

September 28, 2010

Subject: Imagine Sausalito Recommended Actions Summary

Dear Mayor Leone and City Councilmembers:

Your Sausalito Business Advisory Committee is pleased to submit the attached Imagine Sausalito "Recommended Actions Summary". This document is a concise and user-friendly summary of all the Imagine Sausalito committee reports – it does not supersede or replace these important reports, but simply organizes the findings and standardizes the format, clearly outlining the tasks, issues and priorities established by the Action Committees.

We hope that this Summary is a convenient reference and resource for you but that the actual committee reports are also always used as a resource for City staff and City consultants when reviewing all existing and future projects in Sausalito. The countless volunteer hours and energy that went into the Imagine Sausalito process should not be ignored; it was a valuable community-based process that deserves ongoing recognition.

The Business Advisory Committee intends to stay involved and to track these Recommended Actions on a quarterly basis to ensure that they continue to be considered by Council and staff.

Sincerely,

Business Advisory Committee

Jonathan Leone (City Council Rep)
Herb Weiner (City Council Rep)
Cheryl Popp (Chamber Rep)
Joe Lemon (Chamber Rep)
Jeff Scharosch (Chamber Rep)

Adam Krivatsy (City Resident)
Eckart Noack (City Resident)
Amy Clawson (BAC Appointee)
Peter Van Meter (BAC Appointee)

Attachment: Imagine Sausalito Recommended Actions Summary, September 2010

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City of Sausalito

Imagine Sausalito

**RECOMMENDED
ACTIONS
SUMMARY**

Business Advisory Committee

September 2010

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1.0 Introduction

This report is a summary of the recommendations of the three primary action committees in the *Imagine Sausalito* visioning process. These three committees were:

Waterfront and Marinship Committee (WAM)
Harbor and Downtown Action Committee (HDAC)
Transportation Action Committee (TRAC)

Each of the final reports issued by these committees is comprehensive and full of important background information and analysis detail. **This Summary does not supersede or replace any of these reports, and it is essential that policy makers refer to the original contents.**

Notwithstanding this, the Business Advisory Committee (BAC) recognizes that these reports organize their findings and present their recommendations in different formats. This summary brings them together in one place for consistency and shows where the committees independently arrived at the same conclusions.

1.1 Background

These committees were three of six action committees established by the City Council in July 2007 as part of a visioning process that the City commenced in 2003. The process started with the City's Business Advisory Committee working to develop a plan for the overall economic viability of the town over the long term.

Initial input came from two Business Visioning Summits in 2004 and 2005, and two Resident Roundtables, also in 2005. These ideas led to a professionally managed telephone survey of resident's interests and priorities in September 2006.

A number of positive themes emerged from these efforts, and the City Council set in motion the *Imagine Sausalito* process to obtain the widest citizen participation possible in planning for the City's future. *Imagine Sausalito* was kicked off in early 2007 with a standing room only audience of over 140 participants. These people divided themselves by interest into six working groups, and undertook an intensive series of study sessions. The Work Groups were:

Business Mix
Maritime Support
Bike and Pedestrian Facilities
Buses, Boats and Piers
Infrastructure, Telecom and WiFi
Cultural Heritage

The working groups presented their recommendations at public forums in May and June 2007 and at two City Council meetings in July 2007.

To move these recommendations forward, six action committees were established to show in detail how the goals set forth by the *Imagine Sausalito* working groups could be implemented. The six action committees were, along with the dates that they filed their final reports:

Transportation Action Committee – March 9, 2010
Waterfront and Marinship (WAM) Committee – May 18, 2010
Telecom Action Committee – May 2007
Harbor and Downtown Action Committee – April 24, 2009
Historical and Cultural Committee
Finance/Economic Action Committee (the Business Advisory Committee)

The WAM Committee members were appointed by the City Council, while the others were comprised of “self-selected” interested volunteers. The final reports of these committees are available on the city’s website at <http://www.ci.sausalito.ca.us/>. Select City Hall, scroll to Boards and Commissions, scroll to Business Advisory Committee, and select a committee to see its respective report.

