STAFF REPORT
SAUSALITO PLANNING COMMISSION/HISTORIC LANDMARKS BOARD

Project	**Bridgeway Parklet** **CDD 13-117**
Meeting Date	February 26, 2014
Staff	Steve Padovan, Contract Planner SP by JG

REQUEST
The Community Development Director is requesting that the Planning Commission and Historic Landmarks Board review the project to convert approximately 105 linear feet of on-street public parking spaces into a parklet with 18 dining tables fronting three existing restaurants and a delicatessen at 621, 625, 629 and 633 Bridgeway and provide comments and recommendations on the design.

PROJECT INFORMATION

Applicant	Mike Monsef
Property Owner	City of Sausalito
Location	Public right-of-way fronting 621-633 Bridgeway (see **Exhibit A** for the Vicinity Map)
General Plan	Central Commercial
Zoning	Central Commercial (CC) Zoning District Downtown Historic Overlay District
Authority	On May 21, 2013, the City Council authorized the Community Development Director to review and approve the installation of a parklet in the public right-of-way adjacent to 621-633 Bridgeway and requested that the Historic Landmarks Board provide guidance to the Director.
CEQA:	The project, consisting of the conversion of on-street public parking spaces to a parklet is categorically exempt pursuant to Section 15303 (New Construction) of the State CEQA Guidelines. Section 15303 specifically provides an exemption for the construction and location of a limited number of new small facilities or structures.

BACKGROUND
The City has encouraged sidewalk dining in front of local restaurants, delicatessens and eating establishments for over 10 years. Many of these sidewalk dining areas are located in the public right-of-way which require the approval of a Minor Use Permit along with a Sidewalk Dining Encroachment Permit by the Zoning Administrator. If alcohol is served, City Council approval is also required. Section 10.44.220.C outlines the requirements for sidewalk dining (see **Exhibit F**).

There are three restaurants and one delicatessen located on the west side of the 600 block of Bridgeway south of Princess Street. These businesses are as follows: Angelino Restaurant (621 Bridgeway), the Venice Gourmet (625 Bridgeway), Venice Pizza (formerly Giovanni's Pizza at 629 Bridgeway), and the Bridgeway Café (633 Bridgeway). All four establishments currently have tables and chairs located in the public sidewalk in front of their businesses, but only Angelino and Venice Gourmet have approved Minor Use Permits for sidewalk dining.

On May 21, 2013, the City Council was presented with a proposal by Mike Monsef representing the above businesses. The proposal requested City Council endorsement of the submittal of an application to remove four public parking spaces and install a "parklet" with outdoor dining tables within the Bridgeway public right-of-way fronting the businesses at 621-633 Bridgeway (see **Exhibits D and E** for the City Council staff report and minutes). Mr. Monsef cited examples of other local jurisdictions that had permitted these types of public spaces in order to increase activity in their commercial districts. In addition, he stated that the relocation of the existing tables to the parklet would improve pedestrian access along this portion of the sidewalk.

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 (HLB) shall provide guidance to staff;
6) The application shall be reviewed by the City Council in March 2014

On August 26, 2013, Mr. Monsef submitted an application for the parklet design which included the types of materials proposed for the deck and railing and a conceptual view of the landscaping proposed. The application was deemed incomplete and additional materials were requested. Since that time, the Public Works Department has removed the loading zone to the south of the proposed parklet location and created two additional parking spaces. Additional application materials were subsequently submitted and the application was deemed complete in January 2014.

PROJECT DESCRIPTION

The project involves the installation of a parklet in the public right-of-way. A parklet is generally a small extension of the public sidewalk created by the conversion of on-street parking spaces to multi-use public spaces for passive and active use. Parklets are generally designed as non-permanent structures which can be removed without major costs 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.

Specifically, the project consists of the following:

- ✓ Removal of approximately 105 feet of curbside public parking through the installation of a flat prefabricated deck for dining tables and chairs measuring 6 feet in depth from the face of curb;
- ✓ Installation of a 42-inch metal railing along the street facing edge of the platform;
- ✓ Placement of five planter boxes with olive trees spaced throughout the parklet;

- ✓ Relocation of all sidewalk dining tables and chairs to the new deck. The table allocation is proposed to be as follows: 4 tables for Angelino, 8 tables for Venice, 2 tables for Venice Pizza and 4 tables for the Bridgeway Café.

See **Exhibits B and C** for the proposal statement and plans date stamped November 26, 2013.

In addition to the City Council stipulation that the HLB provide guidance to staff on the design, the Community Development Director is also seeking input from the Planning Commission based on the past practice of the Planning Commission and HLB jointly reviewing design projects in the Downtown Historic District.

With regard to design, staff requests the Planning Commission and HLB to review the design of the project for compatibility with development in the surrounding Downtown Historic District, review for consistency with the *Historic Design Guidelines*, and provide guidance to ensure that the parklet is sensitive to the area's historical legacy. Chapter 3 of the *Historic Design Guidelines*, Treatment of Special Features, deals with outdoor public spaces and is included as **Exhibit G**.

Regarding use of the parklet, staff is seeking guidance on the proportion of tables dedicated to the general public versus those reserved for the exclusive use of the adjacent restaurants. It should be noted that the adjacent businesses are providing all funding for the construction of the parklet.

HISTORIC LANDMARK BOARD PRELIMINARY REVIEW

On February 12, 2014, the HLB conducted a preliminary review of the parklet proposal. Following public comment, the HLB discussed the merits of the project including compatibility with the fabric of the Downtown Historic Overlay District and the overall design. In summary, the HLB was supportive of the project and the proposed use. However, the HLB suggested that landscape planters be installed along the street side edge instead of the simple railing and that the planters should be located in a manner so as to restrict pedestrians from entering the street from the parklet.

DISCUSSION

Design

The general design of the parklet meets the requirements of the Engineering Division regarding access by disabled individuals and easy-to-remove components that are not permanently affixed to the street. The floor plates can be removed to provide access to the gutter for cleaning purposes and the raised platform with a 4x4 mudsill affords protection that is similar to a six-inch concrete curb along sidewalks. The Engineering Division has provided conditions of approval that require the parklet to meet minimum safety, access, and funding requirements. The adjacent businesses will be responsible for maintaining the parklet and will perform all maintenance on the street drainage. Any trees in planters will be required to maintain a canopy that does not impede the vision of any drivers on Bridgeway or those exiting the driveway directly to the south of the parklet. In addition, the canopy shall allow bicyclists a clear view of any vehicles turning onto the roadway or of pedestrians crossing the street.

In addition, the project will shift existing tables from the sidewalk adjacent to the buildings to the parklet, thus providing improved pedestrian access and will improve views of the bay from the sidewalk dining areas and the restaurants through the elimination of parked cars. The loss of two parking spaces (the loading zone was converted to two spaces in 2013) is not considered significant due to the amount of parking in public parking Lots 1, 2, and 3 and the private parking lot adjacent to the project site.

As noted above, the HLB expressed a preference for planters instead of railing to soften the look of the parklet. Staff visited several parklets in San Francisco and noticed that a common design is to incorporate tall planter boxes with wire cables connecting the planter boxes to prevent pedestrians from crossing through the parklet (see **Exhibit H**). Staff concurs with this design change and recommends that planters be used instead of a railing and to require plantings that do not impede views for safety. Staff also recommends that the applicant provide samples of street furniture for review and approval by the Community Development Director prior to installation of the parklet. The Planning Commission and HLB may also want to consider whether or not to require that the tables and chairs be stored in the businesses overnight.

Use of Parklet

The City Council indicated that the adjacent businesses may use the parklet in place of the sidewalk dining tables that were previously allowed under the Minor Use Permit procedures. Although the applicant's request does not identify any tables for the general public, the HLB and staff recommend that the project provide tables for the general public.

The following table lists the number of currently-permitted tables, the applicant's request, the additional approvals necessary to accommodate the applicant's request, the staff recommendation regarding the applicant's request, and the staff recommendation regarding number of tables to be available for the public at large.

BUSINESS	APPROVED SIDEWALK DINING PERMIT	APPLICANT'S REQUEST	ADDITIONAL APPROVALS REQUESTED	STAFF RECOMMENDATION	PUBLIC TABLES
Angelino	3 Tables 6 Seats	4 Tables 8 Seats	1 Table 2 Seats	No Change to Existing Sidewalk Dining Permit Table Count	1 Table 2 Seats
Venice Gourmet	4 Tables 8 Seats	8 Tables 16 Seats	4 Tables 8 Seats	No Change to Existing Sidewalk Dining Permit Table Count	4 Tables 8 Seats
Venice Pizza	None*	2 Tables 4 Seats	2 Tables 4 Seats	1 New Table 2 Seats	1 Table 2 Seats
Bridgeway Café	None	4 Tables 8 Seats	4 Tables 8 Seats	2 New Tables 4 Seats	2 Tables 4 Seats

* Sidewalk Dining Permit application for 1 table / 2 seats submitted on February 3, 2014.

Staff's recommendation on the number of tables in the parklet that are dedicated for each business is based on the sidewalk dining permit regulations and existing approved Minor Use Permits for sidewalk dining. Basically, the number of tables permitted with each sidewalk dining permit is determined by the linear amount of existing street frontage for that business and the number of tables that could be placed there without interfering with sidewalk or building access. Using this approach, Angelino and the Venice Gourmet are limited to the tables already approved under their Minor Use Permits, Venice Pizza has room for one table in front of its restaurant and the Bridgeway Café can accommodate two tables on either side of their entry door. Staff suggests that this approach is fair and equitable as it utilizes existing Zoning Ordinance regulations for sidewalk dining permits.

Based on the approach stated above, the parklet would have 10 tables dedicated to the adjacent businesses and 8 tables would be available to the general public. Staff has reviewed the layout and is recommending that each business be permitted to have their dedicated tables in close proximity to their main entrances. This would spread out the public tables throughout the parklet with one table located in front of Angelino Restaurant, five between Venice Gourmet and Venice Pizza, and four in front of the Bridgeway Café. Staff has prepared a site plan of the possible location for the public tables based on this scenario (see **Exhibit I**). Staff has also developed draft conditions of approval that will be part of the Community Development Director's approval of the project which include signage stipulating which tables are for the public at large (see **Exhibit J**).

PUBLIC NOTICE AND CORRESPONDENCE

- February 14, 2014 – A public hearing notice was posted on the project site and mailed to all property owners and residents within 300 feet of the project site, as well as interested parties.

- Staff has received one letter regarding the project as of Wednesday, February 19, 2014 (see **Exhibit K**).

RECOMMENDATION

Staff recommends that the Planning Commission and Historic Landmarks Board review the proposed parklet and provide staff with comments and recommendations on its design.

