

**INTRODUCTION TO  
THE SAUSALITO  
GENERAL PLAN**

# INTRODUCTION TO THE SAUSALITO GENERAL PLAN

## *Section 1.1*

### **AUTHORITY AND PURPOSE**

All cities and counties in California are required by State law to prepare and adopt a General Plan which must meet detailed legal requirements. The Sausalito General Plan is intended to do much more than merely meet the legal requirements. It is intended to be a statement of how the citizens of Sausalito view their community, and, most importantly, how they want it to be in the future.

The California Government Code specifically defines the purpose and content of General Plans. Primarily, State law requires that the General Plan be an integrated, internally consistent document containing analysis and data supporting its proposed objectives, policies, standards and actions. Subject areas that must be covered in the plan are land use, circulation, housing, safety, open space, conservation and noise.

In addition to the mandatory elements, the Government Code permits local agencies to adopt optional elements to reflect and accommodate local conditions and circumstances. The Community Design and Historical Preservation Element of the Sausalito General Plan is considered an "optional" element under State law but is a key element of Sausalito's General Plan.

The broad purpose of the General Plan is to express policies which will guide decisions on future development and resource conservation in a manner consistent with the quality of life desired by Sausalito residents. The goals in the General Plan are achieved in three ways:

- (1) **Policies and Standards** provide the basis for zoning, land subdivision, design, historic preservation and other regulations;
- (2) **Findings of Consistency** with policies must be made when approving projects to assure that day-to-day decisions on development applications and capital improvements are consistent with the General Plan; and
- (3) **Implementing Programs** are identified when specific follow-up actions are needed.

## *Section 1.2*

### **ORGANIZATION OF THE SAUSALITO GENERAL PLAN**

The General Plan contains seven chapters. In addition to this introductory chapter, the following six chapters, each containing two parts - (1) Objectives, Policies and Programs; and (2) Background - are included.

- Chapter 2*     **Land Use and Growth Management.** Includes the mandatory land use element in addition to optional policies concerning the management of growth in the community.
- Chapter 3*     **Housing.** Includes policies and background information required in the mandatory housing element. Additional information required by state law is contained in the housing element technical appendix.
- Chapter 4*     **Community Design and Historical Preservation.** Includes optional policies concerning community appearance and the preservation of historical structures and sites.
- Chapter 5*     **Circulation and Parking.** Includes the mandatory circulation element.
- Chapter 6*     **Environmental Quality.** Includes the mandatory open space element as well as policies on parks and recreation facilities and programs, pathways and trails, vegetation and wildlife resources, waterfront and biotic resources, and air and water quality.
- Chapter 7*     **Health and Safety.** Includes the mandatory noise and safety elements.

Preliminary background reports have been prepared for transportation, biotic resources, archaeology, noise and geology. These include background data and information which have assisted in development of policies contained in the Plan elements. Several community surveys were conducted as part of the Plan's preparation. The results of these surveys are also summarized in a separate report. An Environmental Impact Report (EIR) has also been prepared and certified by the City Council on the Plan.

### *Section 1.3*

## **IMPLEMENTATION OF THE PLAN**

**I**mplementation programs which are important to achieving the goals of the Plan are listed in each element under the appropriate policy topic. All of the programs identified in the General Plan will require follow-up action; either further study, ordinance adoption, special funding consideration or other public review.

Zoning is the primary instrument for implementing the General Plan because it provides very detailed standards and requirements for various land use districts. Each parcel of land in the community is designated in one of those districts. Zoning regulations establish standards for minimum lot size, building height and setback limits, lot coverage, lot to building floor area ratio (FAR), fence heights, parking, and other development parameters within each land use zone. State law requires that the zoning ordinance be amended to be consistent with newly adopted General Plan policies within a reasonable period of time, generally considered to be two years.

The General Plan recommends that an annual review be prepared to evaluate the status of Plan programs in order to establish each year's work priorities within the framework of other City needs. A comprehensive review and revision of the plan will be undertaken at least every five years, beginning in 2000.

