



CITY OF SAUSALITO PLANNING DIVISION MEMORANDUM

Date: February 12, 2014
To: Historic Landmarks Board (HLB)
From: Steve Padovan, Contract Planner
Subject: **HLB Initial Review and Comments on Proposed Parklet at 621-633 Bridgeway – CDD 13-117**
(Parklet is within the public right-of-way)

Background:

On May 21, 2013, the City Council was presented with a proposal by Mike Monsef, representing Angelino Restaurant (621 Bridgeway), the Venice Gourmet (625 Bridgeway), Venice Pizza (formerly Giovanni's Pizza) (629 Bridgeway), and the Bridgeway Café (633 Bridgeway). Mr. Monsef's request was to have the City Council endorse the submittal of an application for a Design Review Permit and an Encroachment Agreement to remove four public parking spaces and install a "parklet" with outdoor dining tables within the Bridgeway public right-of-way fronting 621-633 Bridgeway. Pursuant to Section 17.16.010 of the Municipal Code, authorization from the City Council for encroachments on public streets is required. In addition, the parklet will be located within the Downtown Historic District.

A parklet is a small public sidewalk extension created by the conversion of street frontage parking spaces to multi-use public spaces for passive and active use. Parklets generally use non-permanent materials and include elements such as seating and landscaping to provide space for people to sit, relax, and enjoy the surrounding area, especially where narrow and/or constricted sidewalks would otherwise limit such activities.

After review of the proposal, the City Council, on a 4-1 vote, authorized the submittal of an application for the parklet with the following conditions:

- 1) The outdoor dining that currently exists on the sidewalk must be relocated to the parklet area;
- 2) No indoor table/chairs shall be moved outside to be used in the parklet;
- 3) Consider weighted (anchor) tables and chairs for the outdoor eating area;
- 4) Remove the yellow loading zone just south of the proposed parklet and replace with meters for two parking spaces;
- 5) The Historic Landmarks Board shall provide guidance to staff;
- 6) The application shall be reviewed by the City Council in March 2014

Mr. Monsef has since submitted a formal proposal for the parklet design which includes the type of materials proposed for the deck and railing and a conceptual view of the landscaping proposed (see **Attachment 2** for a project description and **Attachment 3** for conceptual plans).

Agenda Item No.
4B
(41 pages)

Discussion:

Based on the City Council direction stated above, staff is presenting the project to the Historic Landmarks Board to seek input and comments on the proposed parklet design. Staff is asking the HLB to review the project for compatibility with the existing historic buildings in the surrounding area and for consistency with the Historic Design Guidelines, an advisory document with the purpose of providing guidance to ensure that the changes to the Downtown Historic Overlay Zoning District's built environment will be sensitive to the community's historical legacy. Chapter 3 of the Historic Design Guidelines, Treatment of Special Features, deals with outdoor public spaces and is included under **Attachment 8**.

Attachments:

1. Vicinity Map
2. Project Narrative
3. Site Plans, Design of deck, Perspectives
4. Photographs
5. Brochure from Bison Innovative Products
6. May 21, 2013 City Council Staff Report and Attachments
7. Excerpt from Minutes of the May 21, 2013 City Council Meeting
8. Chapter 3 of the Historic Design Guidelines

I:\CDD\PROJECTS - NON-ADDRESS\CDD\2013\13-117 Bridgeway Parklet\HLB Memo 2-12-14.doc

To whom it may concern:

Date August 19, 2013

This letter is in reference to DR/EA 13-195 response to your concern, even though the matter has been approved by City Consul, but I am responding to your questions again and they are as follows.

Project Description of the Parkle.

RECEIVED

AUG 26 2013

CITY OF SAUSALITO
COMMUNITY DEVELOPMENT

- 1- The seat proposed for
 - A- Bridgeway 8 seat, and 4 tables would be marked by letter B
 - B- Giovanni's 4 seats, and 2 tables would be marked by letter G
 - C- Venice Gourmet 12 seat, and 6 tables would be marked by letter V
 - D- Angelino 8 seat, and 4 tables would be marked by letter A
 - E- The client of the establishment or not. If there is an old person takes a quick rest on the seat I don't think any of the four establishments are going to ask the person don't do but if they each There would be an additional table available for the public or for overcrowded clients
- 2- The hours of use is related to the hours of the operation of each establishment. For the establishment that is open later, they would provide light attached to the building and definitely would be down light to the serving area without disturbing anybody else.
- 3- Weather the seat be available to general public are depend to the user, are they going to be are paying for this arrangement they like to control their investment need the seats obviously they are going to have priority. It is obvious since the establishment has paid for it.
- 4- If establishments that stay open in evening, they definitely will use the parklet seating if weather permits.
- 5- It is well accepted by the establishments that will take their chairs and tables stores inside upon closing. No furniture would remain on the parklet.
- 6- There would be a low seasonal plants and bushes planted in the planter boxes. These planter boxes would designate the area belong to each establishment as well as astatically enhance the area. The canopy and height of these plant would not be any encumbered to view of the passer by. The plans will identify the type and the max. heights.
- 7- For period of approval according to city consul would be for the period of a complete season of tourist attraction to Sausalito.
- 8- The parklet are modular units and upon termination of the period of use if requested that be remove, it is easy to be disassembled. These are the system that has been used all around the Bay Area.
- 9- I am Mike Monsef and I will be the person go in between the merchants and city officials.

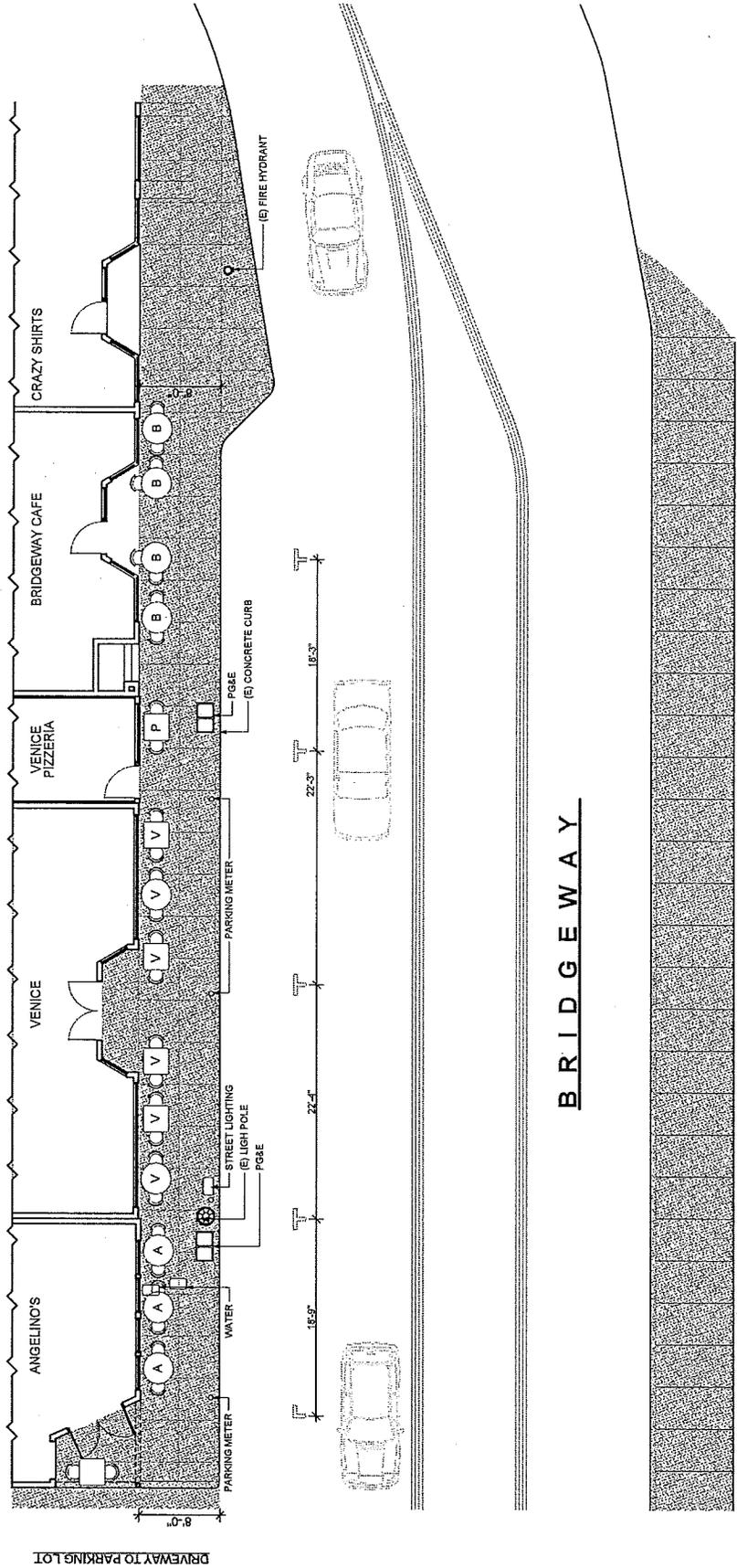
In reference to the site plan:

The project will remain as Venice Parklet Project. Other details are attached as you have required. Upon completion of the construction, each establishment will identify their section by separating with planter boxes.

Upon my understanding from the Community Development this matter is going to the planning commission just for review, as you can see we have already lost one season. I hope the decision will be made by the Community Development as it was indicated upon approval by City Council so our merchant can proceed with the arrangement. Please let us not delay any longer.

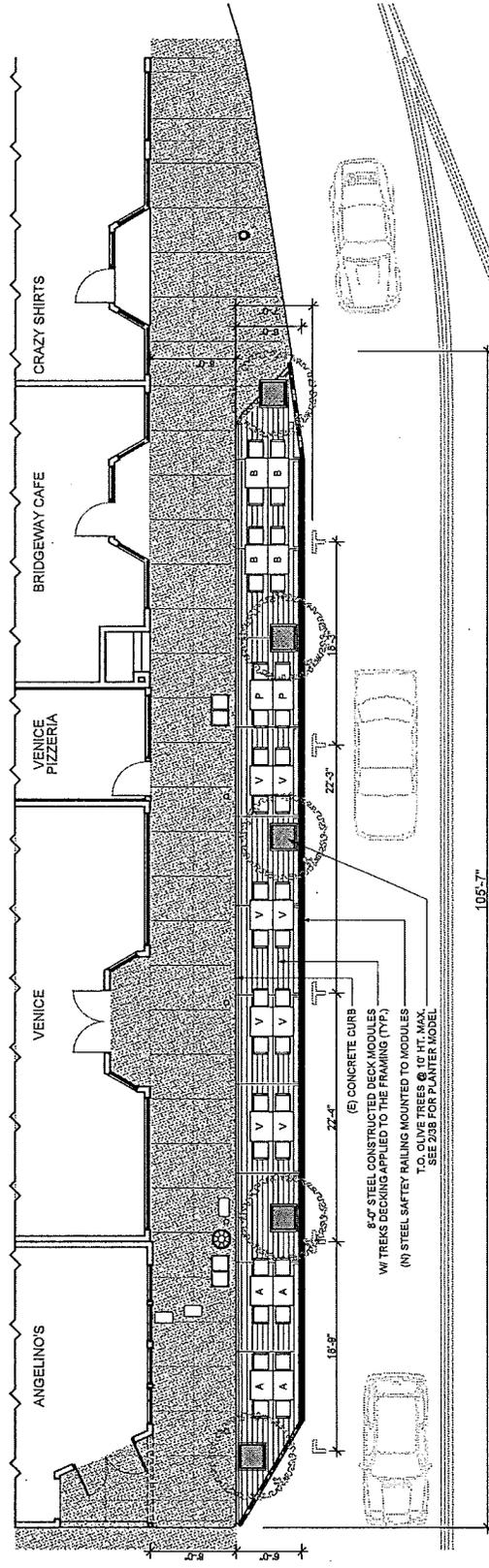
Sincerely

Mike Monsef



EXISTING SITE PLAN

1/16" = 1'-0"