EXHIBITS

A. Vicinity Map
B. Project Proposal Statement
C. Project Plans, Photos and Copy of Brochure for Deck Manufacturer Bison Industries
D. May 21, 2013 City Council Staff Report and attachments
E. Excerpts from Minutes of the May 21, 2013 City Council Meeting
F. Section 10.44.220 of the SMC – Requirements for Sidewalk Dining
G. Chapter 3 of the Historic Design Guidelines
H. Parklets in Noe Valley and the Castro – Photographs
I. Staff Site Plan of Public Tables and Private Tables
J. Draft Conditions of Approval
K. Correspondence from Neighboring Property Owners

I:\CDD\PROJECTS - NON-ADDRESS\CDD\2013\13-117 Bridgeway Parklet\PC-HLB SR 2-26-14.doc

Based on the approach stated above, the parklet would have 10 tables dedicated to the adjacent businesses and 8 tables would be available to the general public. Staff has reviewed the layout and is recommending that each business be permitted to have their dedicated tables in close proximity to their main entrances. This would spread out the public tables throughout the parklet with one table located in front of Angelino Restaurant, five between Venice Gourmet and Venice Pizza, and four in front of the Bridgeway Café. Staff has prepared a site plan of the possible location for the public tables based on this scenario (see **Exhibit I**). Staff has also developed draft conditions of approval that will be part of the Community Development Director's approval of the project which include signage stipulating which tables are for the public at large (see **Exhibit J**).

PUBLIC NOTICE AND CORRESPONDENCE

- February 14, 2014 – A public hearing notice was posted on the project site and mailed to all property owners and residents within 300 feet of the project site, as well as interested parties.

- Staff has received one letter regarding the project as of Wednesday, February 19, 2014 (see **Exhibit K**).

RECOMMENDATION

Staff recommends that the Planning Commission and Historic Landmarks Board review the proposed parklet and provide staff with comments and recommendations on its design.

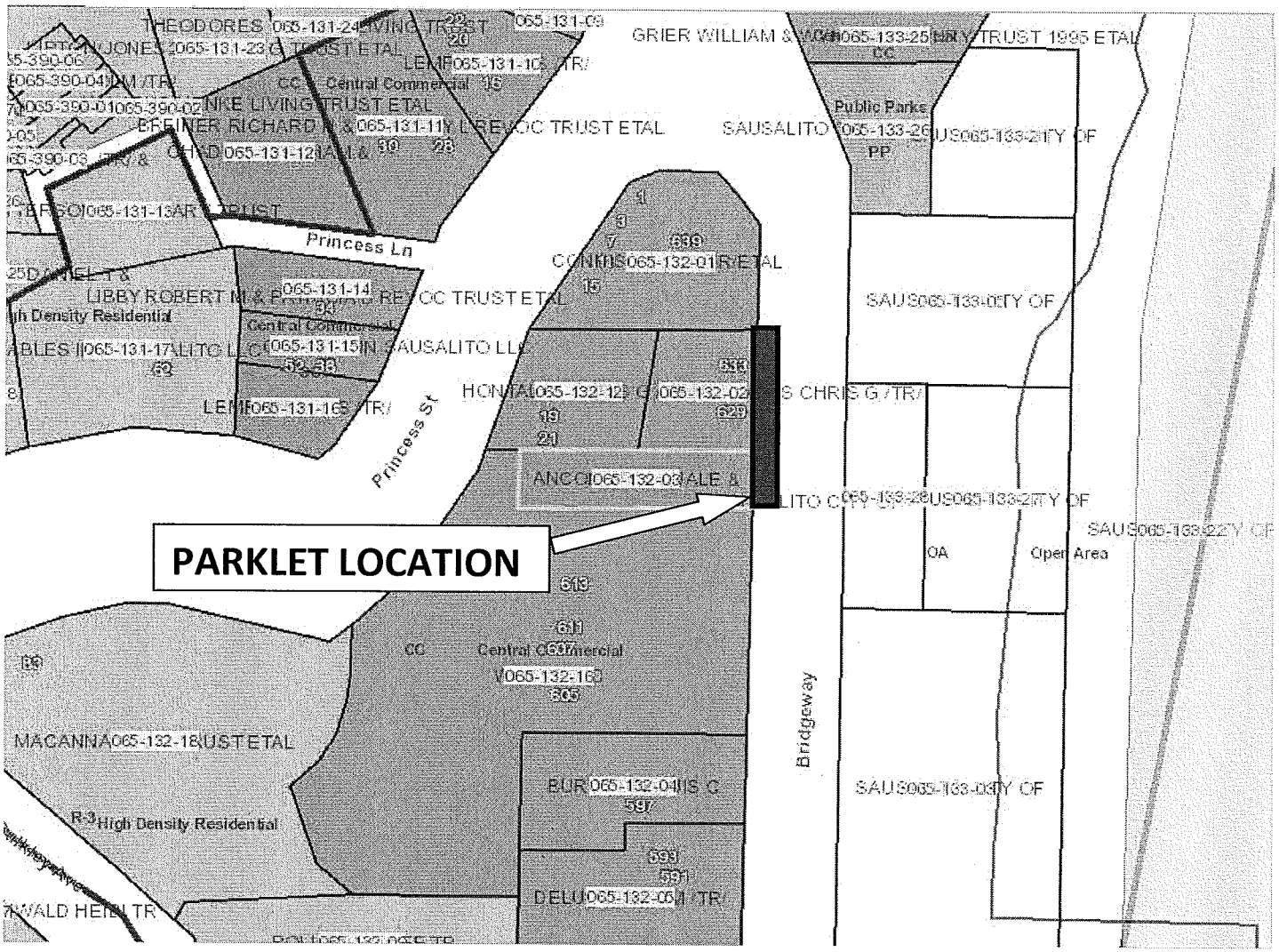
EXHIBITS

A. Vicinity Map
B. Project Proposal Statement
C. Project Plans, Photos and Brochure for Deck Manufacturer Bison Industries
D. May 21, 2013 City Council Staff Report and attachments
E. Excerpts from Minutes of the May 21, 2013 City Council Meeting
F. Section 10.44.220 of the SMC – Requirements for Sidewalk Dining
G. Chapter 3 of the Historic Design Guidelines
H. Parklets in Noe Valley and the Castro – Photographs
I. Staff Site Plan of Public Tables and Private Tables
J. Draft Conditions of Approval
K. Correspondence from Neighboring Property Owners

I:\CDD\PROJECTS - NON-ADDRESS\CDD\2013\13-117 Bridgeway Parklet\PC-HLB SR 2-26-14.doc

VICINITY MAP

BRIDGEWAY PARKLET
621-633 BRIDGEWAY



blank

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.

RECEIVED
AUG 2 6 2013
CITY OF SAUSALITO
COMMUNITY DEVELOPMENT

Project Description of the Parkle.

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 paklett.
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:

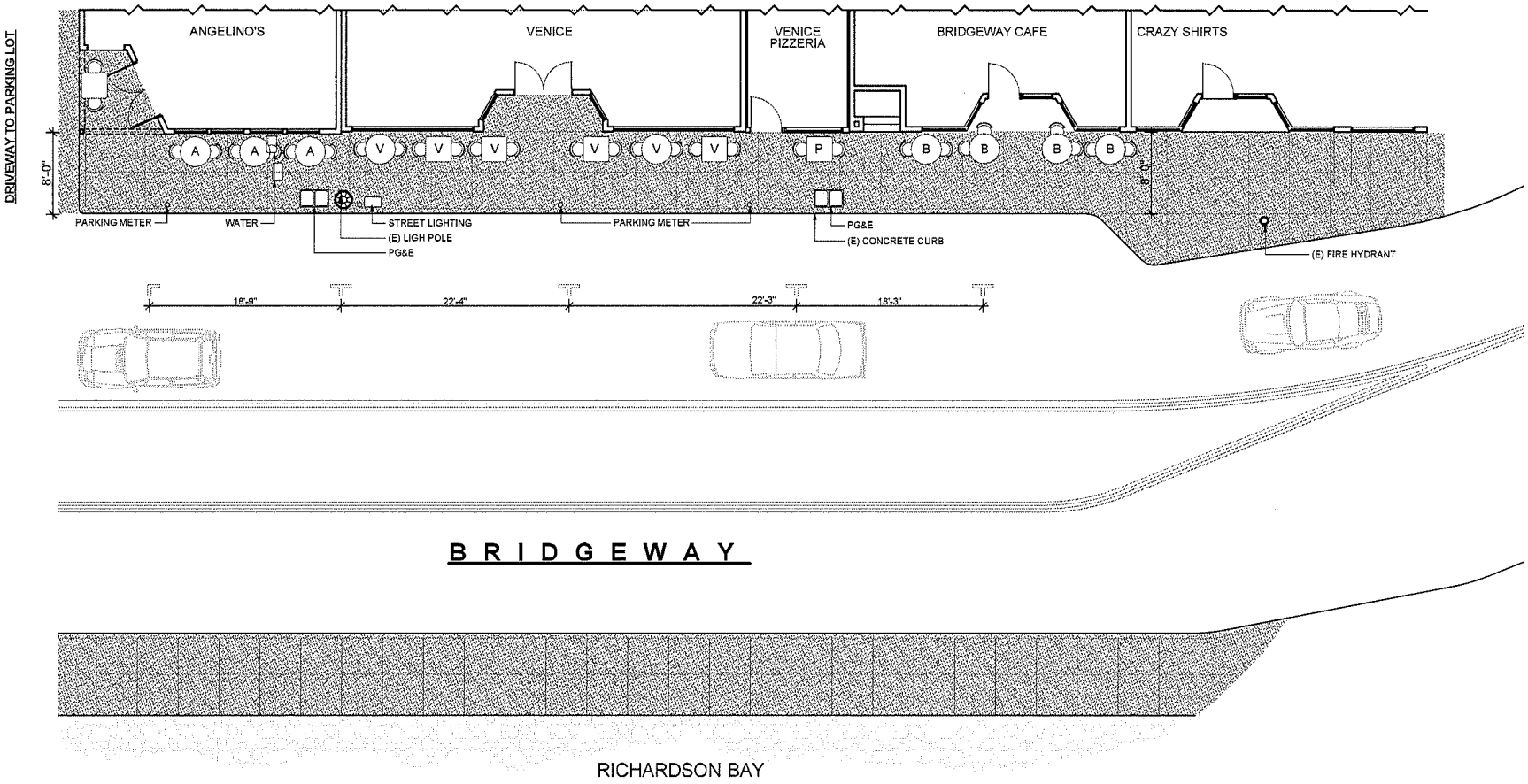
The project will remain as Venice Parklet Project. Other details are attached as you have required. Upon completion of the construction, each establishment will identify their section by separating with planter boxes.