#### *Section 1.4*

### **PUBLIC PARTICIPATION IN CREATING THE PLAN**

The City was assisted in preparation of the Plan by the General Plan Steering Committee composed of 15 members appointed by the City Council and representing a broad spectrum of community interests. The Steering Committee reviewed a "Working Draft" of each chapter of the General Plan. In June, 1993, the Steering Committee completed its review of the Draft General Plan and approved its release to the public. Included in the Steering Committee's version of the Draft General Plan were introductory statements to the various elements of the General Plan prepared by several Committee members. These statements have been included in this public participation section of the final version of the General Plan. The purpose of the introductions is to provide the reader with a general sense of the thoughts of the Steering Committee membership which guided the formulation of the goals, objectives, and policies of the elements of the General Plan and are retained for the historical perspective such statements provide. These statements do not necessarily reflect the goals, objectives, and policies of the City's Planning Commission in recommending approval of the General Plan or of the City Council in adopting it, and are not intended to be used as (legally) binding interpretations of the purpose of the General Plan or of any specific element contained in the Plan.

#### **General Plan Introduction - written by Bea Seidler**

*In the spring of 1989, the Sausalito City Council appointed 15 residents to a Steering Committee to work with City staff in updating the General Plan. Our role was to assure that the key planning issues were identified and addressed, reflecting the concerns and values of Sausalito's residential and business community.*

*Two well-attended town meetings were held. Two citywide mail surveys had a wide response. The Steering Committee held more than 50 public meetings encouraging participation in the process. Countless field trips were arranged covering every aspect of Sausalito's neighborhoods, business districts, waterfront and parks. Sub-groups studied and contributed immeasurably to a variety of issues from historical preservation and design to affordable housing, paths and walkways.*

*The recommendations herein are the result of what was perceived by the Committee to be the desires of the community - fulfilling our charge. Members were invited to include their own signed thoughts which appear throughout this Plan.*

*As we move toward the 21st century, Sausalito and its environs are still somewhat jewel-like despite, or perhaps because of, all those who over the past 150 or so years have tried to fix it. We evolved as a cohesive small town partially by happenstance: Spring water, weather, contours of the land, war, transportation, and job opportunities all played a role. But most of all, an ever-changing mix of people and viewpoints have shaped Sausalito. Some were*

*short-sighted; others saw beyond the moment. The town is ours only briefly. I paraphrase a thought of Bill Moyer's: When change comes, as it must, be sure to bargain for something of value to leave for the future.*

**Land Use and Growth Management Element - written by Charles Ruby**

*When listening to Sausalito residents talk about what they like about their town, one is struck by the many common themes. Among them are preservation of the small town character, maintenance of architectural and citizen diversity, and the need to retain the green, tree-dominated hillsides. The challenge of a General Plan effort is to translate concepts like these into usable guidelines, goals and codes.*

*Much of the long General Plan update process centered around land use and housing. It is in these two areas particularly where the property rights of individuals come face-to-face with the collective rights and aspirations of the community. Interestingly, the aim of both points of view is to maintain and improve the quality of Sausalito life.*

**Land Use and Growth Management Element - written by Lore Phillips**

*All is not the possessions but the desires of mankind that require to be equalized. (Aristotle)*

*We recognize that one of the major factors that makes Sausalito such a desirable place to live is the diversity of life styles and occupations it has derived through a rich and colorful history. We want to preserve this diversity.*

*While also recognizing that changing times have naturally affected the character of our waterfront, our shopping districts, and our residential areas, our goal is to limit the over-commercialization of Sausalito.*

*In pursuing this goal, balancing the needs of all our zoning districts to keep pace with the times becomes more difficult. We face continuing challenges: preventing one zoning district (or use) from over-shadowing another, preserving the integrity of each district, assuring compatibility of uses, and preserving the economic viability of each, to the best of our abilities.*

**Housing Element - written by Sol Silver**

*Sausalito has a distinct visual quality which sets it apart from other Marin communities. As a residential setting, Sausalito accommodates a special variety of housing, activities and life styles that respect their natural setting. This blend of small scale, fine grained cottages in the wooded glens and flats, the houseboats at the water's edge, and the amphitheater-like, stepped terraces with view estates on the hillsides are a fragile mixture.*

*This plan seeks to strengthen community identity and diversity in these residential settings by protecting and enhancing the best aspects of our historic development while permitting an appropriate measure of incremental change and growth. Active citizen participation in the plan and in review of development based on the plan is essential.*