2.0 Overriding Recommendation

The action committee reports should be a “blueprint” or framework for policy decisions in all areas where their recommendations apply. This does not mean that they can or should be adopted en mass, but only that they should be the beginning point in the normal course of decision making.

Transparency and public input is essential in the process of forming policy, and even more so in areas of land use and public amenities. The action committee reports represent perhaps the most massive accumulation of public input in recent memory, with recommendations derived from hundreds, if not thousands of hours of public participation over a period of several years. That is why the recommendations have the “weight” to be the first point of reference in decision making.

The BAC recommends that projects brought forth for consideration by the Planning Commission and City Council should acknowledge the Action Committee recommendations and, at a minimum, identify and include the recommendations as alternatives. Design consultants should be directed to the Action Committees’ final reports as reference materials. Such actions can avoid possible construction of costly improvements that are in conflict with the *Imagine Sausalito* process as later refined through further public discussion. The BAC strongly endorses the recommendation in each final report that calls for the material to be used as an active resource.

2.1 Immediate Actions

These reports, as appropriate for a *visioning* process, look forward decades into the future. They also look at matters of immediate concern, and make recommendations that can result in improvements now. Part of that process is to undertake the studies necessary to validate assumptions behind the recommendations or to provide additional supporting information.

The following items are listed in the reports as necessary candidates for immediate action. The status is noted along with the recommending committee.

- 2.1.1 Initiate the groundwork needed to develop a new comprehensive plan for the Marinship, whether as a Specific Plan update or a General Plan update (WAM)
- 2.1.2 Assure completion of the \$100,000 study for the North/South Greenway Bike and Pedestrian Path (In Progress, portions *not* consistent with recommendations) (TRAC, HDAC, WAM)
- 2.1.3 Take steps to assure that the \$200,000 NMTTP Bridgeway to ferry terminal grant project is consistent with proposed recommended pedestrian and bicycle links (Design adopted, *not* consistent) (HDAC)
- 2.1.4 Provide funding for and conduct economic studies:
 - A City-wide economic study combining the recommendations of all of the action committees (This is a wider scope than the pending BAC Economic Development Study by Robert Eyler) – Pending, Eyler proposal approved in concept (HDAC)
 - A market study to identify land uses that could be permitted in the Marinship (WAM)
 - An economic analysis of the waterfront to determine what rental rates are needed to offset the costs of permitting, construction, environmental mitigation and infrastructure improvements (WAM)
- 2.1.5 Work closely with the Golden Gate Bridge Highway and Transportation District (GGBHTD) to assure compatibility of their current terminal reconfiguration with Sausalito's plans for the area (In process) (HDAC)
- 2.1.6 Identify desirable and necessary waterfront infrastructure improvements for environmental remediation, and how to address subsidence, seismic, flooding sea-level rise issues, including evaluation of the consequences over the long term of maintaining the status quo (WAM)

- 2.1.7 Undertake the necessary engineering and design studies to develop a concept and estimated cost for building a bulkhead along the side of parking lot #3, including determining the feasibility of adding this portion to the bulkhead project along the north side of Sausalito (Spinnaker) Point (HDAC)
- 2.1.8 Use non-toxic decking material for the Sausalito Point bulkhead walking surface (TRAC)
- 2.1.9 Perform feasibility and cost/benefit analyses of the Phase I downtown recommendations to provide sufficient information for a meaningful public decision making process (HDAC)
- 2.1.10 Establish a shuttle system between Cavallo Pt. and Marin City using vehicles committed by the Park Service and the City and install a shuttle compressed liquid fueling station at Bayside School (TRAC)
- 2.1.11 Install mooring buoys and guest docks in one or more recommended locations (TRAC, HDAC)
- 2.1.12 Reevaluate the benefits of the new steps project between Sausalito Blvd. and Marion Ave., and clarify the right-of-way issues and pursue the implementation of the Cazneau – Filbert link (County grant funded), and five other pilot projects (TRAC)
- 2.1.13 Map the shoreline trail with participation by affected maritime industries and property owners (TRAC)
- 2.1.14 Working in conjunction with the Army Corps of Engineers, install a new tie-up dock at the Bay Model (TRAC)

2.2 Near-Term Actions

Other than specifically identified immediate recommendations (above), each committee report did not necessarily indicate the phased timing of its recommendations. Given the context of the following items in the reports, the BAC feels that these items fall into the category of projects that can be studied, debated and acted upon in the near term, given the will and resources to do so.