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

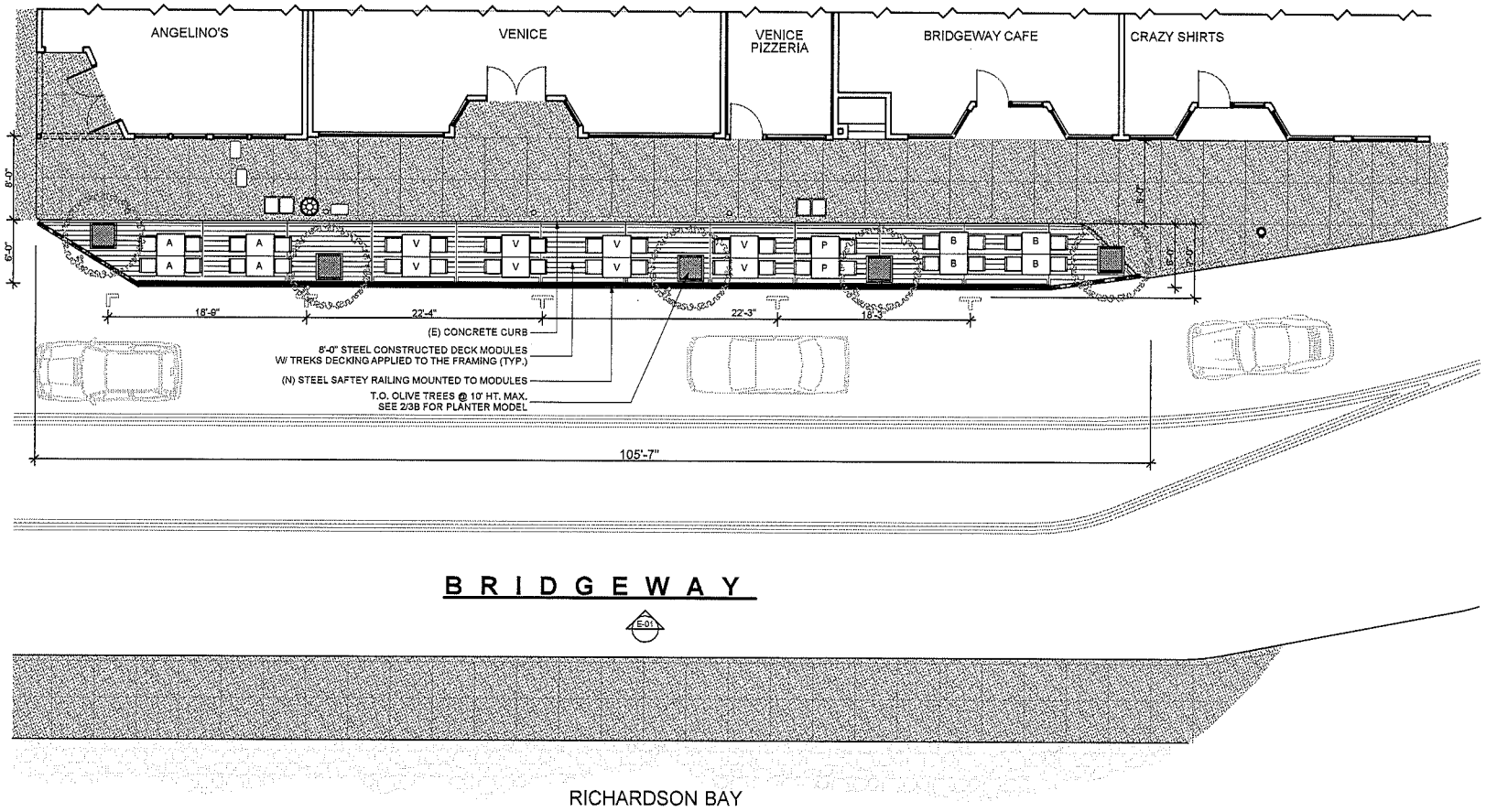
Mike Monsef

blank



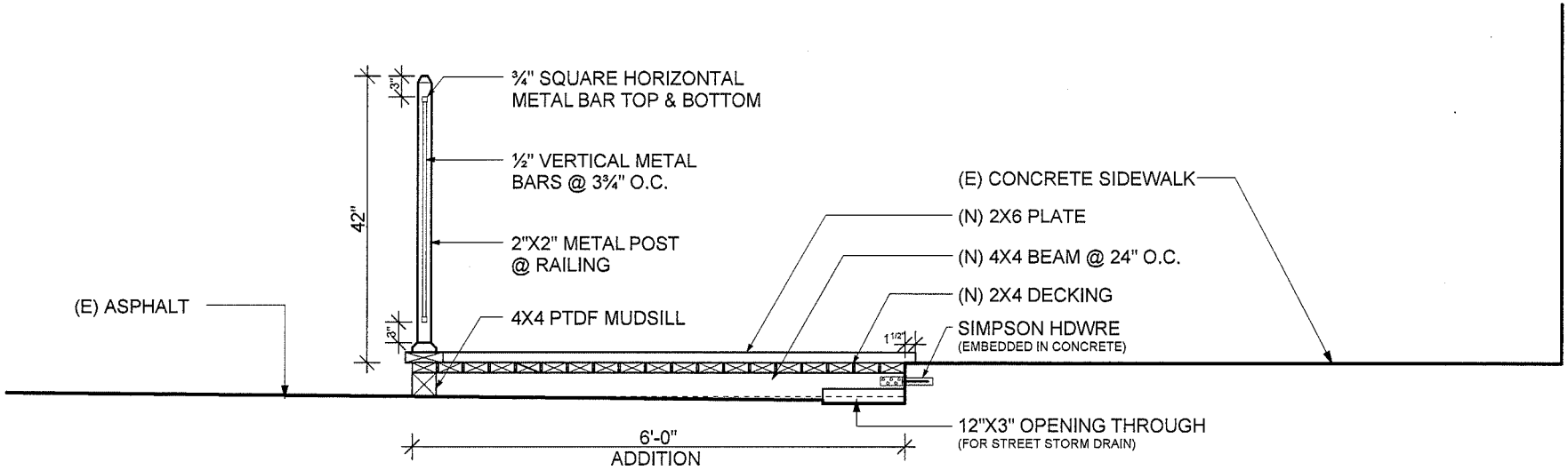
EXISTING SITE PLAN

1/16" = 1'-0"

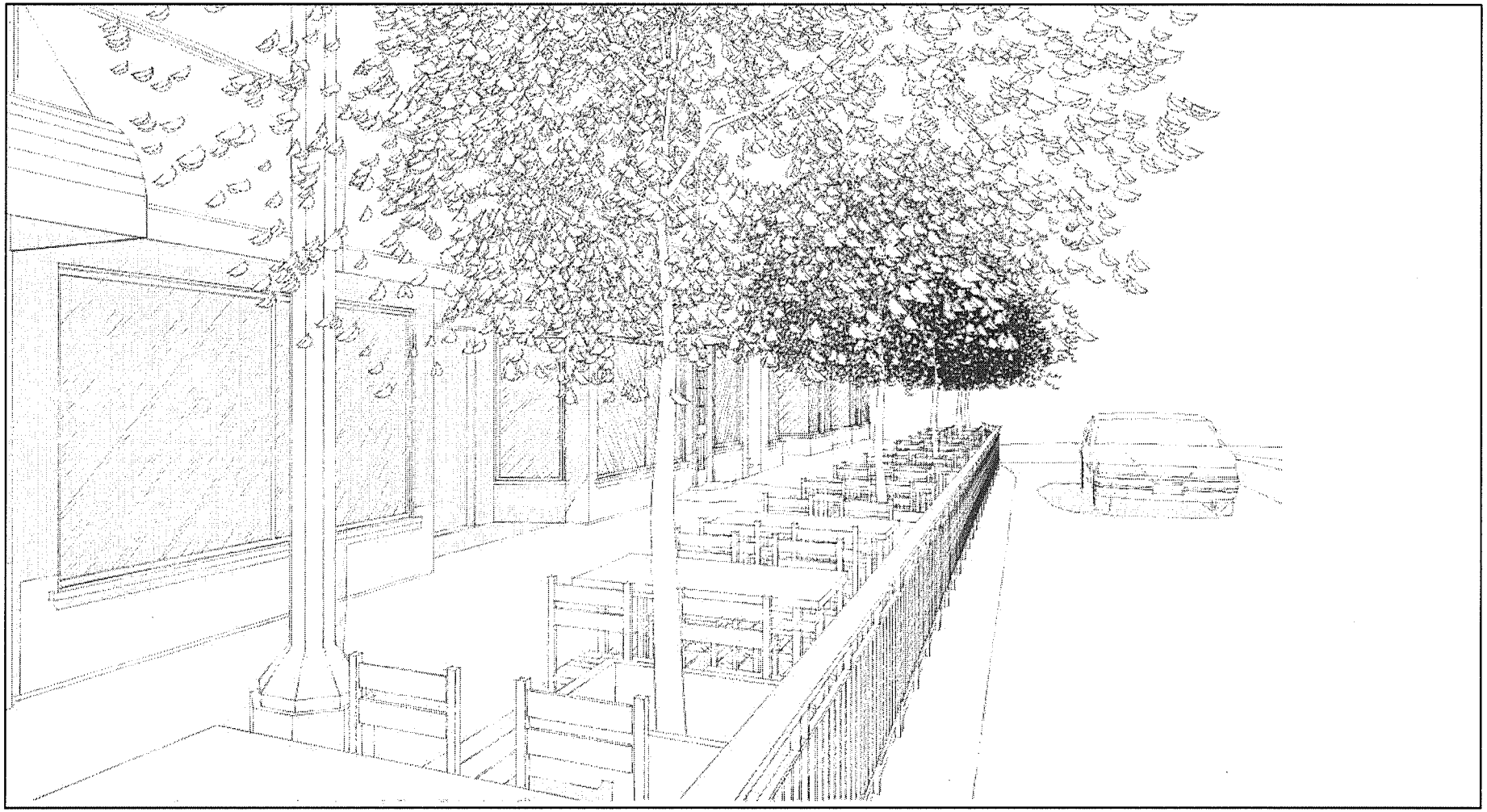


PROPOSED SITE PLAN

1/16" = 1'-0"


¾" SQUARE HORIZONTAL
METAL BAR TOP & BOTTOM
½" VERTICAL METAL
BARS @ 3¾" O.C.
2"X2" METAL POST
@ RAILING
4X4 PTDF MUDSILL
(E) ASPHALT
42"
3"
3"
(E) CONCRETE SIDEWALK
(N) 2X6 PLATE
(N) 4X4 BEAM @ 24" O.C.
(N) 2X4 DECKING
SIMPSON HDWRE
(EMBEDDED IN CONCRETE)
1 1/2"
12"X3" OPENING THROUGH
(FOR STREET STORM DRAIN)
6'-0"
ADDITION