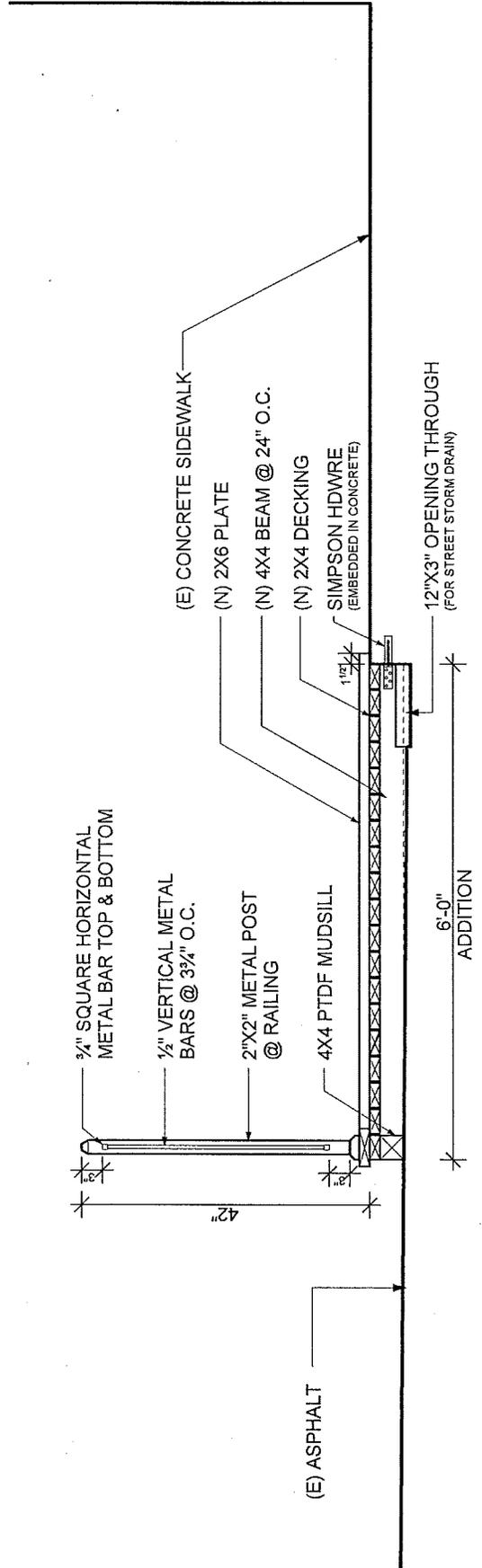
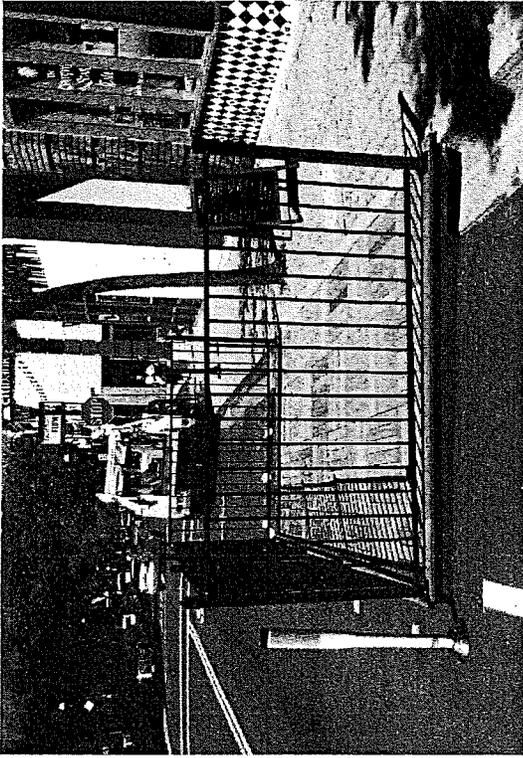
BRIDGEWAY

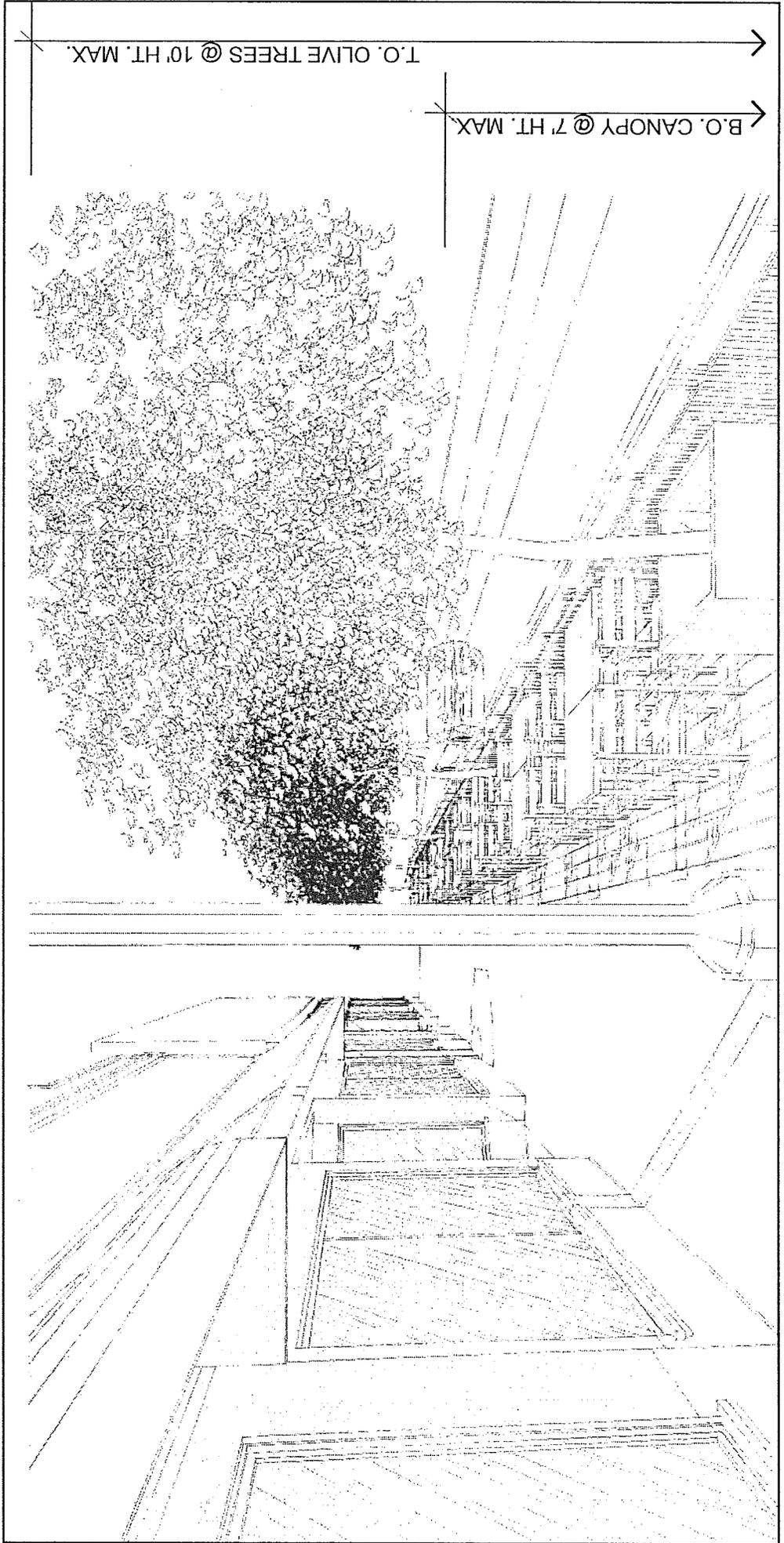


RICHARDSON BAY

PROPOSED SITE PLAN

1/16" = 1'-0"





1 VENICE PARKLETTE PLAN (SIDEWALK PERSPECTIVE)

1' = 1'-0"



2 VENICE PARKLETTE PERSPECTIVE (OPEN RAILING)

1' = 1'-0"

Category

- Beds (888)
- Dressers / Chests (541)
- Bar Stools (453)
- Dining Tables (450)
- Dining Chairs (335)
- Nightstands (281)
- TV Stands (165)
- Accent Tables (121)
- Sideboards (112)
- More Options

Type 1 or more

- Conventional Beds (409)
- Platform Beds (265)
- Storage Beds (217)
- Headboard Only (273)
- Bed Frame Only (22)
- Trundle Beds (103)
- Daybeds (81)
- Dressers (246)
- Chest of Drawers (243)
- More Options

Size 1 or more

- Twin (426)
- Full (469)
- Queen (691)
- King (586)
- California King (387)
- Seats 2 (63)
- Seats 4 (476)
- Seats 6 (365)
- Seats 8 (158)
- More Options

Material 1 or more

- Wood (2862)
- Iron / Metal (899)
- Leather Upholstery (492)
- Fabric Upholstery (482)
- Glass (182)
- Stone / Tile (131)
- Mixed Wood and Iron (117)
- Copper / Hammered (73)
- Wool (72)
- More Options

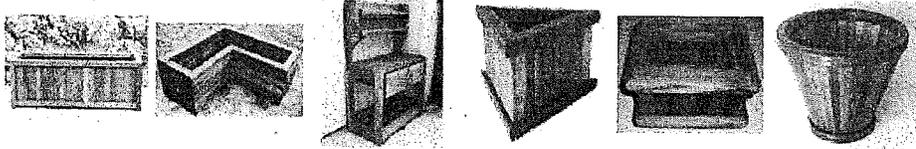
Color Finish 1 or more

- Medium Wood (1788)
- Black / Gray (1023)
- Beige / Brown (964)
- White / Off White (915)
- Dark Wood (792)
- Silver / Pewter (464)
- Bronze / Gold / Brass (384)
- Light Wood (255)
- Copper (209)
- More Options

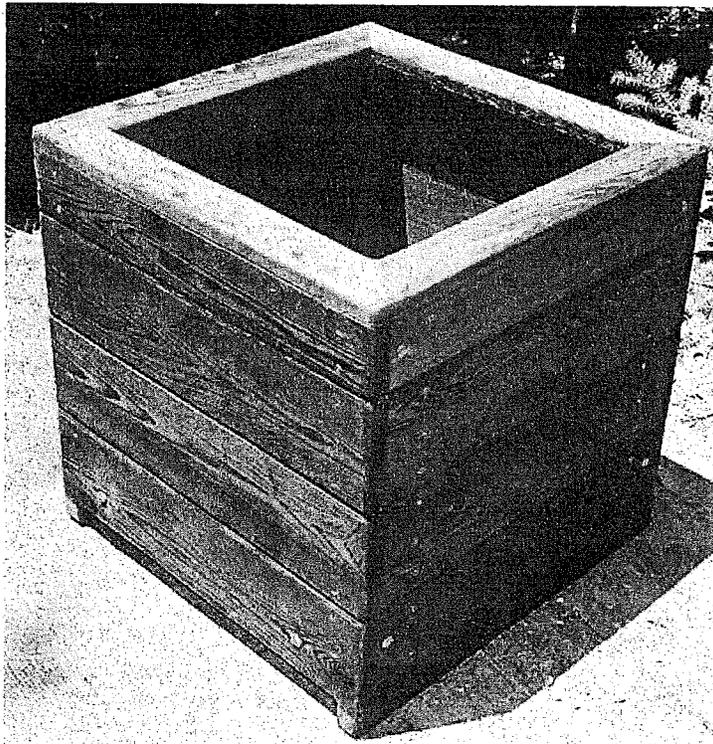
Brand 1 or more

- Hillsdale Furniture (698)
- Wesley Allen (74)
- Night & Day Furniture (48)
- Jofran (151)
- Acme Furniture (125)
- Powell Company (173)
- South Shore Furniture (237)

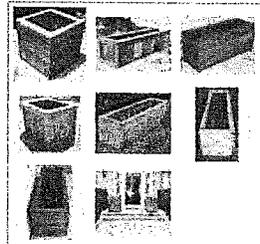
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- 19"
- 20"
- 24"
- 36"
- 48" X 18" X 18"
- 60" X 18" X 18"
- 72" X 18" X 18"
- 72" X 24" X 24"
- 84" X 30" X 30"
- 96" X 18" X 18"
- 96" X 24" X 24"
- 96" X 36" X 36"

Select a Color:

- Gray Oil Based Primer
- Off White Oil Based Primer
- Standard Semi-Transparent Sealant
- Unfinished Redwood

Select a Type:

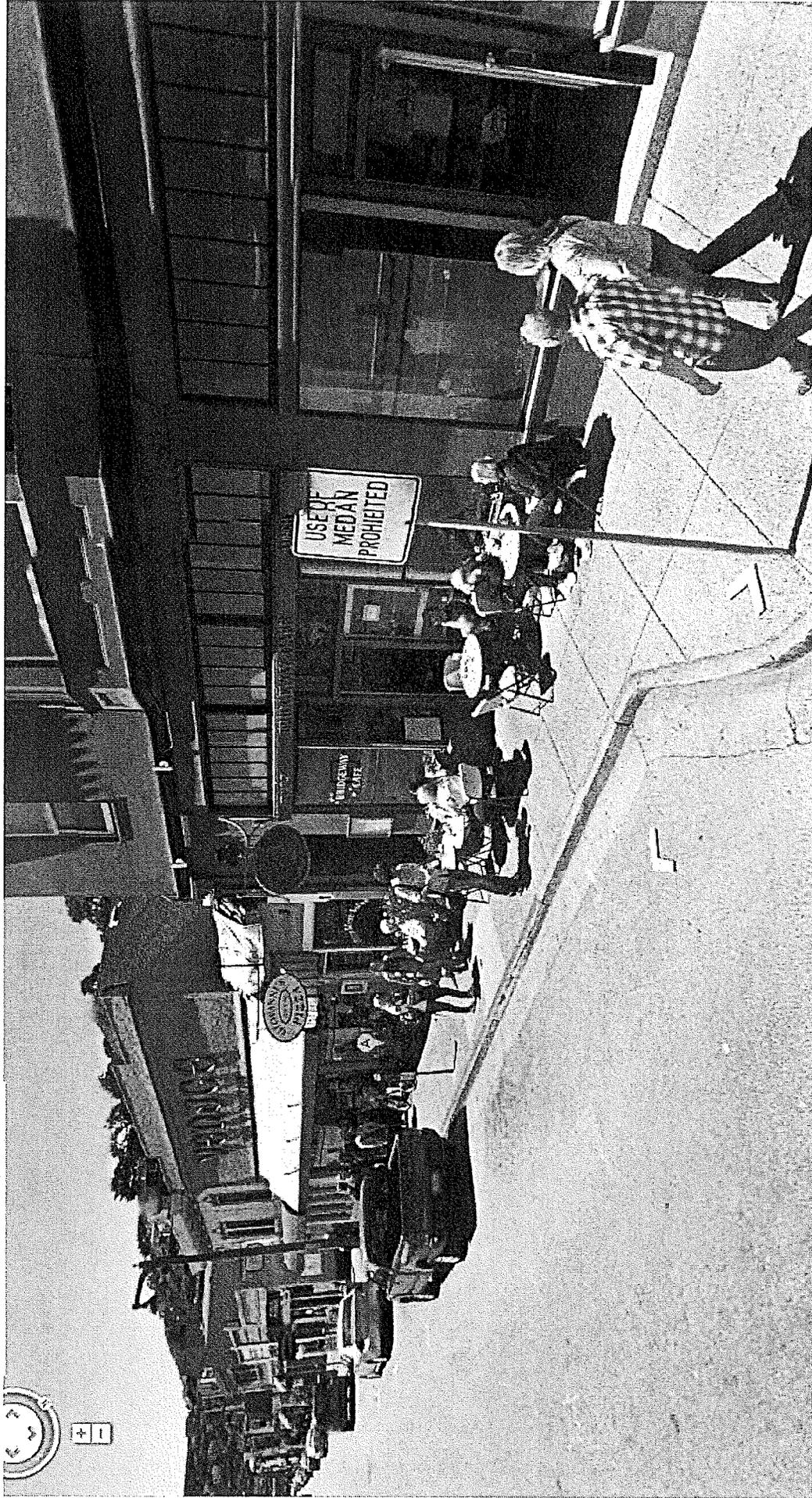
- Mature Redwood, Trees Avg 100 Yrs Old, 20 Yr Warranty
- Old Growth Redwood, Trees Over 200 Yrs Old, 30 Yr Warranty
- Young Redwood, Trees Avg 50 Yrs Old, 10 Yr Warranty

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- Built to Last
- 10, 20 or 30 Year Warranty

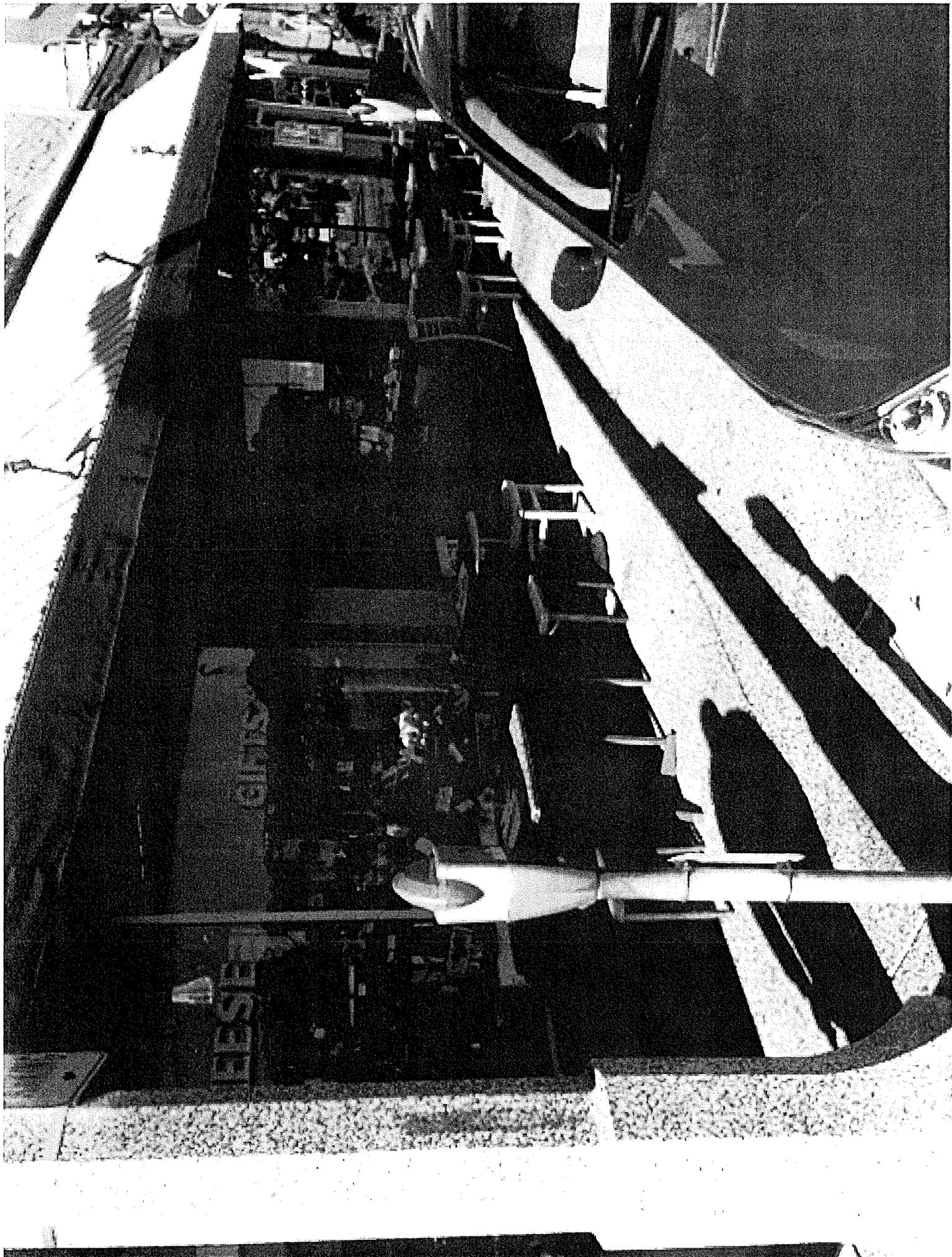
JUL 09 2013

Bridgeway Streetscape
Fronting 621-633 Bridgeway







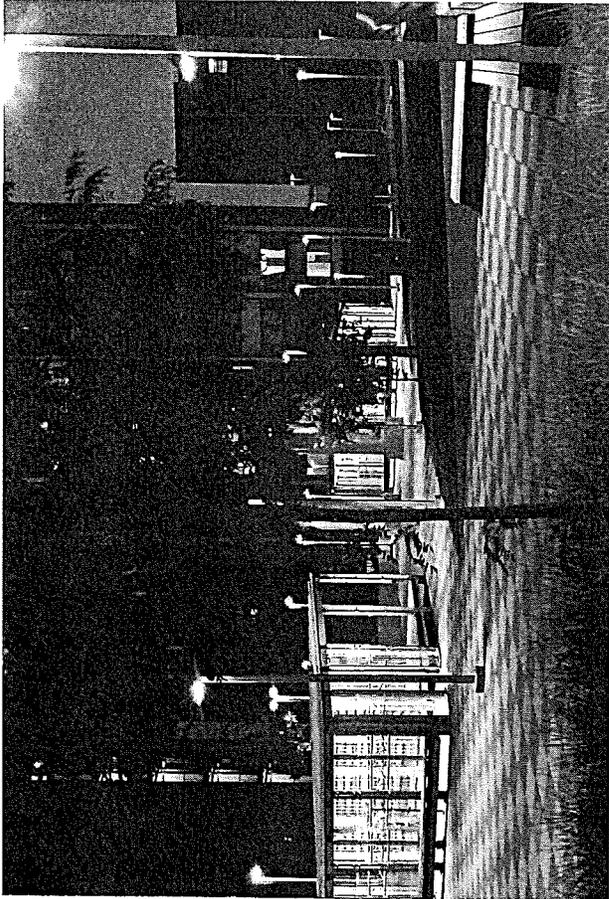


RESTAURANT

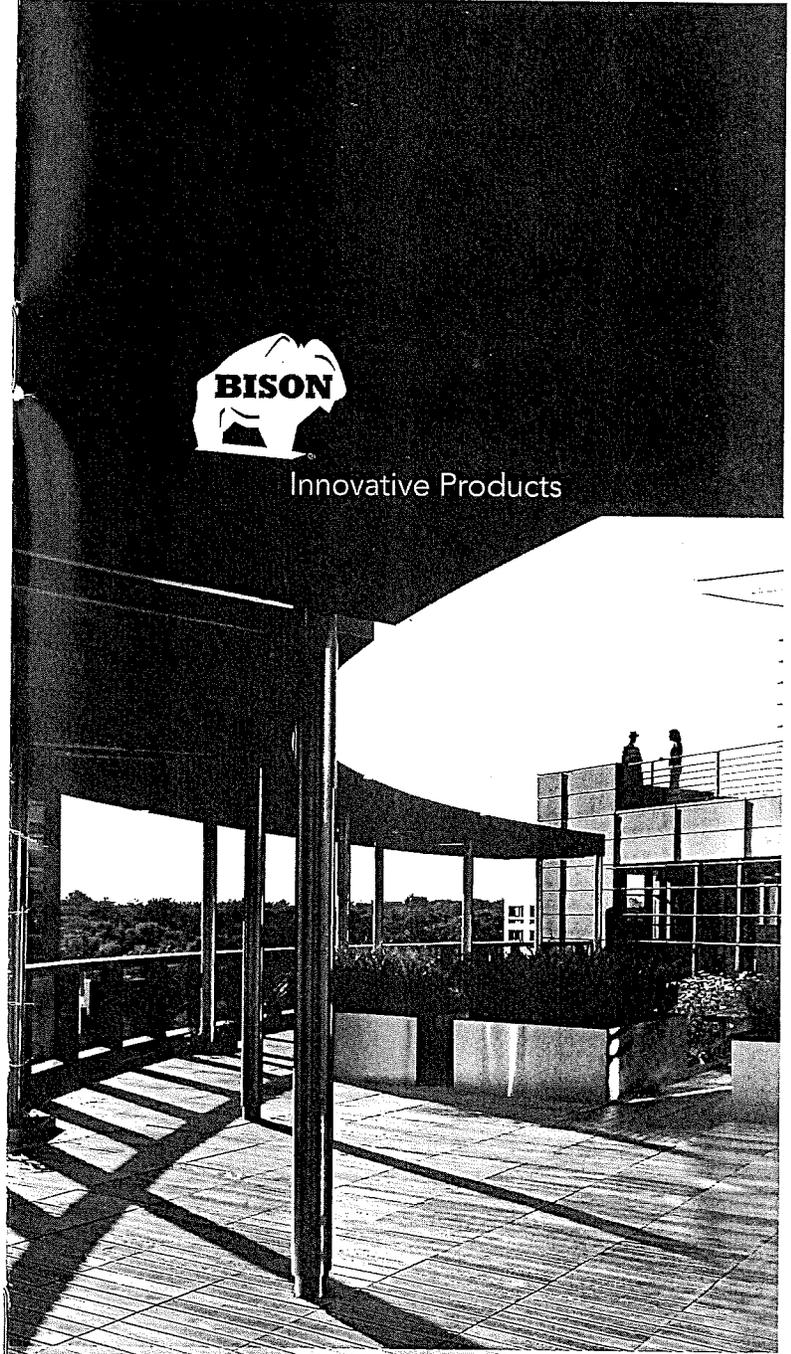
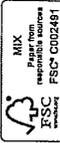
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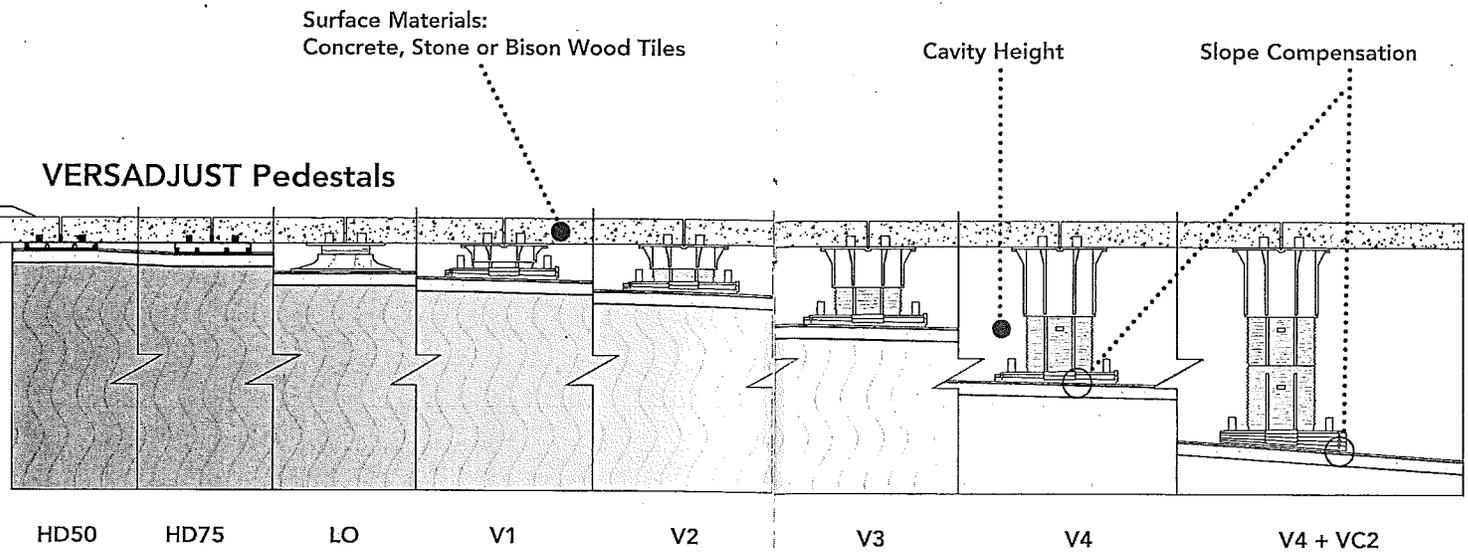
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U Cal Berkeley 2006 ASLA Award Winner GLS Landscape Architecture © Patrick Argast 2006
Front cover: United Therapeutics, Washington DC © Alan Karchmer