### Community Design and Historic Preservation Element - written by Phil Frank

*Sausalito is a city blessed with two great attributes - a unique hillside/seashore setting and a long and unique history which is reflected in many of the structures that make up its residential and commercial areas. Sausalito has homes that came around Cape Horn, disassembled in the hulls of square-rigged sailing ships, stately English residences, turn-of-the century houseboats, finely-crafted homes built by Portuguese craftsmen, railroad buildings, Victorian commercial buildings, ferryboats and sailing ships, old schools and churches converted to residential and commercial uses, homes designed by historically important architects, and artifacts left over from the Northwestern Pacific Railroad, the Panama-Pacific Exposition, and the World War II Marinship Shipyard.*

*It is this eclectic assemblage of old and new, land based and floating structures, and hillside neighborhoods looking down on a bustling harbor that makes Sausalito such a delightful place for people to visit and residents to enjoy.*

*It is not the aim of this or any plan to turn Sausalito into a live-in museum which disdains change of any kind. The intention is, instead, to remind residents that the charm of the town is found in its architectural mix and balance, and that change, when it occurs, should take into account not just the individual property but the scale of its neighboring homes, the surrounding trees and views, and the town it is a part of.*

### Community Design and Historic Preservation Element - written by James Leefe

*Good design can come only from the designer. It cannot be legislated. The best one can expect from a design review board is to prevent the worst - the worst a board can do is to stifle the best. But this is not to say that we should not have design review. Only that review should avoid aesthetics where it can have little effect and concentrate on those aspects of our surroundings that have a direct and tangible influence on the quality of life.*

### Circulation and Parking Element - written by Billie L. Anderson

*Traffic and circulation has long been a popular tool to project the effect of development within Sausalito's city limits. Ease of movement throughout one's home town is certainly a priority in the fast-paced and shrinking world. For this reason, the traffic and circulation element of the General Plan will certainly continue to be used as a limiting device.*

*However, a recurring theme among Steering Committee members was that the General Plan would offer insight into the values and goals of Sausalito residents, that it would function in a positive way to accomplish beneficial changes.*

*The committee worked to respond to resident, staff and council concerns in its deliberations about what has changed and what has remained the same since the adoption of the original Plan in 1970.*

*What follows in this and other elements of the updated Plan is a concern for quality of life in Sausalito. Social, economic and environmental vitality as well as preservation of Sausalito's unique sense of community are important if we are to protect the character of Sausalito, an elusive attribute that is best understood through personal experience.*

### **Environmental Quality Element - written by Dorothy Gibson**

*The preparation of this General Plan for the City of Sausalito has paralleled the preparation for, the holding of, the largest world conference in the history of mankind: the United Nations Conference on Environment and Development. Human beings have become the center of concern for sustainable development. All the world, every nation, every community, every individual is now held accountable and responsible for the caretaking of the Earth. It was not a benevolent gesture. It was a mandatory principle for survival. The Earth has been desecrated.*

*In Sausalito we have been blessed with a comfortable climate, urban proximity of jobs and cultural activity, sea life and mountain life. Clean air because the winds blow eastward, more rainfall than most of the surrounding counties, and a national, state and local park system to envelop it all. Being blessed, the area attracts would-be inhabitants, visitors and tourists. Especially, here in Sausalito, we must be mindful, protective, be firm in our commitment to protect the environment. The Golden Gate National Recreation Area, the most popular National Park in the country, has countless throngs tramping over it each year. As the ruts, the erosion, gets deeper, the lupine, the poppies, the blue butterflies, and the songbirds leave - giving way to people, to scavenger jays, gulls, pigeons, coons, possums and rats. As streets are paved for safety and access, they become more inviting for detours and traffic jams. As sea water is the recipient of toxic ground run-off, motor boat oils and human waste, it continues its polluted state. And, drinking water, ground-contained water, becomes suspect. Although the air may still feel, be fresh air does circulate around the Globe. We are not free. We must be tough.*

### **Health and Safety Element - written by Barbara Geisler**

*If there was a single underlying theme in our discussions during the last three years, it was agreement that Sausalito's diversity is most worthy of protection. When this draft of the General Plan update is brought before the citizenry for review, I hope this diversity is well represented when members of the community voice their opinions and argue their positions. The process is not speedy, but it is the only way to retain those parts of the community that we hold dear.*

In September, 1993, the Planning Commission began its review of the Draft General Plan. After holding thirty five hearings on the Draft General Plan, the Planning Commission forwarded their recommended version of the Draft General Plan to the City Council on January 11, 1995.