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

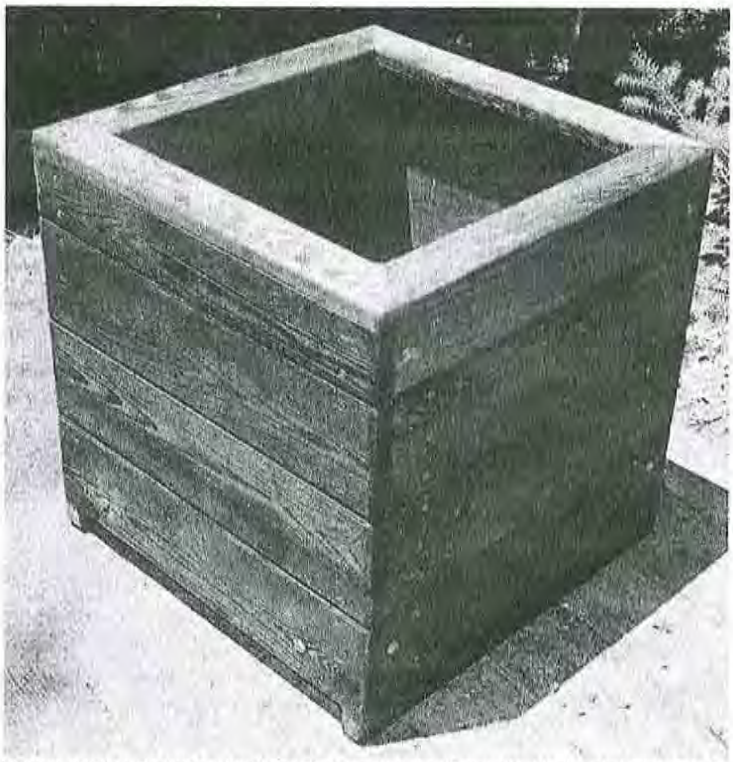
Material 1 or more
Wood (2862)
Iron / Metal (899)
Leather Upholstery (492)
Fabric Upholstery (482)
Glass (182)
Stone / Tile (131)
Mixed Wood and Iron (117)
Copper / Hammered (73)
Wool (72)
More Options

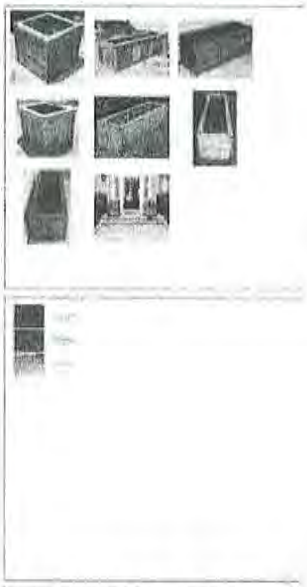
Color Finish 1 or more
Medium Wood (1788)
Black / Gray (1023)
Beige / Brown (964)
White / Off White (915)
Dark Wood (792)
Silver / Pewter (464)
Bronze / Gold / Brass (384)
Light Wood (255)
Copper (209)
More Options

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)

Customers Who Viewed This Item Also Viewed

Redwood Outdoor Massive Planter Box





Shown above: Redwood Outdoor Massive Planter Box with Horizontal Slats Made from Mature Redwood - 72" x 18" x 18"

1. Choose Options 2. Check Price

Select a Size:
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

Redwood Outdoor Massive Planter Box

- Choose Wood from 50, 100 or 200 Years Old Growth Redwood Trees
- Great for Balconies or Patios
- Multiple Finish Options and Sizes
- Available with Pre-drilled Drainage holes and Vertical or Horizontal Slats
- Built to Last
- 10, 20 or 30 Year Warranty

About Forever Redwood Furniture
10 - 30 Year Warranty
Return Policy
Low Price Guarantee
E-mail Us About This Item

Catalog # 7D214

Made to Order

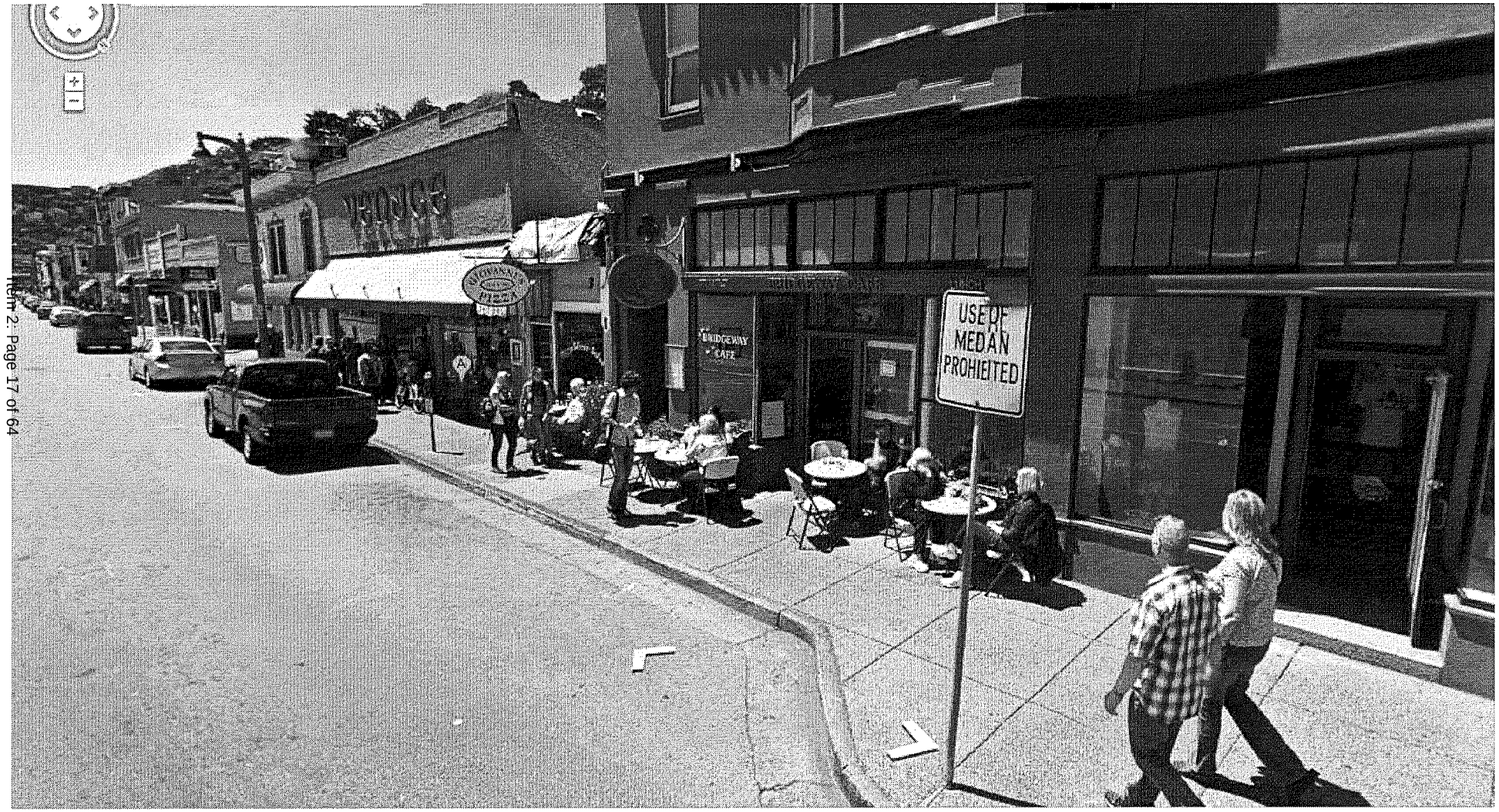
Typically ships in 6 to 8 weeks.
Estimated Delivery

List Price: $697.00
Price: $557.60
Free Shipping: $0.00
You Save: $139.40(20%)

Add to Cart

JUL 0 9 2013

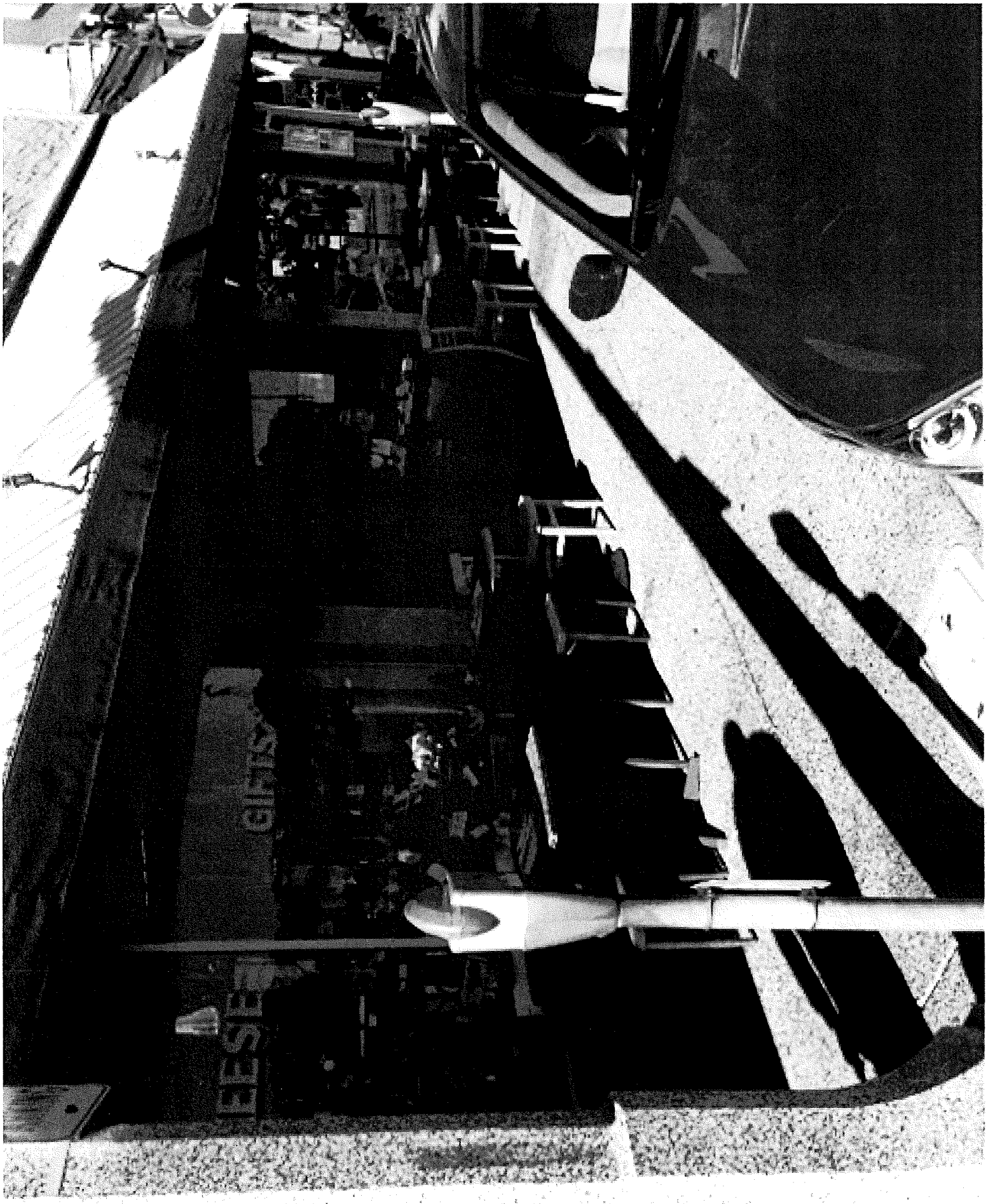
Bridgeway Streetscape
Fronting 621-633 Bridgeway