CREATING ROOFTOP ENVIRONMENTS



©2012 Drawing for demonstration purposes only.

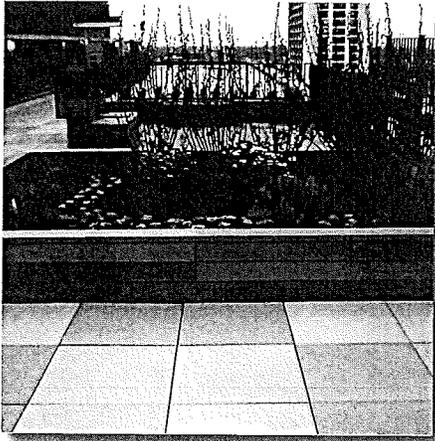
For over 15 years, **Bison Deck Supports** have been used to build level decks on rooftops, terraces, and plazas. Their unique screw-to-adjust design enables precise adjustments and quick installation creating attractive, level decking surfaces. Modular Bison systems offer one-of-a-kind flexibility for installation, future maintenance and/or dismantling. Bison products are sustainable – offering LEED credits, recycled content and FSC approval.

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- Level decks over sloped surfaces to create rooftop terraces and plazas
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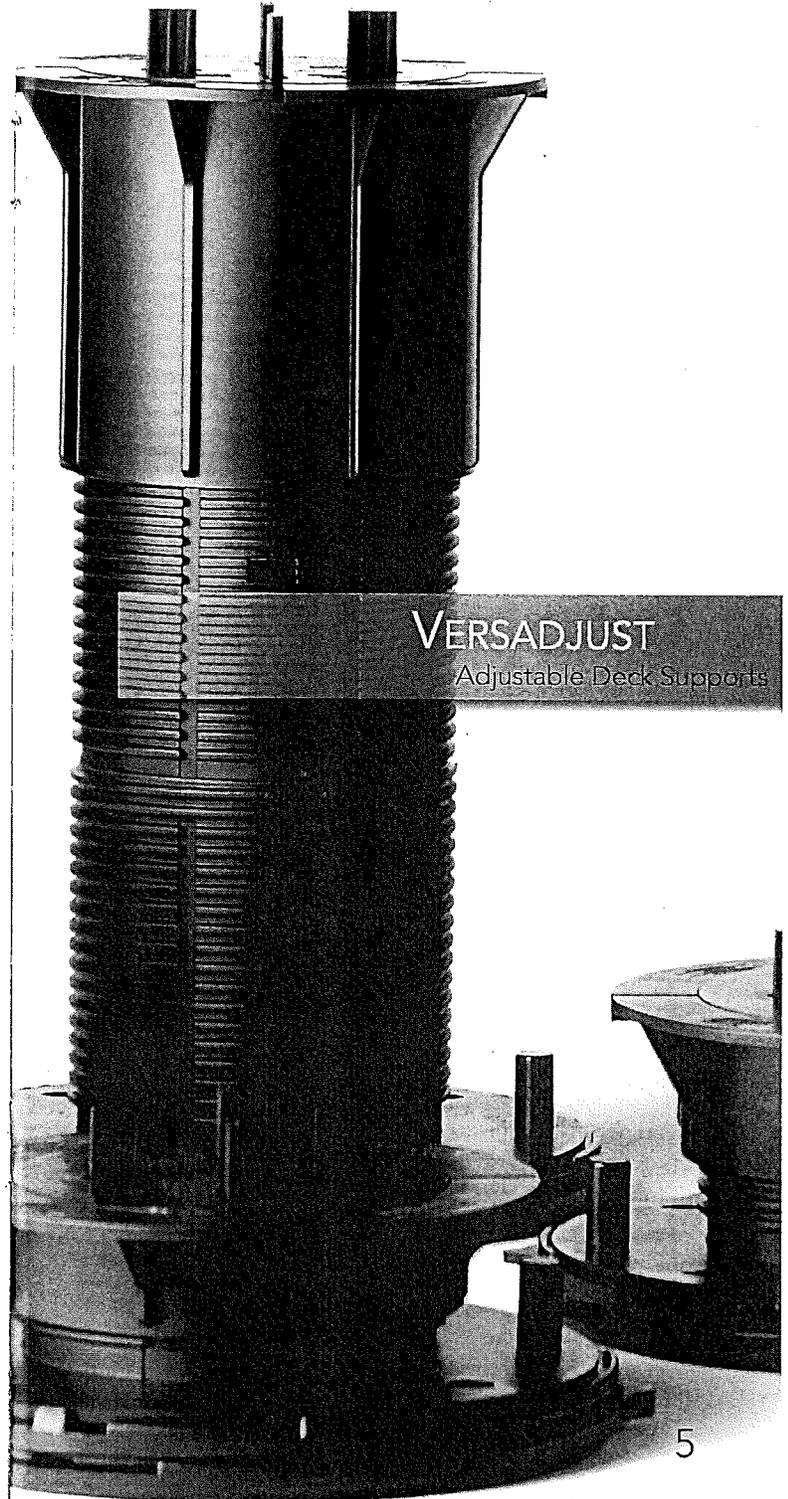
Belmont Apartments, Chicago, IL © Chicago Green Design

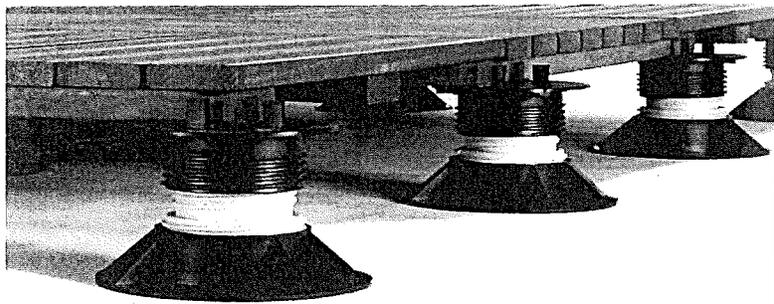
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- Supports 1,250 lbs (FS3) per Pedestal
- Adjustable System Range 2 1/4" – 36"
 - Utilize Quick Clip™ Extenders to Reach 24"
 - Utilize Bison Brace™ System to Reach 36"
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- Made in the USA – US Patent & Patents Pending



Contains 20%
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Recycled Material

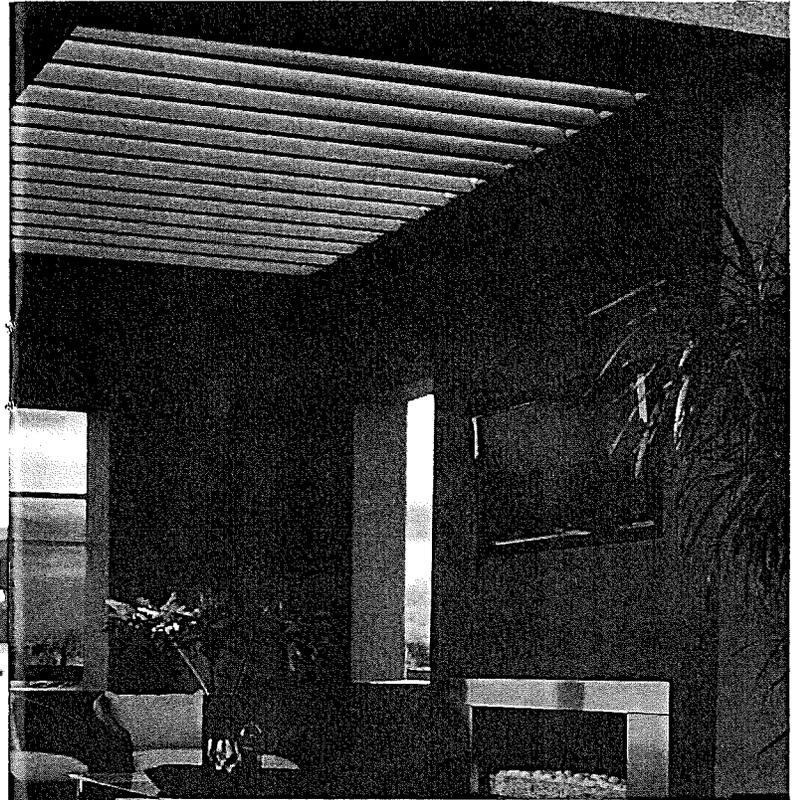




- Simple Pedestal Design
- Fast Screw-to-Adjust Installation
- Supports 750 lbs (FS3) per Pedestal
- Adjustable System Range 1¼" – 12"
- Accessories available for low heights and base leveling
- Made in the USA - US Patent and Patents Pending



New American Home, Las Vegas, NV



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"Precise screw adjustment assured that pavers were perfectly level. Bisons were user friendly, even over the complex slope to drain substrate."