The City Council began its consideration of each individual element of the Planning Commission recommended Draft General Plan on January 21, 1995 and concluded its review of the elements on August 1, 1995. During this time period, the City Council held eleven public workshops on the Draft General Plan. After certifying the Final EIR, the City Council adopted the General Plan on September 19, 1995.

The General Plan review has also included other jurisdictions. Through preliminary interviews, noticing, and review of draft elements, the General Plan work has been coordinated with Marin County, affected school and utility districts, Mill Valley, and the Marin City Community Services District (CSD).

## *Section 1.5*

### **HISTORY OF SAUSALITO'S DEVELOPMENT - written by Wayne Bonnett**

Sausalito has been an oddity for well over one-hundred years. Odds were against it ever becoming a town in the first place. It is unlike most of the other small towns in Northern California in its beginnings and its growth, and probably its future. When William Richardson, an Englishman by birth and a Mexican by choice, received a Mexican land grant, he took possession of the Marin Headlands in 1838 and called it Rancho del Sausalito. He envisioned a sprawling cattle ranch similar to other land grant ranches in the region, but with one big difference. His property had abundant fresh water pouring eternally into a convenient, protected cove that opened onto San Francisco Bay, about as close as one could safely anchor to the Golden Gate. The original inhabitants of Sausalito, called Uimen by the Spanish and no doubt something entirely different by themselves, already had been decimated by European ignorance, neglect, and exploitation. Now a new epoch was about to begin.

Richardson wasn't interested in starting a town. He wanted to build an empire. He wanted control, power, and wealth control of the access to the Bay and its tributaries (he was already Captain of the Port of San Francisco), political power that would come from hobnobbing with the powerful Mexican families of the region (he was already married to the daughter of the Commandant of the Presidio), and wealth that would spring naturally from his diverse enterprises. In addition to raising cattle, he sold vegetables, water and firewood to visiting ships, collected duties and port fees, and traded along the California coast.

What Richardson didn't count on was the California gold rush. After the big strike in 1848, he stood by with his trappings of Mexican authority, certain of his impending prosperity, as the gold-seeking hordes began to arrive. But Richardson the Patron was ignored, his land got trampled over and squatted on, his cattle were stolen, and his whaler's cove bypassed in favor of the new port of Yerba Buena across the Bay. His pastoral world of patronage and genteel influence lay beneath the feet of thousands of newcomers who cared nothing for local laws and traditions. He was forced to concede defeat and sell most of his beloved rancho. He died a broken, disillusioned man.

After the gold dust settled and Richardson was lowered into his grave, the hottest game around San Francisco Bay was starting new towns. Every creek outfall and river delta from Mission San Jose to New Helvetia (the future Sacramento) was envisioned as the new capitol city of the new state of California. Land developers by the score came from back East to start new metropolises the Bay was certainly big enough for another San Francisco, or another New York for that matter.

The shambles of Rancho del Sausalito were gobbled up by fast thinkers and ambitious entrepreneurs. Charles Botts, Virginia lawyer and argonaut, had bought Sausalito's cove from a desperate Richardson during the gold rush and now planned a city and a U.S. Navy shipyard for Sausalito. Through political machinations, Mare Island became the Navy facility and Botts abandoned any hopes for Sausalito's future. His still-born town consisting of a few shacks and many unsold waterfront lots sank back into the tidal mud.

Next came a hastily assembled agglomeration of San Francisco businessmen who wanted in on a promising Sausalito real-estate deal. Richardson's lawyer Sam Throckmorton had been left with a big chunk of Richardson's debt-ridden former rancho and was highly motivated to sell it. He did in 1868 to the San Francisco businessmen who called themselves the Sausalito Land & Ferry Company. They were poised to make a quick profit from view lots, summer cabins, and duck blinds. A few of the nineteen partners in the new venture, however, actually saw Sausalito's potential as a permanent town, with real homes and real shops. They convinced the majority to give it a try. The mud flats and hillsides were surveyed, roads were graded, and ferry service inaugurated. The company directors sat back to watch the money roll in. It didn't.