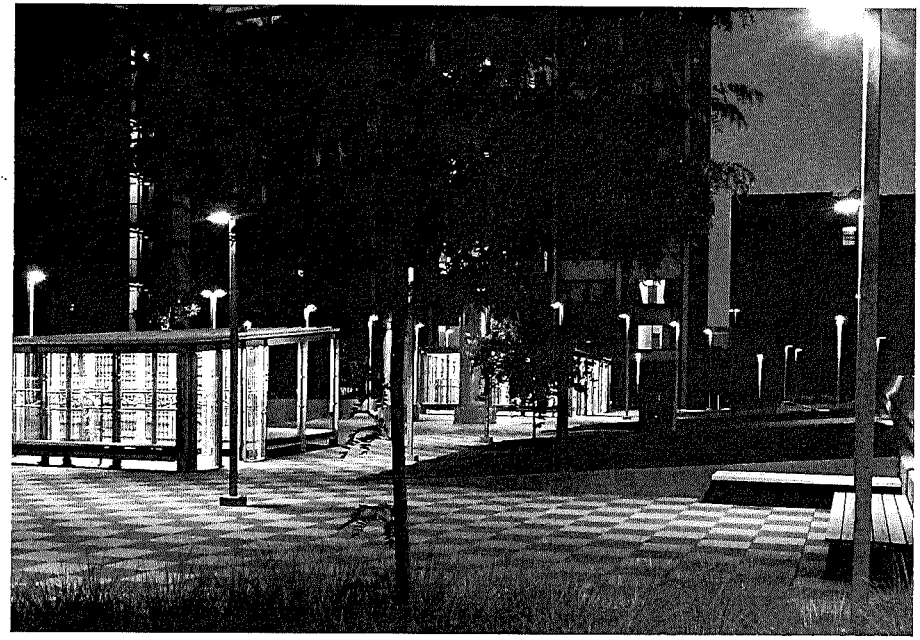


I:\CDD\PROJECTS - NON-ADDRESS\CDD\2013\13-117 Bridgeway Parklet\Bridgeway Streetscape.docx

20

EXPRESSO
CAFE


FRESH
GIRLS



U Cal Berkley 2006 ASLA Award Winner GLS Landscape Architecture © Patrick Argast 2006

Front cover: *United Therapeutics, Washington DC © Alan Karchmer*

MIX
Paper from responsible sources
FSC® C002491

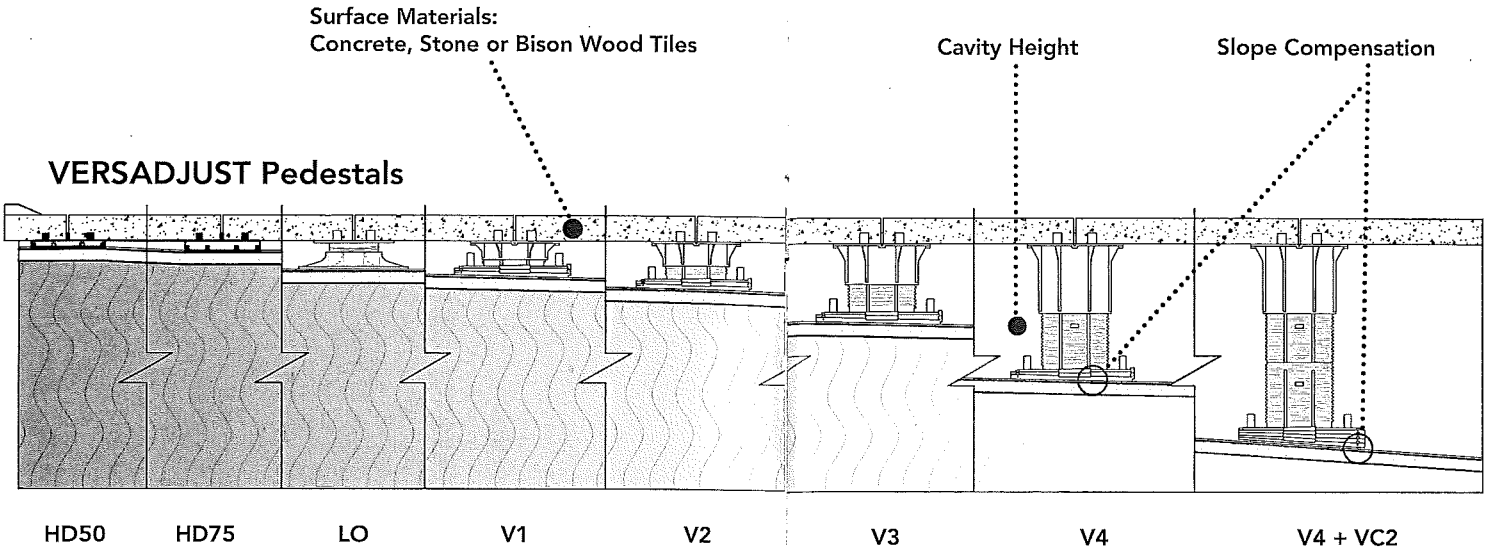
PRINTED WITH SOY INK

Innovative Products
1975 W. 13th Avenue, Denver, CO 80204 USA
BisonIP.com

Creating Rooftop Environments

Innovative Products

VERSADJUST Pedestals



©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.

Bison pedestals support numerous paving materials:

- Bison Wood Tiles
- Concrete Pavers
- Stone Tiles
- Joist and Plank

Bison pedestals & site furnishings applications include:

- Level decks over sloped surfaces to create rooftop terraces and plazas
- Green Roof Access
- Street Decks and Curbside Parks
- Deck Retrofitting
- Water Features and Reflecting Ponds

©2012 Bison Innovative Products

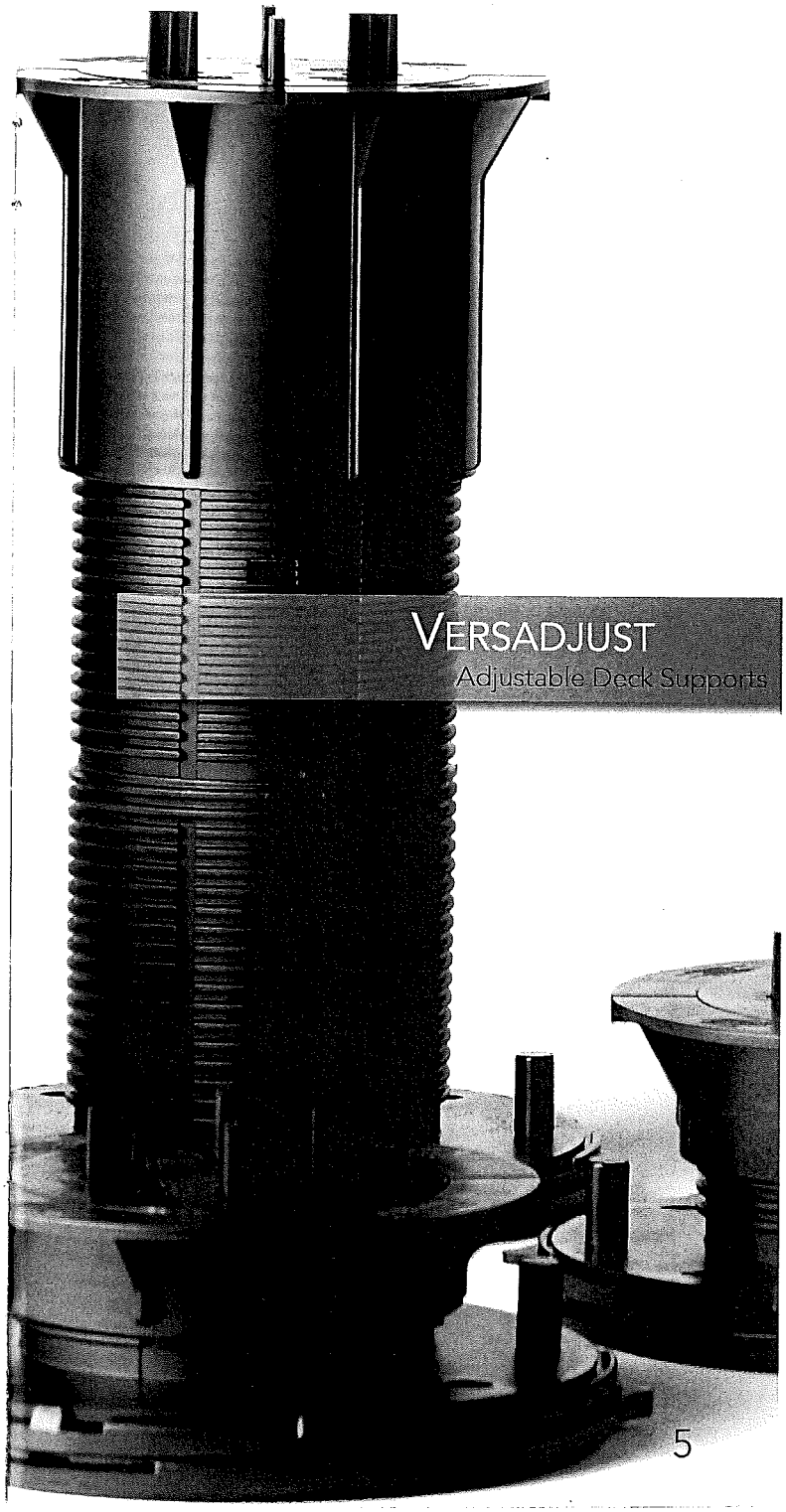
Belmont Apartments, Chicago, IL © Chicago Green Design