**Matt Callahan, Vice President
Carneal Downey Construction Company
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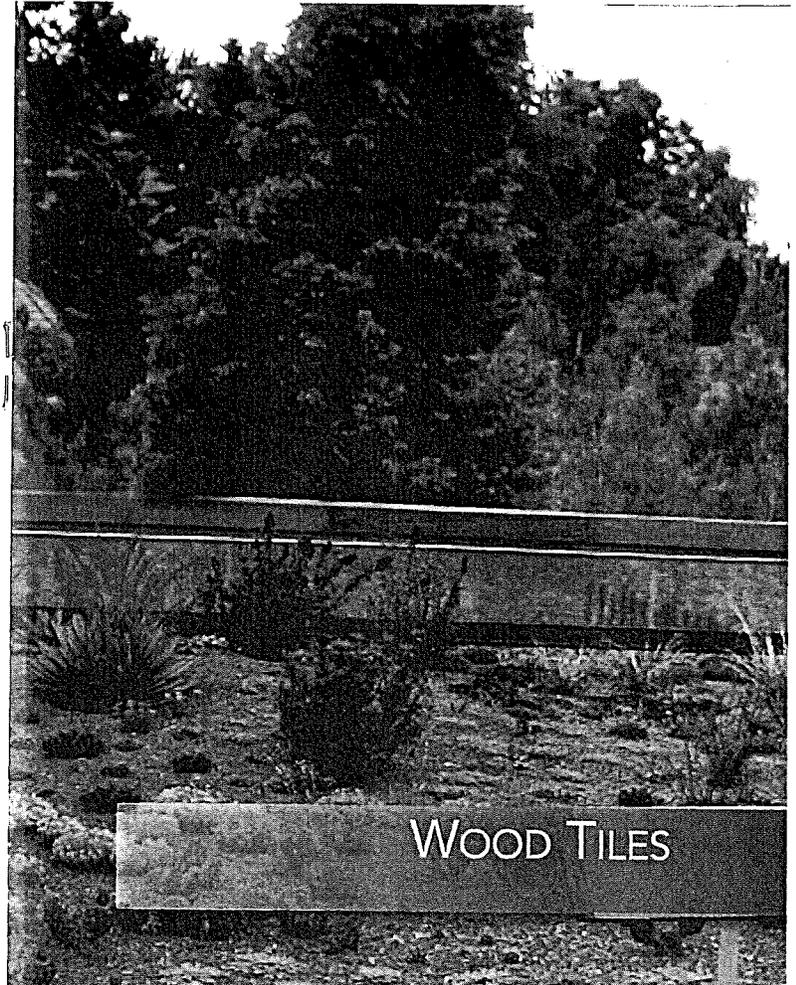


Wood Tiles

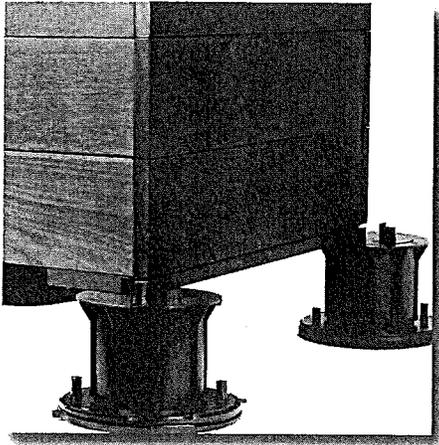
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- Preassembled wood tiles are 2' x 2' & 2' x 4'
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Denver Botanic Gardens, Denver, CO



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- Integrate seamlessly with Bison Decks
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 - ▲ Finished with Low VOC paints and sealants
 - ▲ Available in standard and custom sizes and colors
 - Commercial Grade Ipê Cubes
 - ▲ Available in standard and custom sizes

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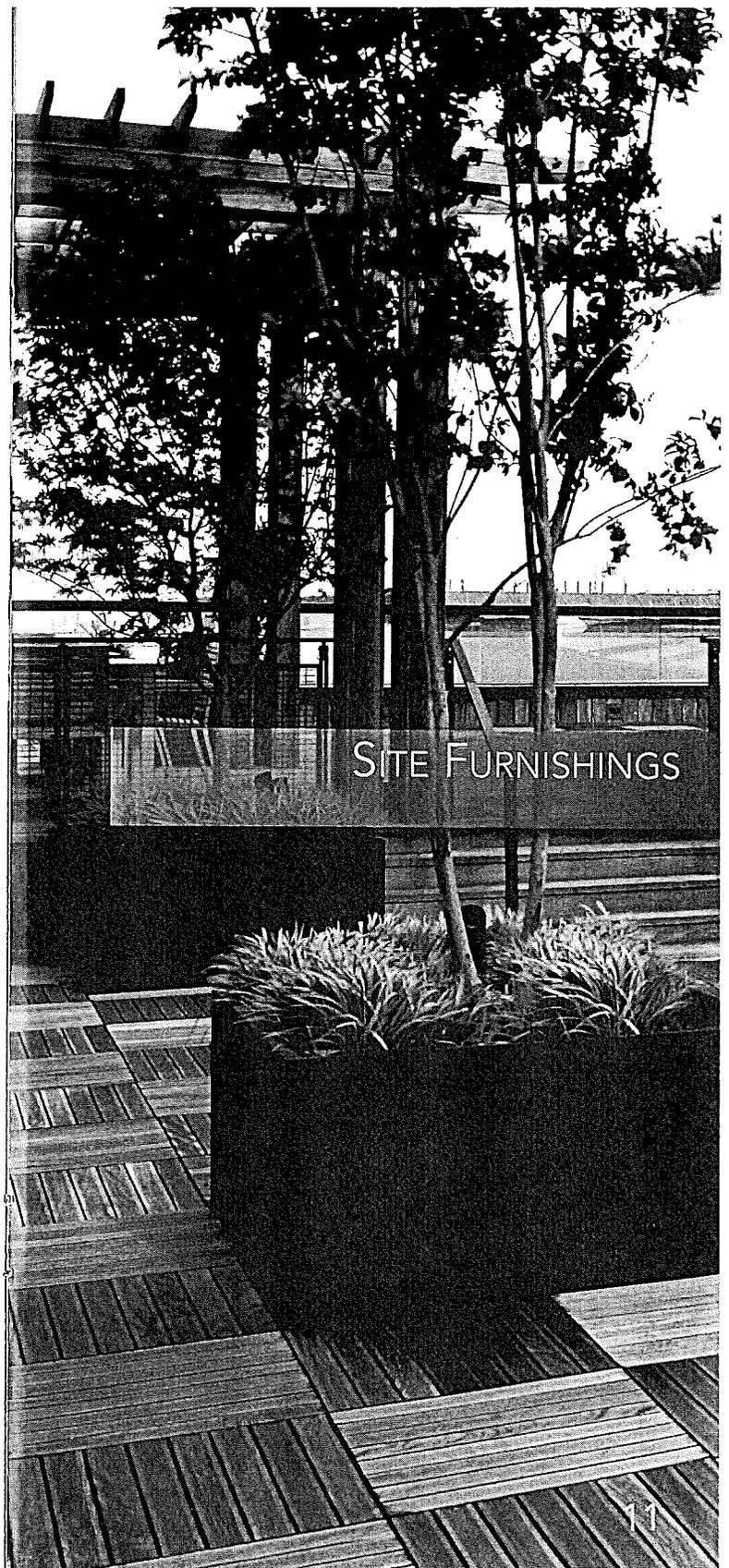
- Easily attach to Cubes to create beautiful vertical gardens
- Available in standard and custom sizes and colors

Benches

- Custom benches in metal or ipê to meet your design needs

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700 6th St, Washington DC © Alan Karchmer



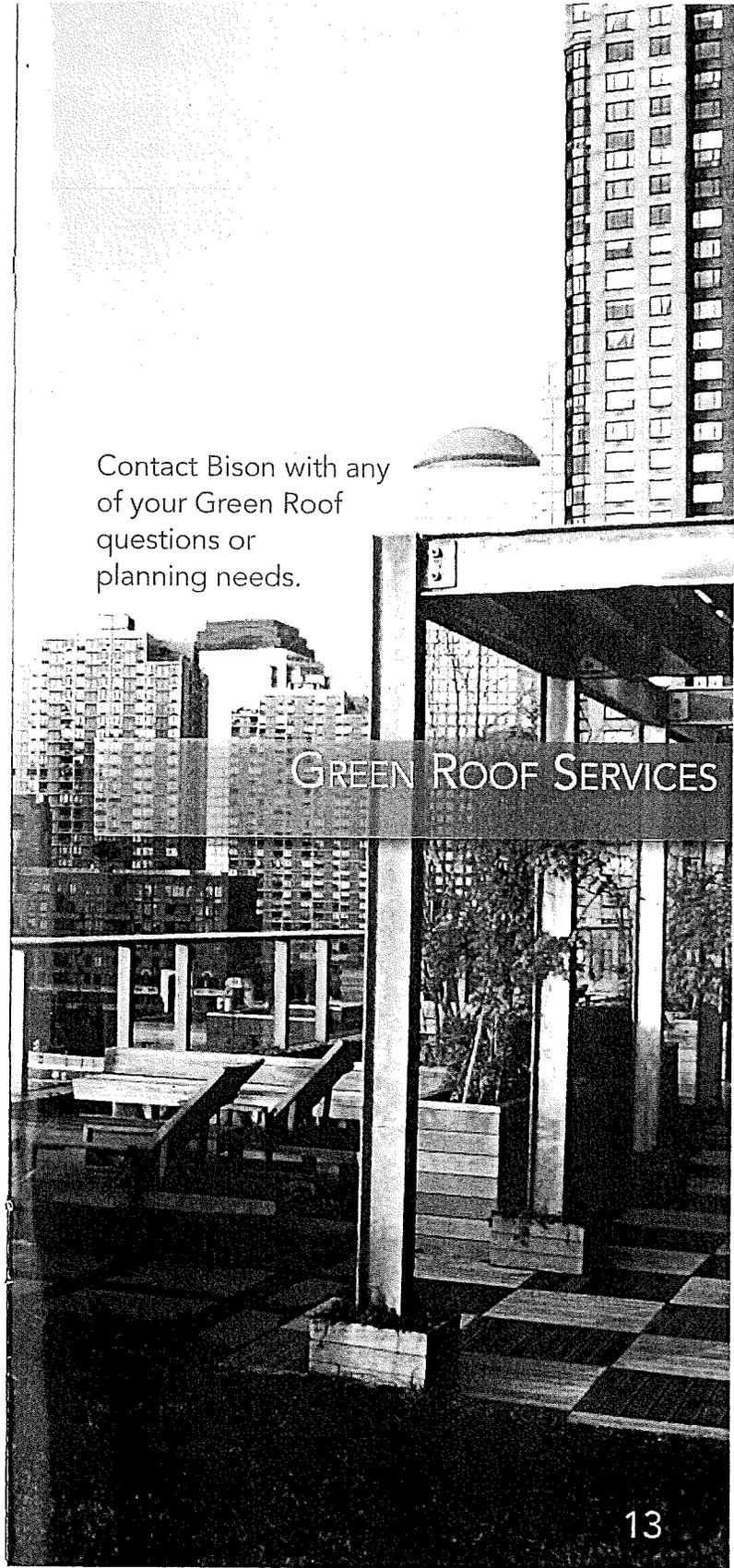
As we strive to create cleaner, healthier living conditions within cities and manage habitat displacement in areas of new development, green roofs serve an integral role. Benefits of green roofs include cleaner water, improved air quality, reduced energy consumption and extended roof membrane life. People with access to green space are proven to have improved quality of life.

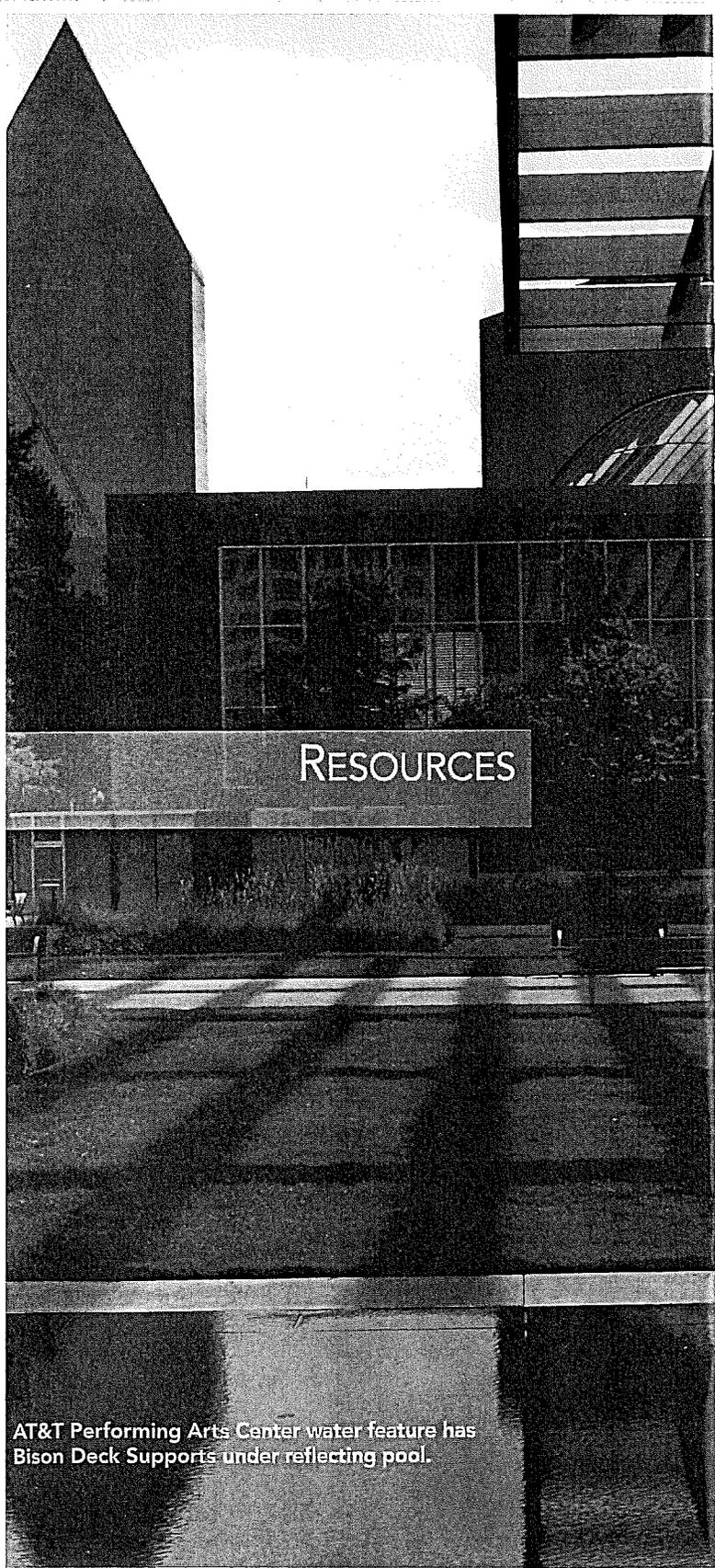
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STAFF REPORT

SAUSALITO CITY COUNCIL

AGENDA TITLE:

Bridgeway Parklet (CDD 13-117)

RECOMMENDED MOTION: Authorize the submittal of applications for a Design Review Permit and an Encroachment Agreement for a parklet adjacent to 621-633 Bridgeway.