No one got rich quick off Sausalito in those days. The Land & Ferry Company struggled along riddled with debt for a decade. They touted the magnificent views, the sublime climate, the cheap land still there were few takers. There were better deals to be had elsewhere. Other settlements around the Bay were becoming cities, ports, and agricultural centers. Still others rose and fell with little trace. Sausalito did neither. It languished but did not die.

At last came the breakthrough: Sausalito Land & Ferry Company directors in 1871 cut a deal with the fledgling North Pacific Coast Railroad to extend their tracks into Sausalito. With the little town strategically located at the Golden Gate and now linked to the north coast by rail, Sausalito at last began to grow. New residents came in a slow but steady stream; Americans, Portuguese, English, Germans, Italians, Chinese, Greeks all adding to the emerging character of Sausalito. The railroad brought workers and merchants as well as rich San Franciscans to Sausalito and a residential pattern was established that lasted for decades.

Sausalito became a concentrated, prosperous transportation junction, with working class modest homes in Old Town, the site of Botts' false start, well-to-do families on The Hill, small vacation homes in the shady glens and steep sunny hillsides, and a polyglot assortment of workers, merchants, and residents in New Town, centered on Caledonia Street. Old duck blinds became arks and seasonal houseboats, waterfront businesses sprang up, saloons and boatyards, churches, railroad shops, and grocery stores.

By 1893, residents felt confident enough in their town's future to incorporate. Local politics was intense in those days, not unlike the present (and probably the future). Although many residents commuted by ferry to San Francisco, they usually left their hearts in Sausalito. The town was not just another bedroom community or vacation hideaway. It had a deserved reputation as a refuge for free-thinkers, for those with an artistic bent and an independent streak. At first glance the town appeared divided on almost any issue of significance between the "hill people" and "the water rats." But a closer look reveals many points of view and many groups, from quiet orthodox church-goers to saloon gamblers to exploitive developers and boosters.

As Marin County grew after the turn of the century, Sausalito became the principal port of entry for Marin commuters, who largely ignored the internal, local life of Sausalito as they passed through each day. When the Golden Gate Bridge was proposed in the 1930's, some residents feared the town would wither because the new bridge would bypass the town. A movement began to bring the main bridge approach through the center of Sausalito. The main thoroughfare, Water Street, was renamed Bridgeway Boulevard, a not-to-subtle hint to bridge planners. (In 1938, the name was shortened to Bridgeway.) Another group of residents were horrified at the

prospect of all that traffic slicing through the serenity of Sausalito. A compromise was reached: Sausalito got a roadway direct to the bridge, but the main highway bypassed the town.

The bridge, as promised, opened Marin to increased development. Land prices soared, people came. The bridge succeeded so well that the ferries and trains were abandoned by 1941, and Sausalito again became a backwater. Some predicted the imminent demise of Sausalito with the loss of the trains. Good riddance said others. Before the town's fate had been decided, the debate over the trains and ferries paled before another momentous event: World War II.

After Pearl Harbor, government officials scurried about the Pacific Coast for building sites for emergency shipyards. Merchant ships were needed desperately. Most existing shipyards were devoted to warships and repairs so new yards had to be built. The Bechtel Company found sleepy little Sausalito and the mud flats of Richardson Bay just north of town. The Maritime Commission said "go" and, before anyone could utter "zoning regulations," bulldozers were pushing fill, houses were razed, concrete was poured, buildings were built, and steel ships ready for launching loomed over Sausalito's waterfront.

Marinship employed 70,000 workers from all over America as merchant "Liberty" ships and tankers slid down the launch ways. The local housing supply was overwhelmed. Attics and basements were converted to rentable rooms, and a residential center north of town was built Marin City. The shipyard operated around the clock. Despite the turmoil of wartime upheaval, Sausalito retained its essential character and, when the war ended in 1945 and the shipyard closed as abruptly as it had opened, the town settled back to the business of being Sausalito.

Change came in the post-war years but Sausalito missed the explosive building boom of the 1950s, principally because most of the land was already developed residentially or commercially. As cities across California annexed huge open parcels and adjacent small towns for development, Sausalito remained confined by military reservations and the Bay. Tourism and tourist shops came to Sausalito in the 1960's but, again, the town dodged the explosion of recreational development of that decade, the golf courses, luxury high-rise hotels, country clubs and the like.