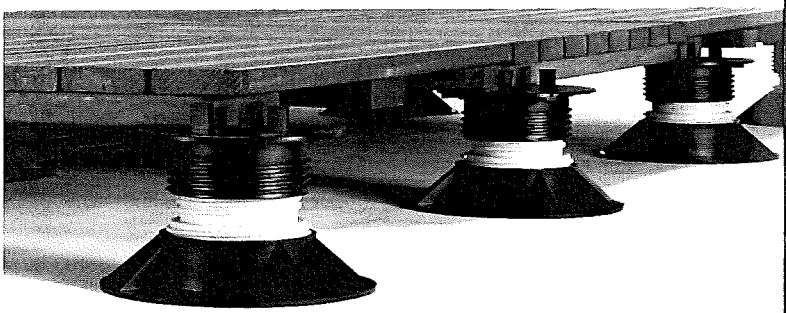
Versadjust Adjustable Deck Supports

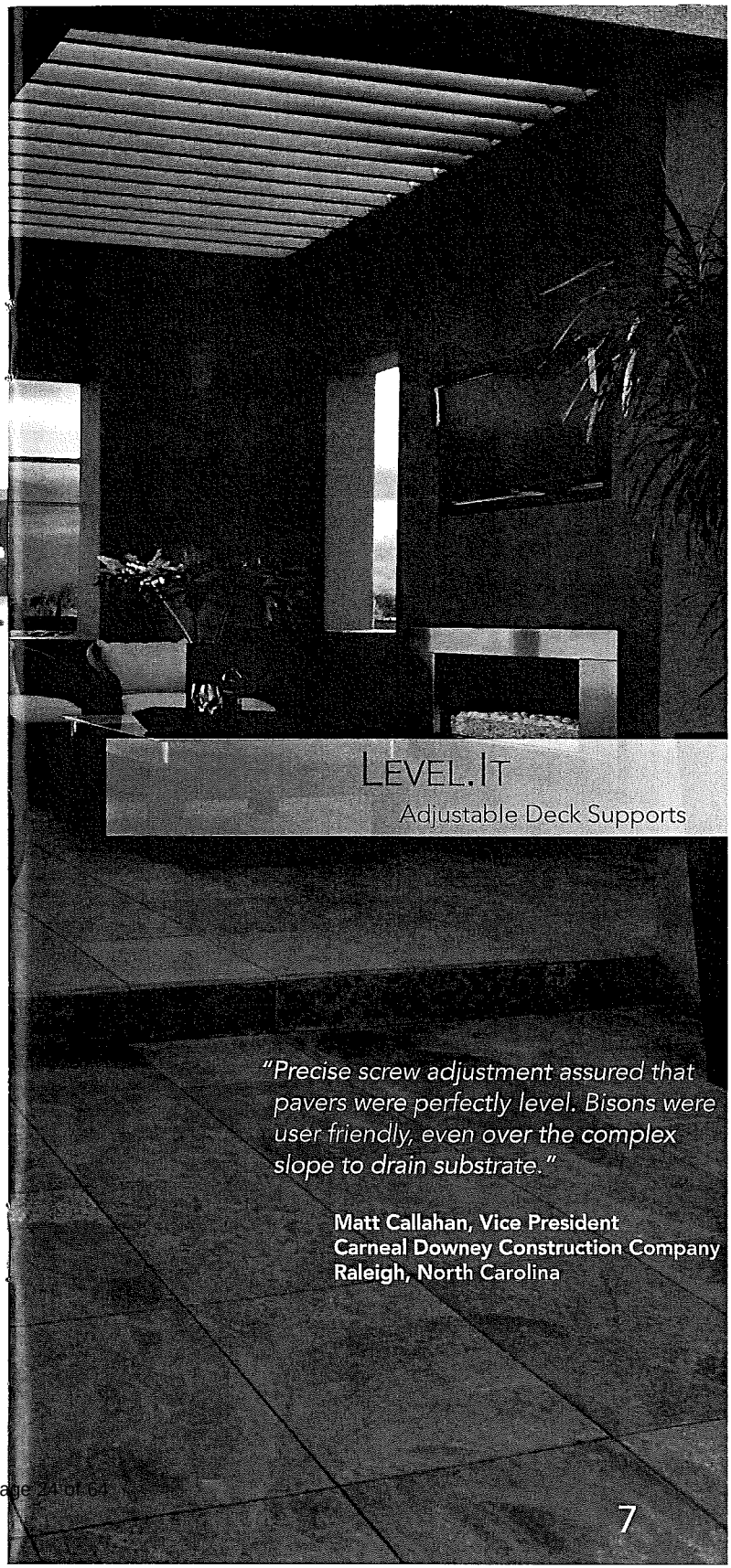
- Fast Screw-to-Adjust Installation
- Integrated Slope Compensation 0-1/2" psf
- Supports 1,250 lbs (FS3) per Pedestal
- Adjustable System Range 2 ¼" – 36"
  - Utilize Quick Clip™ Extenders to Reach 24"
  - Utilize Bison Brace™ System to Reach 36"
- Accessories available for Low Heights
- Made in the USA – US Patent & Patents Pending

Contains 20% Post-Industrial Recycled Material

BisonIP.com ©2012 Bison Innovative Products







LEVEL.IT

Adjustable Deck Supports

- 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

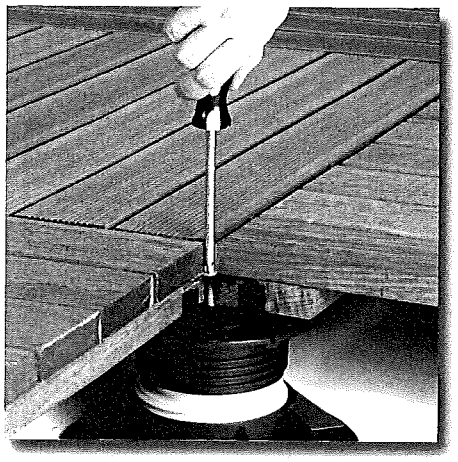
Contains 20% Post-Industrial Recycled Material

"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
Raleigh, North Carolina

New American Home, Las Vegas, NV

 ©2012 Bison Innovative Products



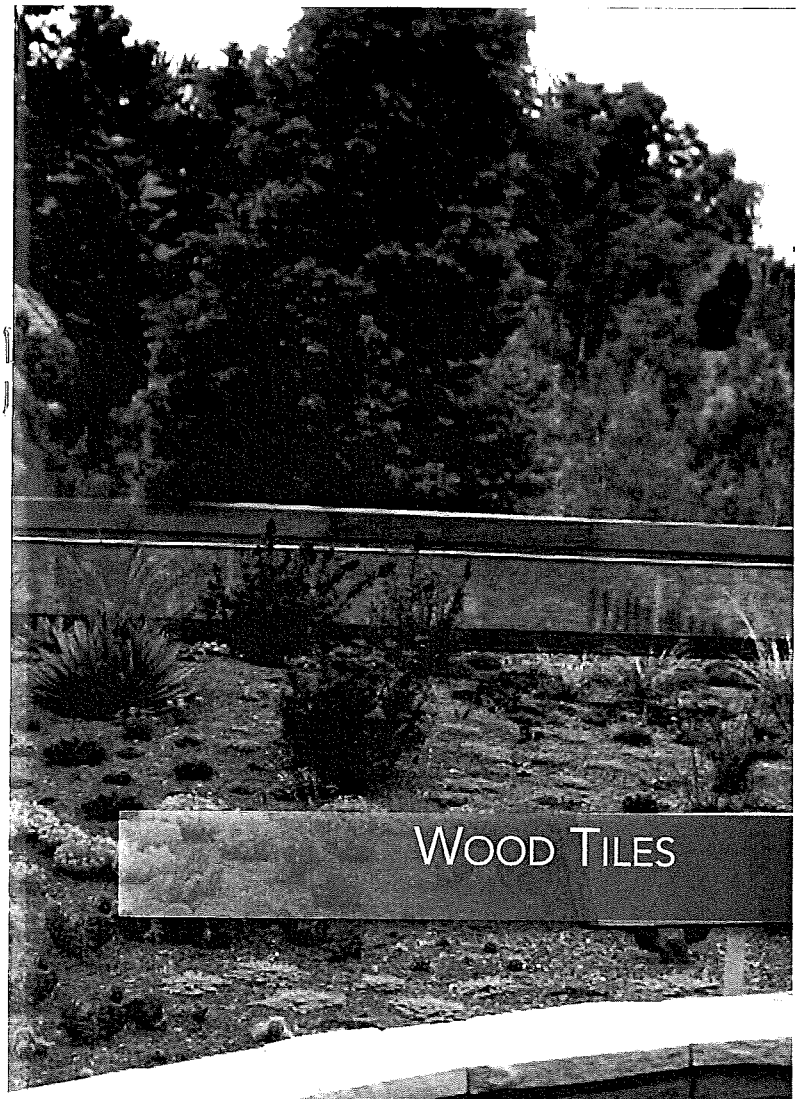
Wood Tiles

- Commercial Grade Quality
- Heavy-Duty, Durable and Long-lasting
- Work with Bison Deck Supports & Fastening Kit to create a beautiful and secure deck.
- Class A Fire Rating meets ASTM E108-07a
- Standard, Semi-Custom & Custom Tiles available

Ipê

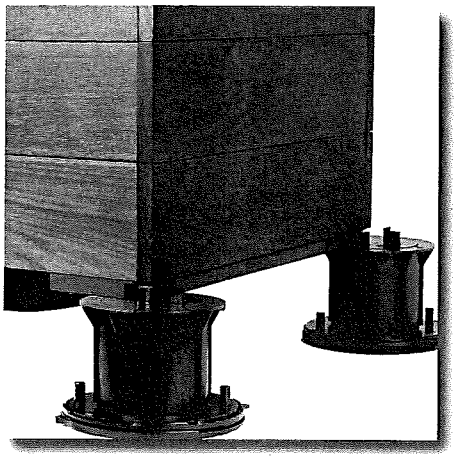
- FSC Certified (FSC-CO13454) & non-FSC certified
- Preassembled wood tiles are 2′ x 2′ & 2′ x 4′
- Scuff Resistant and Smooth Surfaces

FSC
www.fsc.org
FSC® C013454
The mark of responsible forestry



Denver Botanic Gardens, Denver, CO

©2012 Bison Innovative Products



Finish Your Space

- Integrate seamlessly with Bison Decks
- Made in the USA
- Can contribute to LEED credits

Cubes

- Planters...Seating...Storage Modular Design
  - Commercial Grade Aluminium and Steel Cubes
    - Contain 47-60% recycled content
    - 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