BACKGROUND AND DISCUSSION

Mike Monsef, representing Angelino's Restaurant (621 Bridgeway), the Venice Gourmet (625 Bridgeway), Giovanni's Pizza (629 Bridgeway), and the Bridgeway Café (633 Bridgeway) is requesting the City Council to endorse the submittal of an application for a Design Review Permit and an Encroachment Agreement to the Planning Commission for a "parklet" with outdoor dining tables to be installed within the Bridgeway public right-of-way fronting 621-633 Bridgeway (see **Attachment 1** for a project description and **Attachment 2** for conceptual plans). Pursuant to Section 17.16.010 of the Municipal Code, authorization from the City Council for encroachments on public streets is required.

A parklet is a small public sidewalk extension created by the conversion of street frontage parking spaces to multi-use public spaces for passive and for active use. Parklets generally use non-permanent materials and include elements such as seating and landscaping to provide space for people to sit, relax, and enjoy the surrounding area, especially where narrow and/or constricted sidewalks would otherwise limit such activities.

The concept of parklets originated in San Francisco when a metered parking space was used as a temporary public "park" space through the use of grass sod, a park bench, and a boxed tree. At the end of the period, the "park" improvements were removed and the space reverted back to parking. Since then, San Francisco has formally implemented a parklet program to allow semi-permanent use of parking spaces for public use. Several agencies, such as Oakland, New York, Los Angeles, Long Beach, Philadelphia, Vancouver, Mountain View, Ventura, and Montreal have implemented similar programs.

Although the City does not currently have any specific regulations pertaining to parklets, pursuant to Section 10.56.010, the Encroachment Agreement process provides for Planning Commission review and City Council approval of permanent and/or semi-permanent encroachments onto public, rights-of-way. Planning Commission approval of a Design Review Permit is also required for Encroachment Agreements.

Due to the downtown location of the proposed parklet, the loss of parking spaces, and the use of the public right-of-way, Mr. Monsef presented the parklet concept to the OMIT Committee for initial consultation and direction. On March 20, 2013, OMIT reviewed the information and directed Mr. Monsef to seek authorization from the City Council, and provide clarification on the following issues:

- ✓ Who would be liable for the parklet?
- ✓ How will the City be compensated for the loss of revenue from the parking meters that would be disabled to accommodate the parklet?
- ✓ How the parklet will be maintained?

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Meeting Date: May 21, 2013
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- ✓ What safety protection features will be included in the design of the parklet to ensure the users of the parklet will be safe and protected from vehicles.

A letter from Mr. Monsef addressing these concerns is provided as **Attachment 1**.

In summary, Mr. Monsef is requesting City Council authorization to submit applications for a Design Review Permit and an Encroachment Agreement to allow the use of four parking spaces (two metered parking spaces and two loading zoning parking spaces). The Planning Commission would be the decision-making body on the Design Review Permit and provide a recommendation to the City Council on the Encroachment Agreement. The City Council would be the decision-making body on the Encroachment Agreement. If the City Council authorizes the applicant to submit the applications in support of the parklet, then staff recommends the following information be included in the application:

- ✓ An illustrative plan, including elevations and sections to describe in detail what the parklet will look like and its relationship to the sidewalk and street.
- ✓ A Project Narrative including the following information:
 - Use and purpose of the parklet. For example, would the parklet be available to the general public or only to the customers of the adjacent restaurants?
 - Who would be liable for the parklet?
 - Who and how the parklet will be maintained?
 - How public outreach will be provided to the business community and residents regarding the parklet?
 - How the City be compensated for the loss of revenue from the parking meters that would be disabled to accommodate the parklet?
 - How the City will be compensated for the use of public land?
 - How the parklet will be removed after the permits expire?
 - What safety protection features associated with the parklet to ensure the users of the parklet will be safe and protected from vehicles?
 - How will the parklet affect parking and loading in the project vicinity?

RECOMMENDATION

Authorize the submittal of applications for a Design Review Permit and an Encroachment Agreement for a parklet adjacent to 621-633 Bridgeway.

ATTACHMENT:

1. Parklet Description prepared by Mike Monsef date-stamped April 29, 2013
2. Parklet Concept 1A/2A and 1B/2B date-stamped April 29, 2013
3. Streetscape View

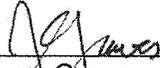
Item: LAB
Meeting Date: May 21, 2013
Page: 2

PREPARED BY:



Heidi Scoble, AICP
Associate Planner

REVIEWED BY:



Jeremy Graves, AICP
Community Development Director

REVIEWED BY:

Jonathon Goldman
Director of Public Works

REVIEWED BY:



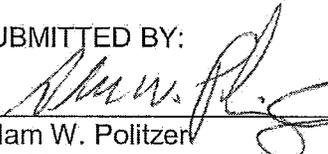
Charlie Francis
Administrative Services Director

REVIEWED BY:



Mary Wagner
City Attorney

SUBMITTED BY:



Adam W. Politzer
City Manager

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RECEIVED

APR 29 2013

CITY OF SAUSALITO
COMMUNITY DEVELOPMENT

Mike Monsef
3001 Bridgeway # K111
Sausalito, CA 94965
April 28, 2013

Honorable Mayor Herb Weiner

As a representative of a few downtown merchants who are trying to improve the business environment downtown, I would like to propose the enhancement of outdoor seating by creating a "parklet" on a temporary trial basis.

This proposal was presented to the City Manager who told us it must first go to the O.M.I.T Committee. Per his recommendation, we gave the proposal to the O.M.I.T. Committee at a meeting at which you were present. The proposal was considered for trial on a temporary basis subject to clarification of a few issues. O.M.I.T. said the proposal must go to the full City Council for review and potential approval for acceptance. The issues that needed clarification per O.M.I.T. are:

- Who would be responsible for liabilities?
The merchants whose locations are directly connected to the parklet would add the parklet to their liability insurances.
- How would the City compensate for their loss of revenue from parking meters that would be disabled to allow space for the parklet?
 - a- The highest tax revenue for the City is from restaurants. By adding more tables on the parklet, the revenue of the food establishments is potentially increased, resulting in more tax for the City. Also, the City can charge the establishment a fee for each table placed on the parklet as is already established for outdoor dining.
 - b- There are long yellow zone that purposely was designated for delivery when there was a grocery store (Marin Fruits), now that store is gone and replaced by a gallery existence of yellow zone is out of the place. That area is long enough to accommodate the same numbers of parking meters.
- How is the safety of the clients seated at parklet tables with regard to traffic being addressed?
This matter has been discussed with Mr. J. Goldman of the City of Sausalito. A wooden platform will extend into the parking area at the same level as the sidewalk. A steel railing will be constructed around the area (see drawing). The location for this proposal is in an area where traffic is usually slow – speed limits 25 mph.
- Who will keep the place clean?
The merchants at the location will be responsible for cleaning the area in front of their business.
- Adding parklets, in effect, creates more space for pedestrians on the sidewalk.

LB
Attachment 7
(2 pages)
1-1

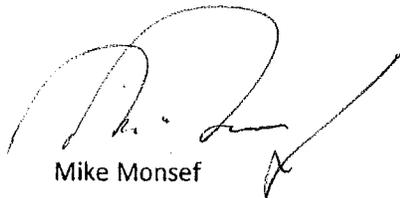
- Effectiveness of the trial parklet should be evaluated at the end of the trial period.
- Location for the first trial parklet is proposed to be in front of Bridgeway Café, Giovanni's Pizza, Venice Gourmet and Angelino's on Bridgeway, across the street from Itachi Park.

I request approval from the City Council for installation of a parklet for a trial period. Upon Council's approval, this matter will go to the Design Review and Planning Commission for final approval.

This experiment has been successfully introduced in many cities around us including San Rafael, San Francisco and Oakland.

This project will follow the applicable regulations used by those cities that have implemented parklets.

Sincerely,



Mike Monsef

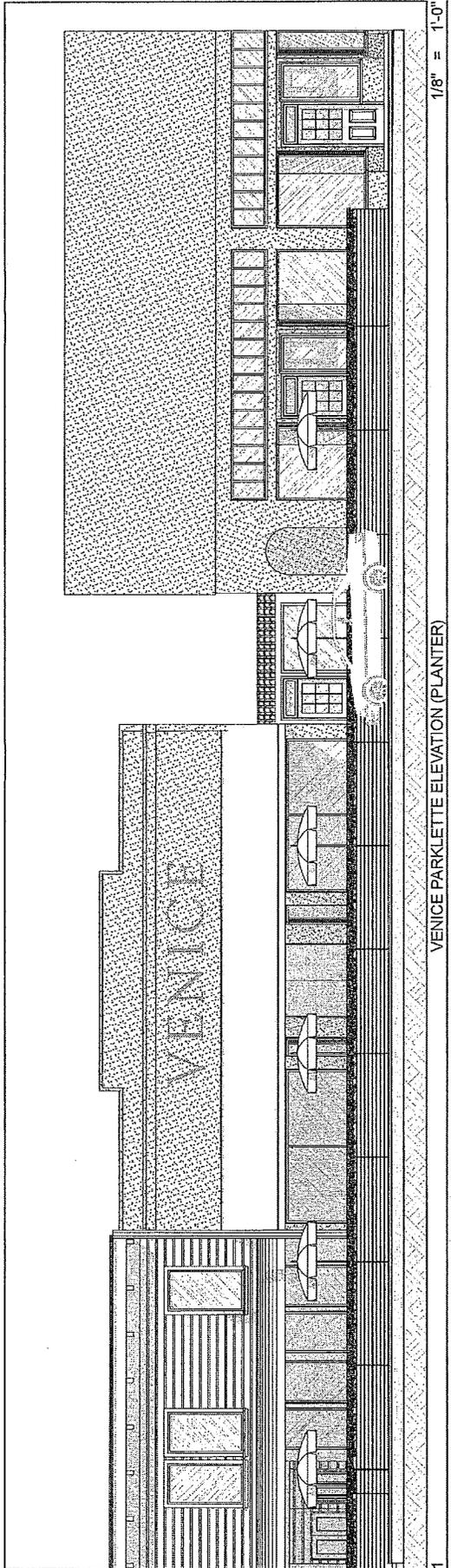
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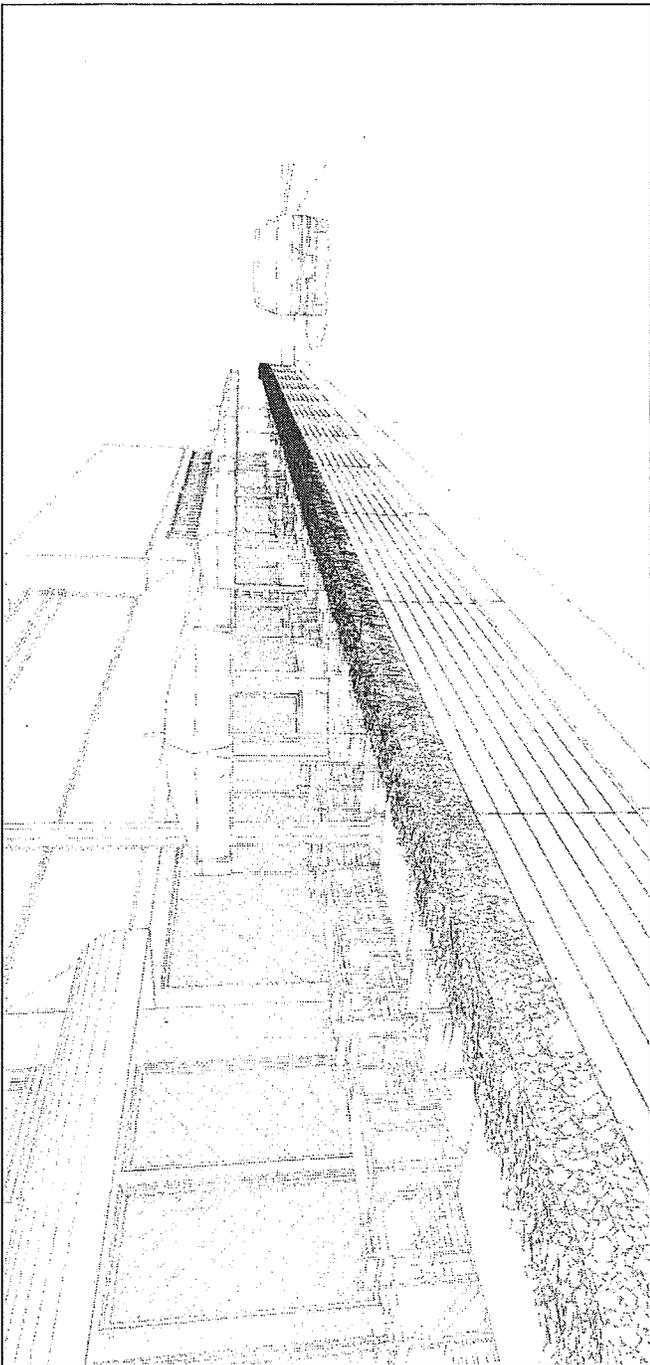
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PREP: JPM/2013