Debate over what to do with the former shipyard, the moribund lands along the waterfront continued for years. As in-fill residential development took place in the hills, the downtown areas of Sausalito changed little physically. Shops came and went, the dime store gave way to the tourist shop, the butcher and baker yielded to the candle-stick maker, but the basic architecture remained the same. Soon it became obvious that the Marinship area was not dead, that it was home to many small businesses, arts and crafts. Recognition of that has guided development of the last large parcels in the city.

Residents today, for the most part, are imbued with the same spirit of involvement and participation that has always characterized Sausalito. The town retains most of its first-generation commercial buildings and residences. Geographically, Sausalito closely resembles the open land forms of William Richardson's time except for the fill areas of Marinship. Through a series of fortuitous breaks and determination by residents, Sausalito's heritage is one of controversy and debate that has resulted in a highly livable town. I think even William Richardson would recognize it and like it.

## *Section 1.6*

### **FUTURE TRENDS AND ASSUMPTIONS**

The preparation of a plan which describes the policies and actions needed to achieve the City's major goals requires the consideration of the social and economic climate which will shape the future of Sausalito. The following assumptions about those factors were important to the development of the Plan.

#### **■ Limited Land Supply/High Land Prices**

Limited supply of and high demand for land will keep the price for development sites and existing housing high. The ability of people to live in Sausalito will remain restricted as housing costs remain high. The demand for buildable sites will create additional pressures for increased intensity of new and existing uses which, if unmanaged, could potentially affect existing residential neighborhoods, waterfront uses, community character and the availability of local-serving commercial facilities.

#### **■ Public Funding Capability**

As a result of past tax initiatives (Propositions 13 and 4), reduced Federal and State funding and increased local responsibilities in State and Federally-mandated program implementation, it is assumed the City will have increasingly limited resources for services, capital improvements and amenities. The creation of reliable local funding sources will be essential to the implementation of the plan.

#### **■ Limited Infrastructure Capacity**

Current facilities have very limited capacity for expansion. Careful management of the amount and timing of development will be increasingly important.

#### **■ Household Characteristics**

There will be a continuing trend toward smaller households although the decrease in average household size is not expected to be as great as the last ten years. Sausalito has and will continue to have the smallest average household size in Marin County. The number of workers per household is expected to remain about the same. A general aging of the population will continue to occur as Marin County residents are expected to have the highest median age in the Bay Area by 2005.

## *Section 1.7*

### **OVERALL COMMUNITY GOALS**

The 1995 Sausalito General Plan addresses the new and many continuing issues confronting the City since the adoption of the previous General Plan in 1974. The Plan also responds to the many changing conditions of the region, county and City since the 1970's.

The following ten broad goals serve as the basis for more specific policies and implementation strategies. The overriding theme of the Sausalito General Plan is to protect the existing character, unique features and quality of life in Sausalito. The General Plan articulates this theme by defining the goals of the citizens of Sausalito regarding their community.