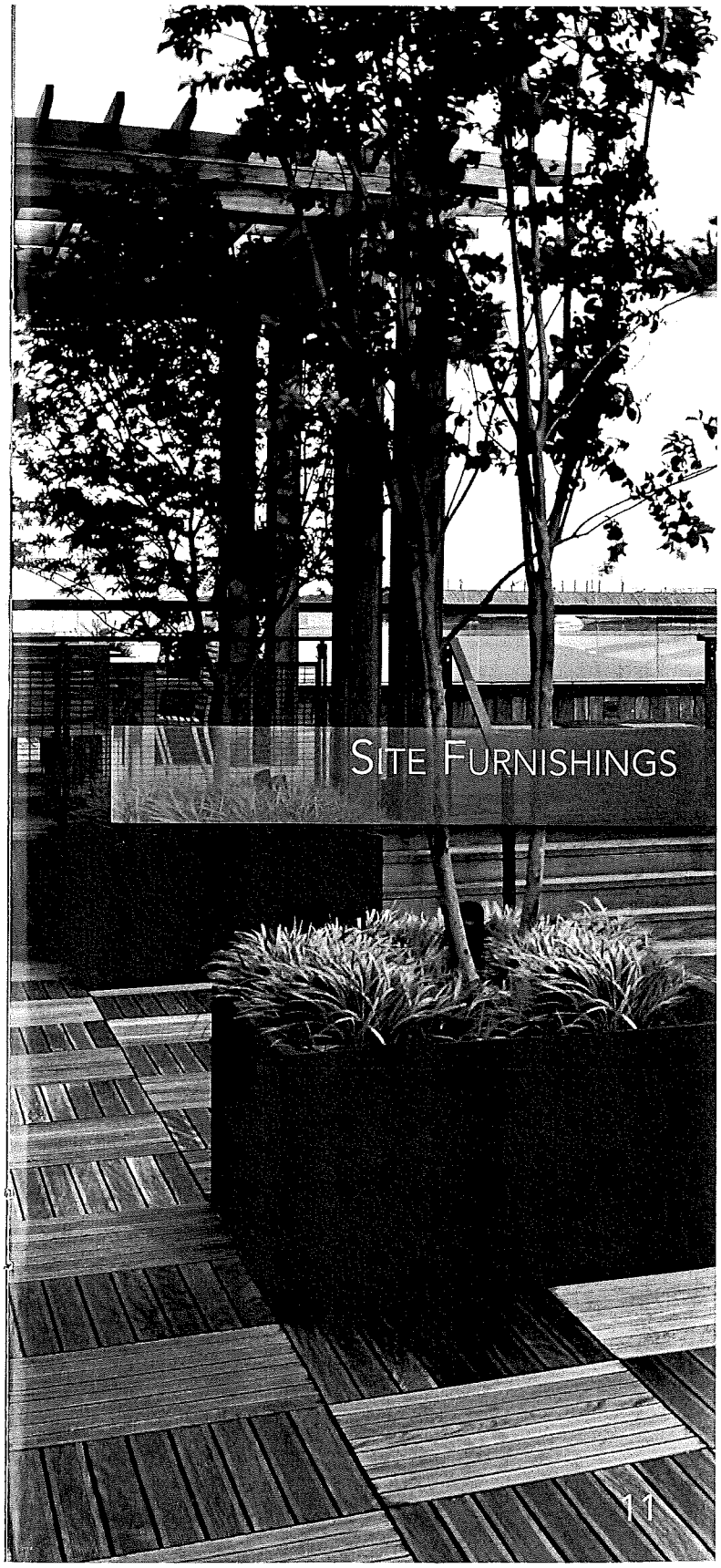
Screens

- 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

BisonIP.com ©2012 Bison Innovative Products

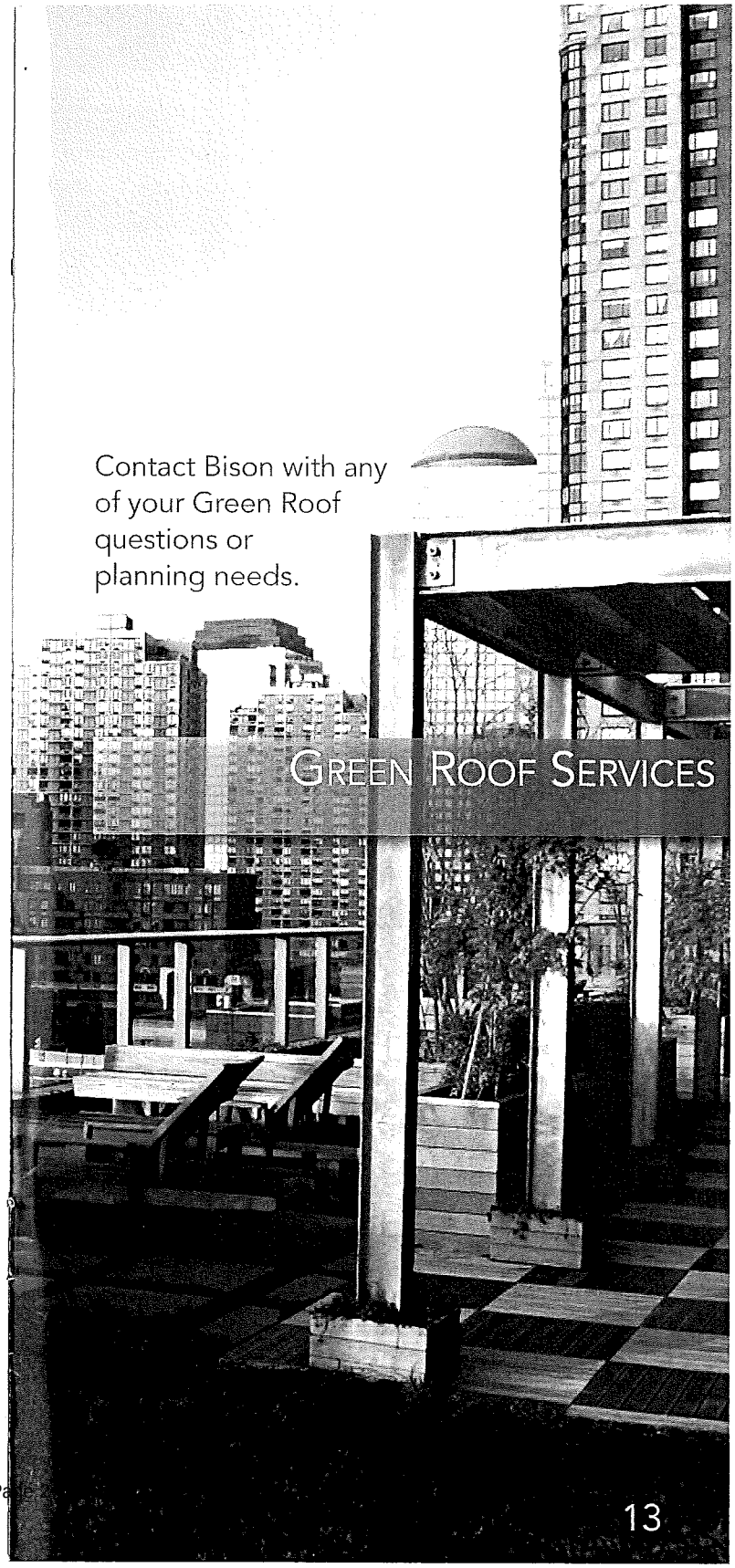


700 6th St, Washington DC © Alan Karchmer

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.

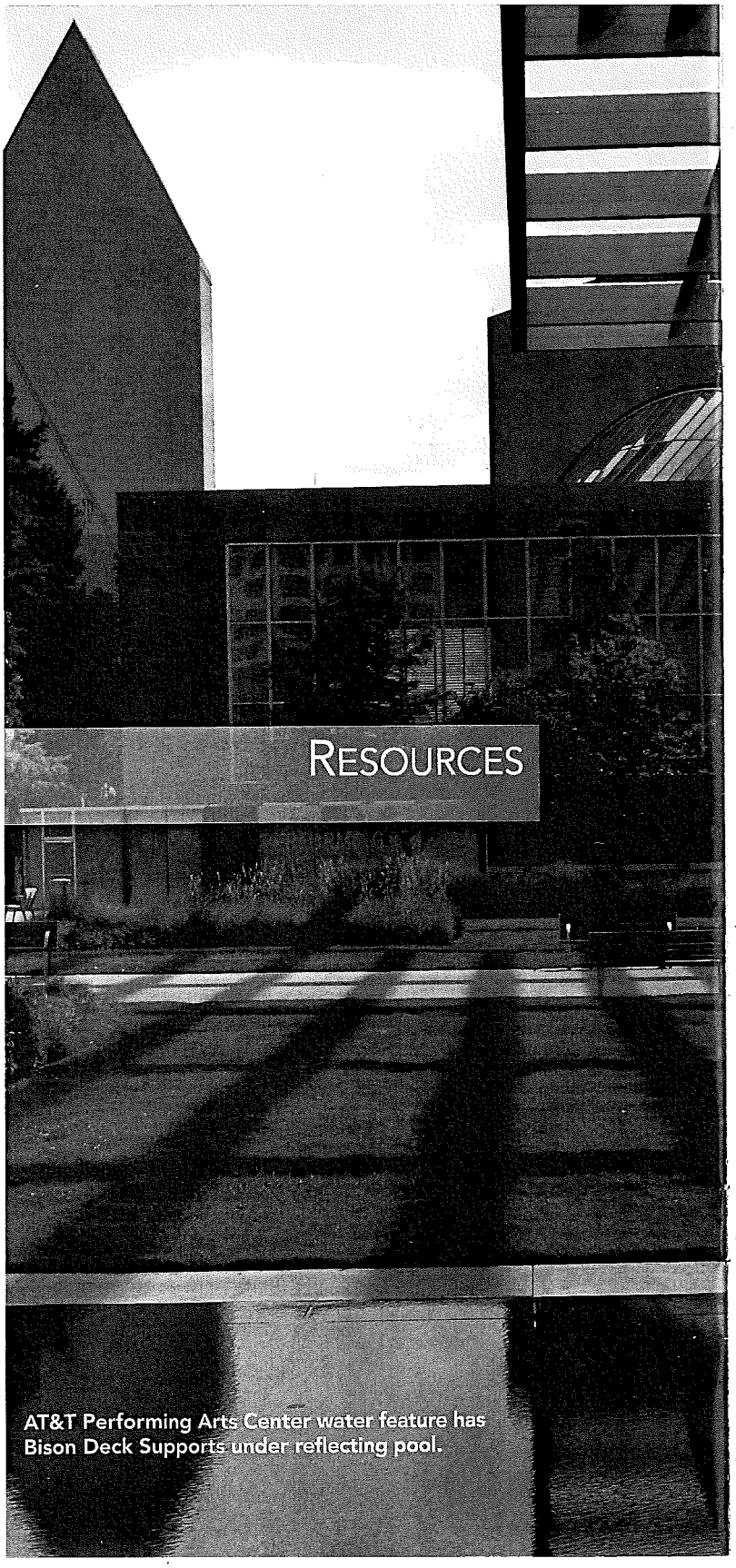
When installing a green roof there are many considerations regarding design, roofing membrane/drainage and plant viability. Bison Green Roof Services provide comprehensive expertise in the design and construction of green roofs.

- Horticultural Consultation
- Planting Design and Plans
- Plant Sourcing and Contract Growing
- Soil Specifications
- Installation & Maintenance Plans
- Rooftop Deck Design and Installation



The Visionaire, Battery Park, NY

©2012 Bison Innovative Products



AT&T Performing Arts Center water feature has Bison Deck Supports under reflecting pool.

© 2011 AT&T Performing Arts Center, Dallas, TX

In-House 800.333.4234

Hours of Operation: Mon-Fri: 8:00 AM - 5:00 PM (MST)

- Take-Off Assistance
- Samples Available
- Technical Assistance
- Customer Service

On-line BisonIP.com

- Videos: Planning, Installation & more
- CAD Details
- Specifications
- Technical Cut Sheets
- Maintenance Guide
- Job Histories & Project Profiles
- Free On-Line Continuing Education
- Request Free Samples

©2012 Bison Innovative Products

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 mutli-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?

Item: 6B
Meeting Date: May 21, 2013
Page: 1

- ✓ 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

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

I:\CDD\PROJECTS - NON-ADDRESS\CDD\2013\13-117\CCSR APPLICATION ENDORSEMENT 5-21-13.doc

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.