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 COMMUNITY DEVELOPMENT
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VENICE PARKLETTE ELEVATION (PLANTER)



VENICE PARKLETTE PERSPECTIVE (PLANTER)

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**MINUTES OF THE
SAUSALITO CITY COUNCIL
REGULAR MEETING**

TUESDAY, May 21, 2013

CALL TO ORDER

The meeting was called to order by Mayor Weiner at 6:35 p.m.

ROLL CALL

PRESENT: Councilmember Pfeifer, Councilmember Theodores, Councilmember Withy, Mayor Weiner

ABSENT: Vice Mayor Leone

ANNOUNCEMENT OF CLOSED SESSION ITEMS

Mayor Weiner announced that items D1 through D6 would be discussed in Closed Session.

Public Comment: There was no Public Comment on this item.

Council adjourned into Closed Session at 6:36 p.m.

The regular meeting reconvened at 7:03 p.m.

ROLL CALL

PRESENT: Councilmember Pfeifer, Councilmember Theodores, Councilmember Withy, Vice Mayor Leone, Mayor Weiner

ABSENT: None

PLEDGE OF ALLEGIANCE

REPORT ON RESULTS OF CLOSED SESSION ITEMS

Mayor Weiner announced that the following items had been discussed during their Closed Session:

- 1) **CONFERENCE WITH REAL PROPERTY NEGOTIATOR** pursuant to CGC § 54956.8
Property: MLK Properties, 100 Ebbtide Avenue, Sausalito
Negotiating Parties: David Sandberg;
City Negotiator: City Manager and City Attorney

Discussion followed on where to place the line and whether additional items should be moved above the line.

It was then the consensus of the Council to reword item #31 ("Local Economic Development – study attracting and retaining businesses that are compatible with Sausalito's goals including maritime and arts businesses") (Pfeifer opposed), to combine #35 (Mills Act item) with #17 (Downtown Historic Overlay Zoning District National Register Nomination item) and place it above the line (Pfeifer agreed to moving #35 above the line, but opposed combining the two), move #54 (Underwater Streets item) above the line (Pfeifer opposed), and move #52 (Tree preservation and replacement plan item) above the line.

Vice Mayor Leone moved, seconded by Councilmember Theodores, to adopt the 2013-14 Priority Calendar consisting of a total of thirty-two items above the line. The motion was approved by a voice vote (Pfeifer opposing).

Mayor Weiner called for a five minute break.



6B. Bridgeway Parklet *(Associate Planner Heidi Scoble)*

Associate Planner Heidi Scoble presented the staff report on this item. She also used a PowerPoint Presentation.

Council questions followed.

Public Comment:

John Cox

Mike Monsef, the applicant on this project, provided additional information on this project.

Council comments followed.

Public Comment con't:

Charlotte Mastrangelo

Council comments continued.

Vice Mayor Leone moved, seconded by Councilmember Theodores, to authorize the submittal of an application for the parklet including the following conditions: outdoor dining be relocated from the sidewalks to the parklet, no in-door table/chairs are to be moved outside; consider "anchor" table and chairs; remove the yellow zone and replace with parking meters; Historic Landmarks Board to provide guidance to staff, and that the application be reviewed in March, 2014 by Council. The motion was approved by a voice vote (Pfeifer opposing).

4a. Authorize the City Manager to execute a Professional Services Agreement with Dyett & Bhatia for the Update of Historic Preservation Regulations

3 Treatment of Special Features

Chapter 3 Application	
Downtown Historic District	
Work on a Contributing Property	See Note A
Restore a Non-Contributing Property	See Note A
Work on a Non-Contributing Property	See Note A
Construct a New Building in the Historic Overlay District	See Note A
Work on a Local Register Property	See Note A
Work on a California Register Property	See Note A
Work on a National Register Property	See Note A
Work on Arks in the Residential Arks Zoning District	See Note A
Site Improvements	✓
Other	✓

Notes

A. Guidelines in Chapter 3 may apply to some projects in this category.

This chapter provides guidelines for special features such as views, topography, public amenity space, parking and other site features. These guidelines apply to both historic properties and new construction in the Downtown Historic District.

A. Views

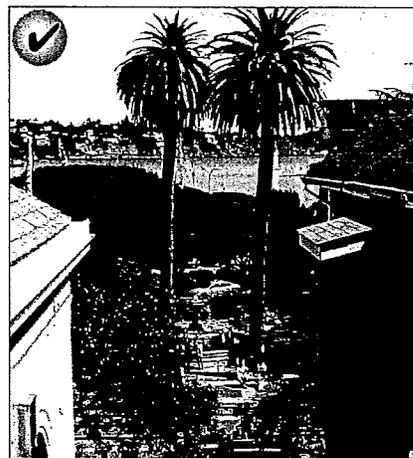
Views to historic landmarks are important and should be retained for both public and private lands.

3.1 Minimize the impacts to primary views of historic landmarks from existing private structures and public ways when feasible.

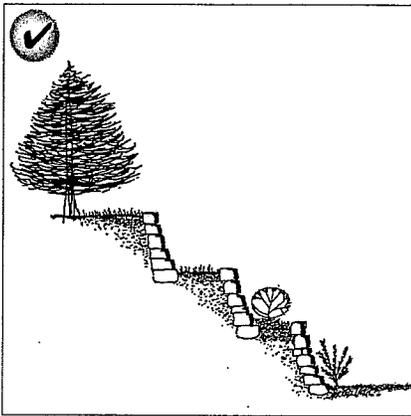
- Enhance primary public view corridors. Consider keeping a new structure low or using a compact footprint to maintain views.
- Locate improvements to minimize impacts to primary views of historic landmarks.
- Minor loss of a private view of a historic landmark can be mitigated if necessary to protect a property right.
- Also see the Preservation of Trees & Views regulations in Chapter 11.12 of the Municipal Code.

In This Chapter:

A. Views	51
B. Connectivity	52
C. Topography	52
D. Outdoor Public Amenity Space	53
Small Public Plazas and Pocket Parks	53
Front Yard Amenity Space	53
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L. Mechanical Equipment	57
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Views to historic landmarks are important and should be retained for both public and private lands.



Terrace or step a retaining wall.

B. Connectivity

Convenient pedestrian access should be provided among properties and along the waterfront to achieve a sense of being an integrated community and to reduce automobile impacts.

3.2 Retain the historic network of streets, stairs, pathways and trails.

- The network of streets and alleys should be retained as public circulation space and for maximum public access.
- Preserve alignments and widths.
- Streets and alleys should not be enclosed or closed to public access.

3.3 Retain and respect public lanes, paths and stairs in any development.

- Maintain widths, alignment and access.
- Provide additional public access where appropriate.

C. Topography

Site work should be planned to protect the assets of the existing topography.

3.4 Minimize cut and fill on a site.

- Divide large grade changes into a series of benches and terraces, where feasible.

3.5 Design a building foundation to conform to the existing topography.

- Step the foundation of a building to follow site contours, when feasible.
- If stepping the foundation is not possible, disguise the cut with building placement and/or building walls, and provide a landscape buffer system at the top of cut.
- Avoid extensive areas of "cantilevered" floors, especially above a cut area.

3.6 When a retaining wall must be used, it should blend with the natural features of the site.

- Terrace or step a retaining wall.
- Use rock that is cut to convey the mass and scale of traditional rock walls.
- Unfinished grey concrete and concrete block are inappropriate in the Downtown Historic District.

D. Outdoor Public Amenity Space

Outdoor public amenity space is a characteristic of the community. Where it is located, it should be integrated with the traditional streetscape character. This space occurs as an accent along the street in several conditions: as a front yard on a residential site, as a small plaza or pocket park, and as an entry court to a building. The character and setting of the site or a historic building will influence the form, location or appropriateness of such a space. Outdoor amenity space should be integrated with the design of the site and the building.

3.7 Outdoor public amenity space should meet all of the following requirements:

- Be level with the sidewalk
- Be open to the sky
- Be paved or otherwise landscaped
- Remain subordinate to the line of building fronts

Small Public Plazas and Pocket Parks

Small accent public plazas and pocket parks may be considered. However, within the heart of the Downtown Historic District, where the greatest concentration of historic storefronts align, creating new gaps in the street wall is discouraged.

3.8 A small plaza or pocket park should contain features to promote and enhance its use.

These may include one or more of the following:

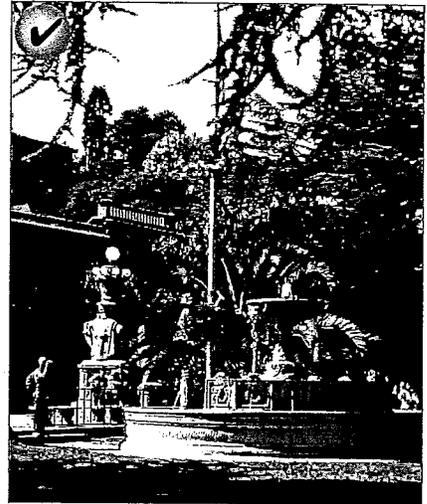
- Street furniture
- Public art
- Historical/interpretive marker

Front Yard Amenity Space

Certain areas retain a distinct historic residential character. These are defined by a landscaped front yard and side yard setback. To maintain and enhance this tradition in certain areas, a landscaped front yard amenity space may be considered.

3.9 Front and side yard amenity space may be considered in the context of a historic residential type building.

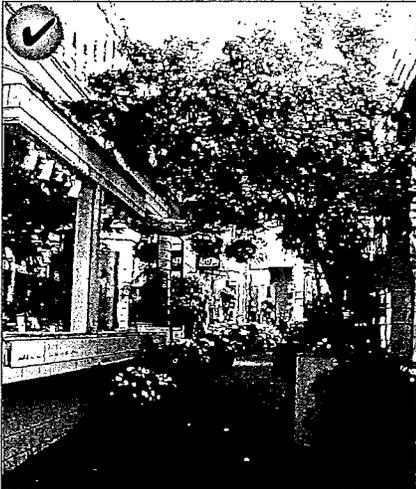
- Plantings should remain the prominent feature in this setting.



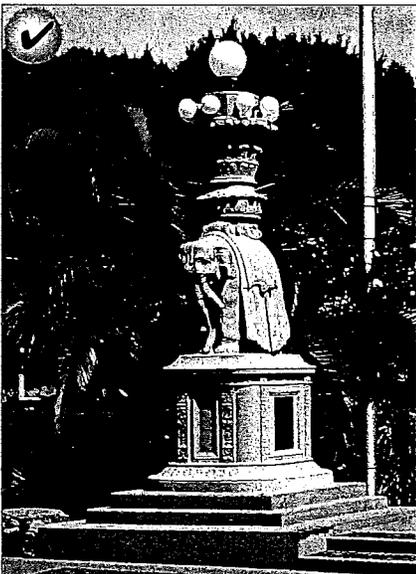
Outdoor public amenity space is a characteristic of the community. Where it is located, it should be integrated with the traditional streetscape character.