- 2.2.1 Subject to the mapping study above, create a leisurely bicycle and pedestrian path (shoreline trail) close to the waterfront from Main Street to the northern City limits, including a downtown bay front promenade (TRAC, HDAC, WAM)
- 2.2.2 Upon completion of the studies recommended above, and subject to a public vote, replace a portion of the asphalt on parking lot #1 with a community plaza having small scale amenities and appropriate access. Parking lot #3 can be reconfigured to accommodate the spaces removed from lot #1 (HDAC, WAM)

- 2.2.3 Expand Gabrielson Park, including shoreline improvements and water access amenities (HDAC)
- 2.2.4 Provide more and better bicycle parking downtown in conjunction with a comprehensive bicycle management plan with possibly a locker for rental bikes (TRAC, HDAC)
- 2.2.5 Study and support a water taxi service on Richardson's Bay with multiple stops in town as well as other destinations (TRAC, WAM, HDAC)
- 2.2.6 Replace lot #1 gates with a pay station system, also providing access for ferry passenger pickup (Completed, partially consistent) (HDAC)
- 2.2.7 Complete a number of Central District projects, including refurbishing Yee Tock Chee Park, curb bump out at Princess St., pier repair at Horizons, sidewalk and tree improvements on Bridgeway and a lower path along the water north of Horizons (HDAC, TRAC, WAM)
- 2.2.8 Promote access and diverse activity on the waterfront by funding navigational channel dredging; rehabilitation of City owned piers and docks; more dinghy access points, service piers and pump-outs and enforcement of the bulkhead line (WAM, TRAC)

2.3 Mid and Long Range Actions

The purpose of this Recommendations Summary is to bring together those actions that can be considered in the time frame of the next fiscal year or two. The reports contain a number of very creative and interesting long range plans, some of which are already in the study stage by other private and government entities.

The source reports cover these options in detail, including the background research and analysis that went into the recommendations. A few of the most important ideas are presented here.

- 2.3.1 Primarily through the process of revising the Marinship Specific Plan, along with identifying funding concepts and sources, work to satisfy the WAM Mission Statement:
 - *To recommend a vision for the Marinship and the entire waterfront that enhances economic vitality, fosters the historical maritime and artistic character, promotes private-public partnerships to improve the infrastructure and increase public access in a way that acknowledges and reconciles Sausalito's diversity*

- 2.3.2 Develop new land use goals for the Marinship that enable this *vision* to happen, while acknowledging the market reality that overall economics must be adequate to retain below market rate desirable uses and also provide support for infrastructure improvements (WAM)
- 2.3.3 In addition to addressing basic infrastructure issues in the Marinship such a environmental contamination, flooding and subsidence, consider additional improvements such as a new loop road, parking structure tucked below Bridgeway and more public accessible access points (WAM)
- 2.3.4 Proceed with studies already underway to provide street car (trolley) service along major roadway corridors in Marin, with service between downtown Sausalito and Mill Valley being first priority (TRAC, HDAC)
- 2.3.5 Working with the GGBHTD, replace the floating ferry dock with a stone quay that would accommodate two ferries, water taxi service and visiting vessels (HDAC, TRAC)
- 2.3.6 Reconfigure the Bank of America/parking lot #2 block to add retail frontage on Bridgeway (HDAC)
- 2.3.7 Reconfigure streets and sidewalks to improve the tour bus parking and loading area for increased efficiency, safety and quality of visitor experience (HDAC, TRAC)
- 2.3.8 Relocate the Sausalito Yacht Club and expand Gabrielson Park to open up bay views (HDAC, WAM)
- 2.3.9 Working with leaseholders or upon lease expiration, rearrange access roads, parking lots and other facilities to further expand parks and create space for community events (HDAC)

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