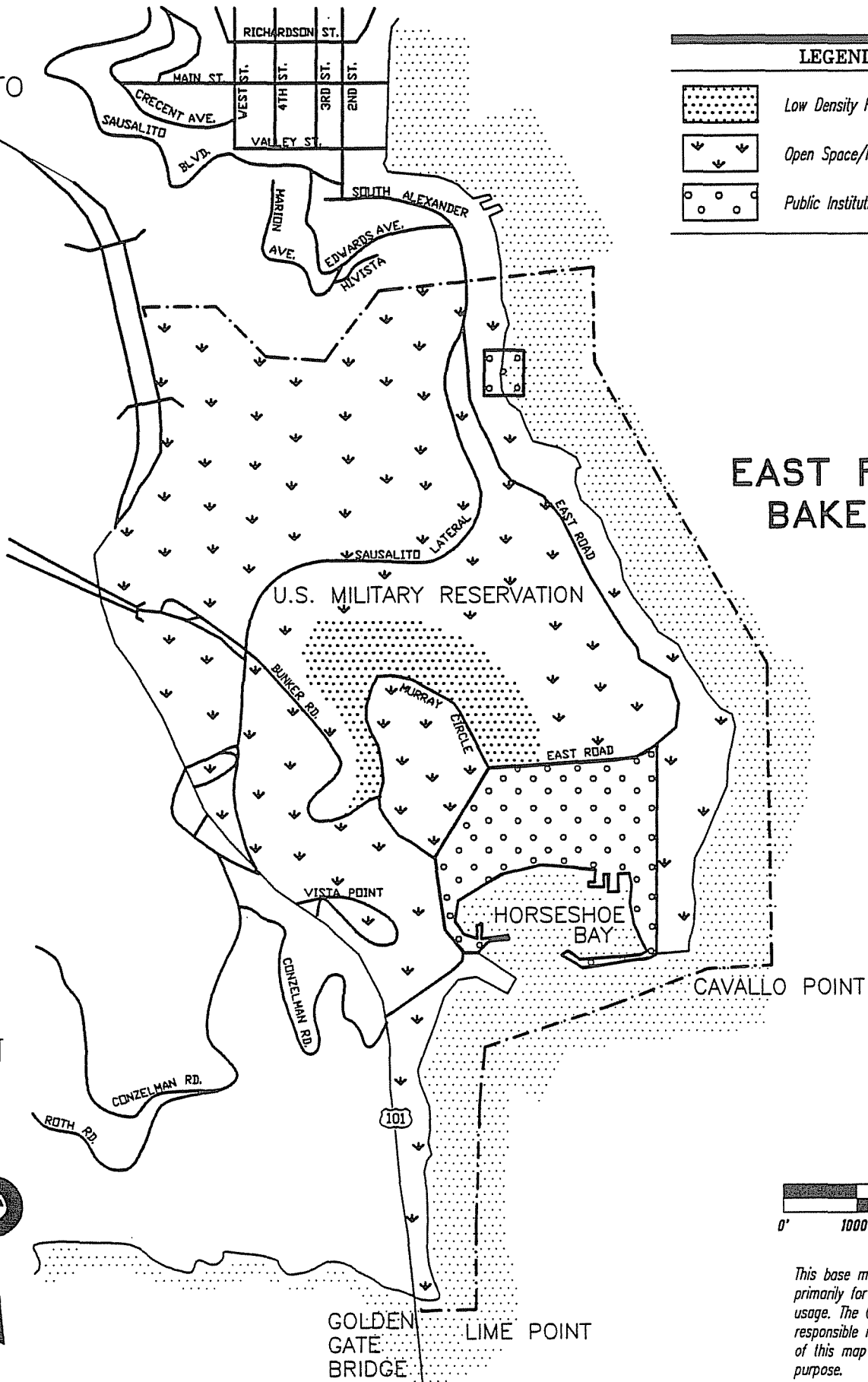
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	Medium Density Residential
	High Density Residential
	General Commercial
	Residential Commercial
	Public Institutional
	Conservation Area
	Open Space (GGNRA)



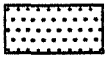
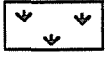
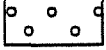
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SPHERE OF INFLUENCE - EAST FORT BAKER
CITY OF SAUSALITO - GENERAL PLAN

SAUSALITO



LEGEND

-  Low Density Residential
-  Open Space/Parks
-  Public Institutional

EAST FORT BAKER



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