Front and side yard amenity space may be considered in the context of a historic residential type building.



An entry court is appropriate where a break between buildings occurs.



The use of public art is encouraged.

Entry Courts

Entry courts may occur as a part of an established alley right-of-way or where a break occurs between buildings. Entry courts are used to allow access to multiple businesses or other type of use.

3.10 An entry court may be considered in limited conditions.

- They are allowed when they occur as a part of an alley right-of-way.
- They are appropriate where two buildings are separated by a space between property lines.

E. Public Art

Public art is welcomed as an amenity. It should be designed as an integral component of the urban environment. It should be strategically located to serve as accent to a streetscape, plaza, park or other public area.

3.11 The use of public art is encouraged.

- Incorporate art into streetscapes or building elements that complement the context and character of the setting.
- Strategically place public art at civic facilities to serve as accents.

3.12 Public art should be compatible with the historic context of downtown.

- Art installation should not impede one's ability to interpret the historic character of downtown.
- Locate public art such that the ability to perceive the character of historic buildings nearby is maintained. Placing a large sculpture in front of a historic building front, for example, is inappropriate.

3.13 Locate public art installations to enhance the urban environment.

- Locate artwork in strategic locations such as gateways or as focal points in public plazas or parks.
- Also, place public art within the urban environment. In this case, an artist could "customize" or reinterpret conventional features of a streetscape or seawalk. For example, an artist might design a gate feature, tree grate or planter.

F. Signs

Historically, a sign mounted and/or painted on the exterior of a building advertised the primary business conducted on the premises. Many of these signs still remain today and should be preserved.

3.14 Preserve a historic sign where it exists, when feasible.

- See City's Zoning Ordinance for further sign regulations.

G. Awnings and Canopies

Traditionally, awnings and canopies were noteworthy features of buildings in the downtown core, and their continued use is encouraged. These elements are simple in detail, and they reflect the character of the buildings to which they are attached.

3.15 A fabric awning is encouraged.

- Historically, fabric awnings were most commonly found in Sausalito's downtown area.
- Operable awnings are encouraged, but rigid frame types may also be considered.
- Using an operable awning is encouraged because it can be an energy efficient mechanism for managing interior light and air conditions.

3.16 A fixed metal canopy may be considered.

- Appropriate supporting mechanisms are wall mounted brackets and chains consistent with the style of the building.

3.17 An awning or canopy should be in character with the building and streetscape.

- Mount an awning or canopy to accentuate character-defining features. The awning or canopy should fit in the opening of the building.
- Use colors that are compatible with the overall color scheme of the facade. Solid colors are encouraged.
- Simple shed shapes are appropriate for rectangular openings. Odd shapes, bullnose awnings and bubble awnings are inappropriate.
- Internal illumination of an awning is inappropriate.
- Awnings should remain a subordinate feature on the facade, where they are used.

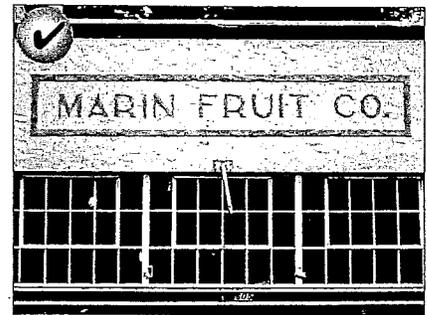
H. Outdoor Site Amenities

3.18 Locate a new deck to minimize visual impacts on historic resources.

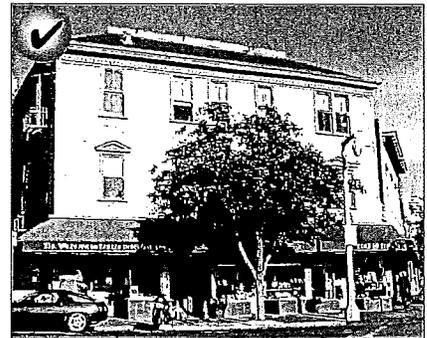
- Placing it to the side or rear of a property is preferred, especially in a residential context.

3.19 Locate outdoor spas, swimming pools and other water features to minimize visual impacts on historic structures and landscapes.

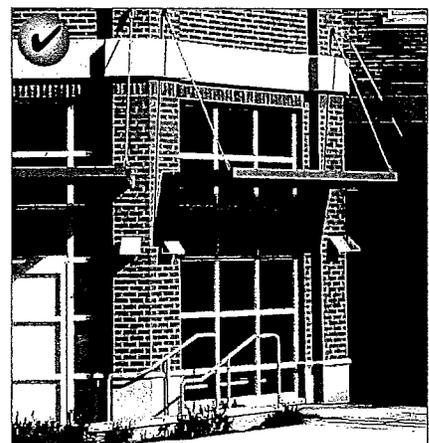
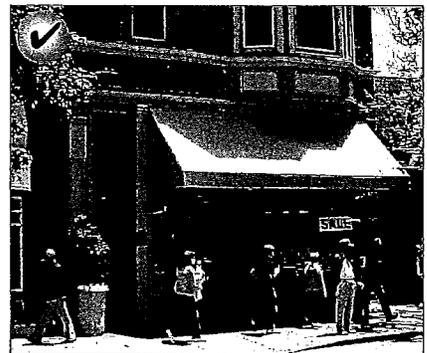
- This includes pergolas and other shelters for these features.



Historic signs, such as this one mounted and painted on the exterior of a building, should be preserved.



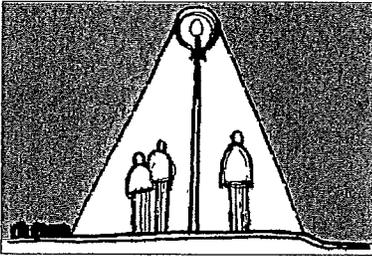
A fabric awning is encouraged.



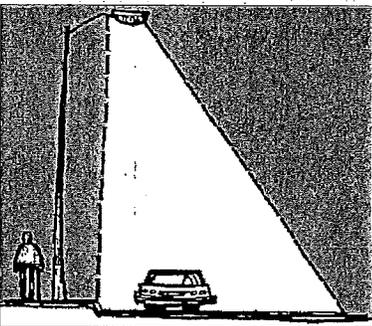
An awning or canopy should be in character with the building and streetscape.

Sight Lighting Design

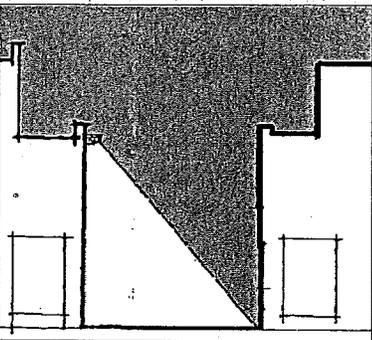
Pedestrian Lighting



Street Lighting



Walkway/Plaza Lighting



It is appropriate to use different lighting designs to express different functions.

I. Site Lighting

The light level at the property line is a key design consideration. This is affected by the number of fixtures, their mounting height, and the lumens emitted per fixture. It is also affected by the screening and design of the fixture. Light spill onto adjacent properties and into the night sky should be minimized.

3.20 Shield lighting to prevent off-site glare.

- Light fixtures should incorporate cut-off shields to direct light downward.
- Luminaires (lamps) must not be visible from adjacent streets or properties.

3.21 Provide lighting for a pedestrian way that is appropriately scaled to walking.

- Mount lights for pedestrian ways on short poles or consider using light posts (bollards).

3.22 Light fixtures should be in character with the setting.

- Fixtures should be compatible with architectural and site design elements.

J. Buffers

When site development, such as parking, storage and equipment areas, creates an unavoidable negative visual impact on abutting properties or to the public way, it should be mitigated with landscaping or a screen wall to buffer or screen it. The design should complement the existing natural character and context of the site.

3.23 Provide a landscape buffer along the edge of a parking lot or service area.

- Provide a landscape buffer or screen wall at the edge of a parking lot and between parking lots.
- Provide an evergreen landscape buffer or screen wall by ground mounted mechanical equipment, service and/or storage areas.

K. Service Areas

Service areas should be visually unobtrusive and should be integrated with the design of the site and the building.

3.24 Orient a service entrance, waste disposal area and other similar uses toward service lanes and away from major streets.

- Screen a service entrance with a wall, fence or planting.

3.25 Position a service area to minimize conflicts with other abutting uses.

- Minimize noise impacts by locating sources of offensive sounds away from other uses.
- Use an alley when feasible.

3.26 Minimize the visual impacts of service areas.

- Screen a service area with a wall, fence or planting.
- A service area screen should be in character with the building and site it serves.

L. Mechanical Equipment

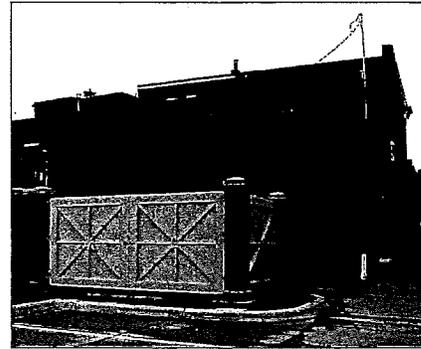
Junction boxes, external fire connections, water back-flow devices, telecommunication devices, cables, conduits, satellite dishes, HVAC equipment and fans may affect the character of a historic property. These devices must be screened from public view to avoid negative effects on all properties.

3.27 Minimize the visual impacts of building equipment on the public way and the surrounding neighborhood.

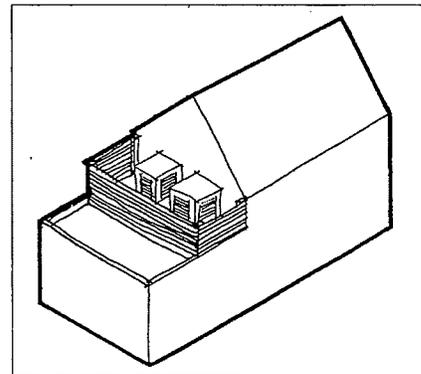
- Screen equipment from view.
- Do not locate equipment on a primary facade.
- Use low-profile or recessed mechanical units on rooftops.
- Locate satellite dishes and mechanical equipment out of public view.

3.28 Minimize the visual impacts of utility lines, junction boxes and similar equipment.

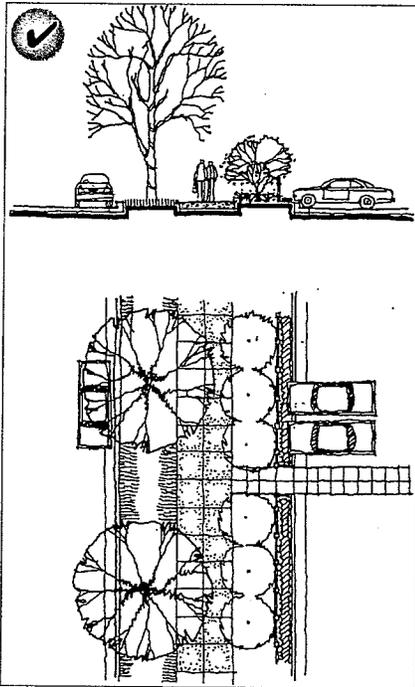
- Locate utility lines and junction boxes on secondary and tertiary walls, and group them, when feasible.
- Paint these elements, to match the existing background color, when feasible.
- Locate utility pedestals (ground mounted) to the rear of the building.



Service areas should be visually unobtrusive and should be integrated with the design of the property.



Minimize the visual impacts of mechanical and HVAC equipment from public vantage points and surrounding neighborhood.



Consider the use of a landscaped strip or planter to provide a visual buffer where a parking lot abuts a public sidewalk.

M. Surface Parking

The visual impact of surface parking should be minimized. On-site parking should be subordinate to other uses and the front of the lot should not appear to be a parking area.

3.29 Minimize the visual impact of surface parking in residential neighborhoods.

- Locate a parking area at the rear or to the side of a site.
- Do not use a front yard for parking. Instead, use alley access where it occurs or a driveway that leads to parking located to the side or behind a building.

3.30 Locate a surface lot in the interior of a block whenever possible.

- This acknowledges the special function of corner properties. They are generally more visible than interior lots, serve as landmarks and provide a sense of enclosure to an intersection.

3.31 Site a surface lot so it will minimize gaps in the continuous building wall of a commercial block.

- Where a parking lot shares a site with a building, place the parking at the rear of the site or beside the building.

3.32 Provide a visual buffer where a parking lot abuts a public sidewalk.

- This may be a landscaped strip or planter. A combination of trees and shrubs can be used to create a landscape buffer.
- Consider the use of a low or decorative wall as screen for the edge of the lot. Materials should be compatible with those of nearby buildings