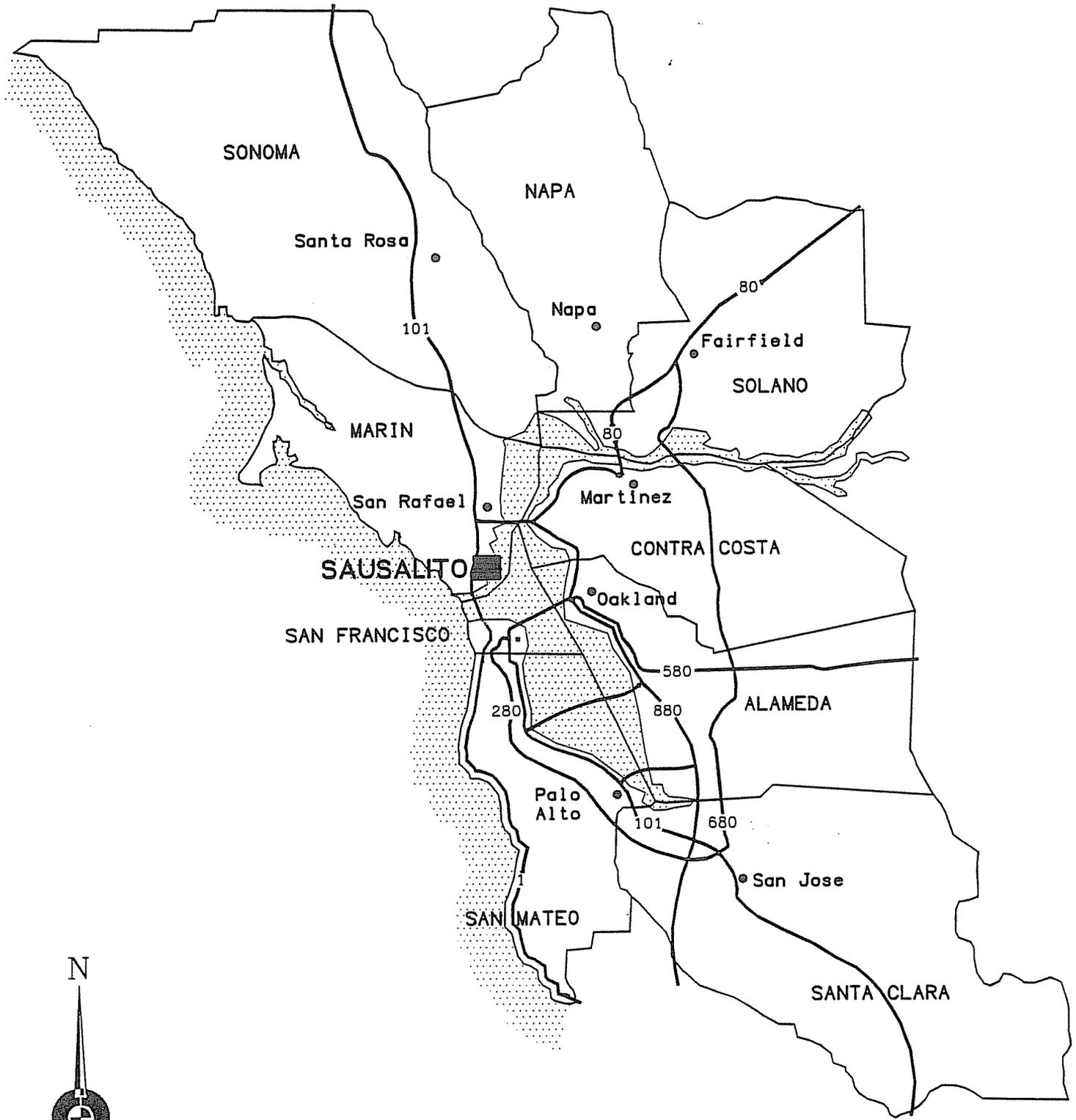
1. **PROTECT AND ENHANCE SAUSALITO AS A RESIDENTIAL COMMUNITY.**
2. **PROTECT THE PRESENT CHARACTER OF SAUSALITO'S RESIDENTIAL NEIGHBORHOODS.**
3. **ENCOURAGE RESIDENT - SERVING COMMERCIAL USES.**
4. **RECOGNIZE THE IMPORTANCE OF THE DOWNTOWN COMMERCIAL DISTRICT TO THE ECONOMIC VIABILITY OF THE COMMUNITY AND PROVIDE AMENITIES FOR SAUSALITO'S VISITORS.**
5. **PRESERVE THE OPEN WATERFRONT AS A NATURAL RESOURCE AND PROMOTE MARITIME USES IN THE MARINSHIP.**
6. **PRESERVE THE HISTORICAL CHARACTER OF SAUSALITO AND ITS ARCHITECTURAL AND CULTURAL DIVERSITY.**
7. **PROTECT THE SCENIC QUALITIES AND THE NATURAL ENVIRONMENT OF THE CITY.**
8. **PROTECT RESIDENTS FROM NATURAL AND MAN MADE HAZARDS AND AVOID EXPOSURE TO UNNECESSARY RISKS TO COMMUNITY SAFETY.**
9. **PRESERVE AND PROVIDE A VARIETY OF HOUSING OPPORTUNITIES IN KEEPING WITH SAUSALITO'S TRADITION OF DIVERSITY.**
10. **MAINTAIN AN APPROPRIATE LEVEL OF PUBLIC SERVICES.**

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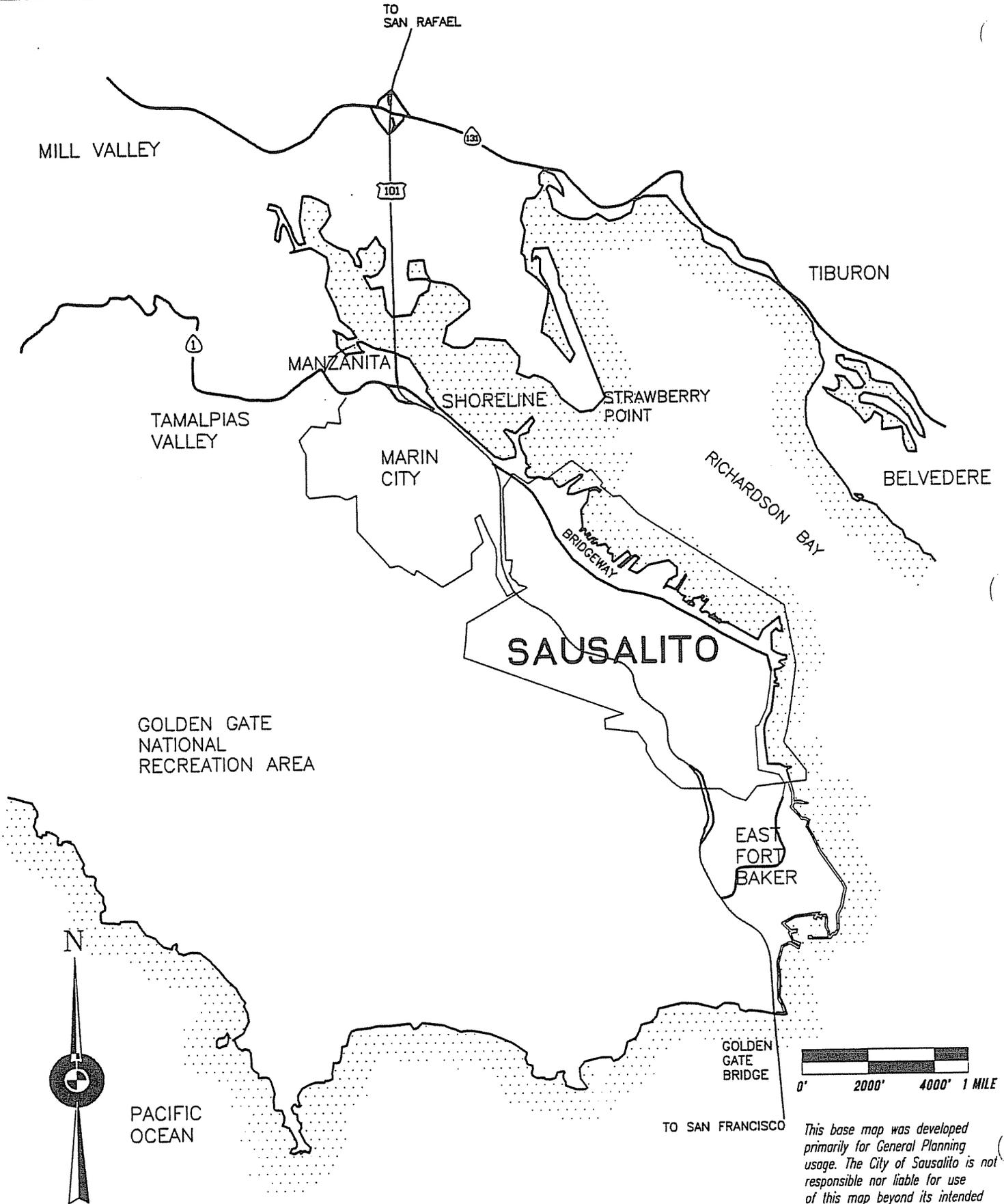
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REGIONAL MAP - NINE BAY AREA COUNTIES  
CITY OF SAUSALITO - GENERAL PLAN



*This base map was developed primarily for General Planning usage. The City of Sausalito is not responsible nor liable for use of this map beyond its intended purpose.*

**SOUTH MARIN COUNTY**  
**CITY OF SAUSALITO - GENERAL PLAN**



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