6B
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.

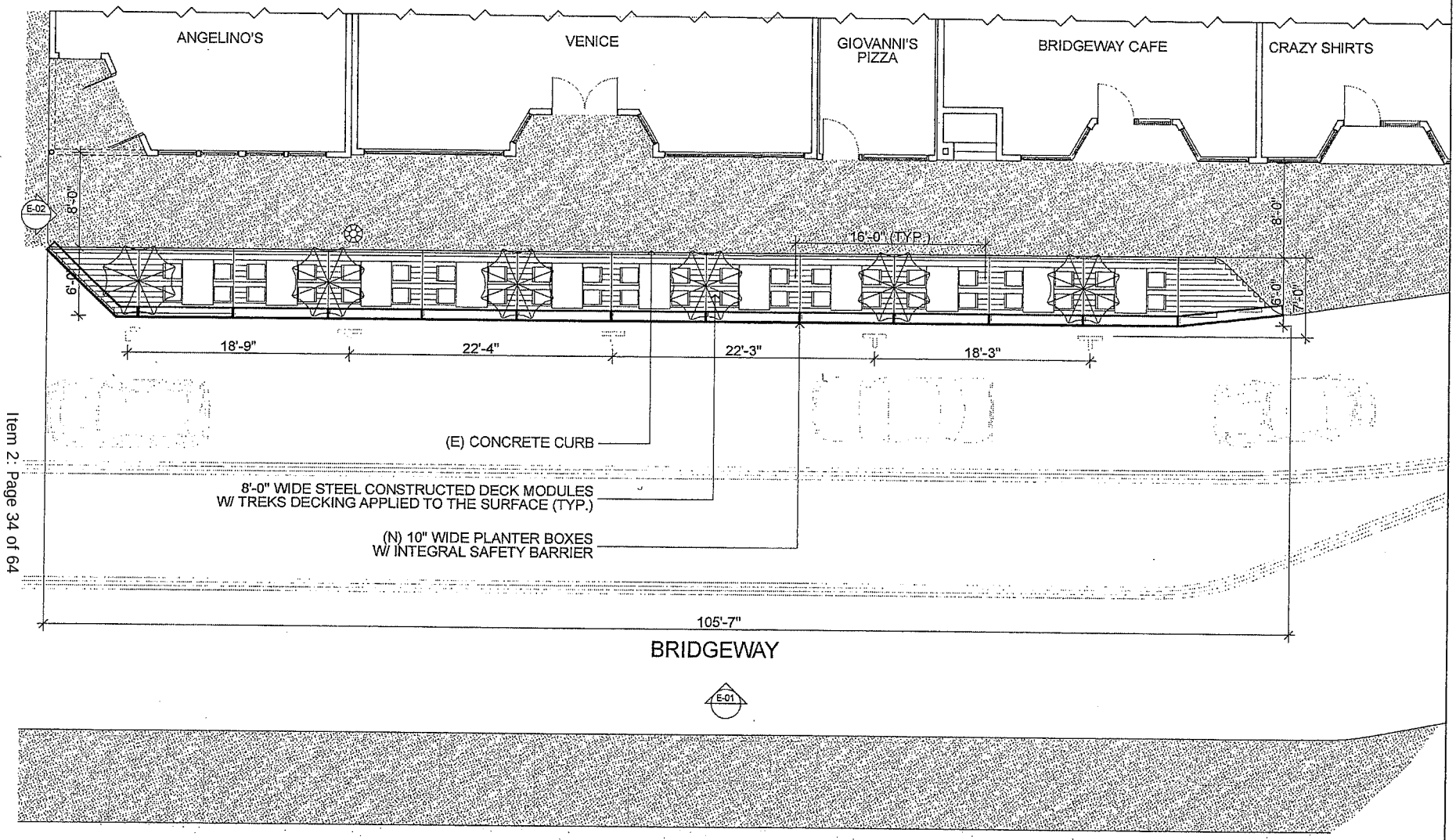
This experiment has been successfully introduced in many cities around us including San Rafael, San Francisco and Oakland.

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

Sincerely,

Mike Monsef

6B
1-2



1 VENICE PARKLETTE PLAN (PLANTER) 1/8" = 1'-0"

RECEIVED
APR 29 2013
CITY OF SAUSALITO
COMMUNITY DEVELOPMENT

6B
Attachment 2
(4 pages)
2-1

DON OLSEN ARCHITECTS & ASSOCIATES
656 BRIDGEWAY, SAUSALITO, CA 94965 TEL: 415/332-0297
FAX: 415/332-8869 EMAIL: DON@DOLARCHITECTS.COM

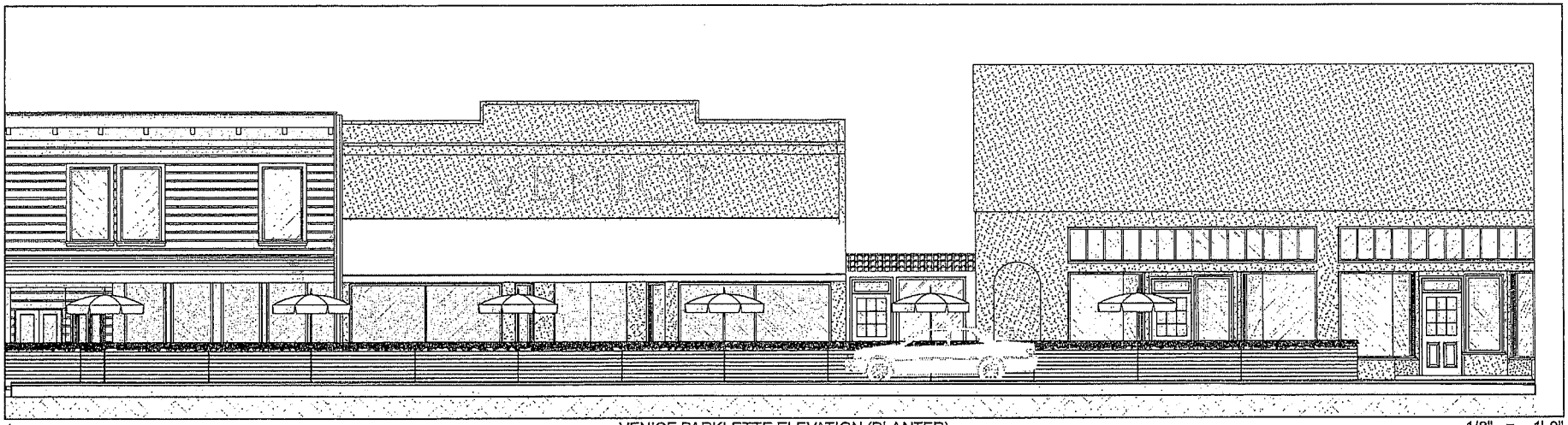
VENICE PARKLET
CONCEPTUAL REVIEW
SAUSALITO, CA 94965

REVISIONS NO.

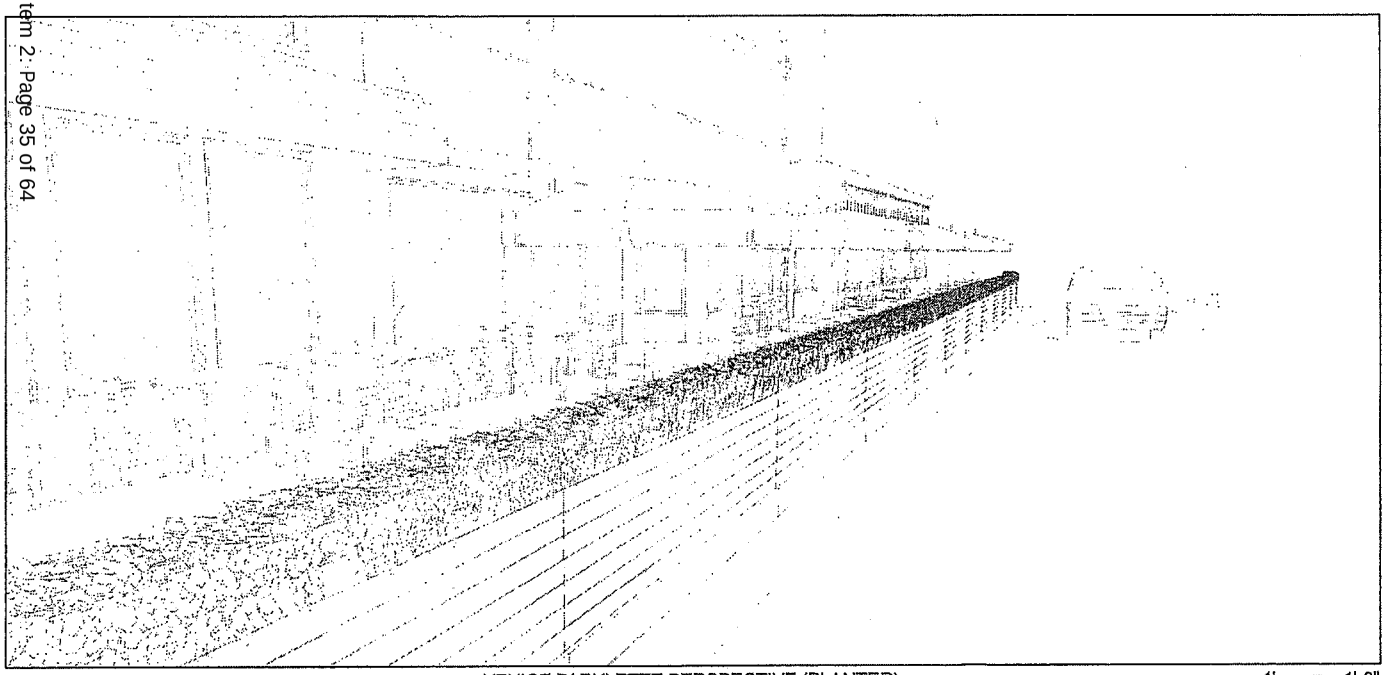
1A

APRIL 23RD, 2013

THESE PLANS AND SPECIFICATIONS CONSTITUTE THE ORIGINAL WORK OF THE ARCHITECT AND MAY NOT BE REUSED OR REPRODUCED IN PART OR IN WHOLE WITHOUT THE WRITTEN CONSENT OF THE ARCHITECT. © DON OLSEN A.I.A. & ASSOCIATES, INC.



1 VENICE PARKLETTE ELEVATION (PLANTER) 1/8" = 1'-0"



2 VENICE PARKLETTE PERSPECTIVE (PLANTER) 1' = 1'-0"

DONALD OLSEN ARCHITECTS & ASSOCIATES
656 BRIDGEWAY, SAUSALITO, CA 94965 TEL: 415/332-0297
FAX:415/332-8869 EMAIL: DON@DOARCHITECTS.COM

VENICE PARKLET
CONCEPTUAL REVIEW
SAUSALITO, CA 94965

REVISIONS NO.

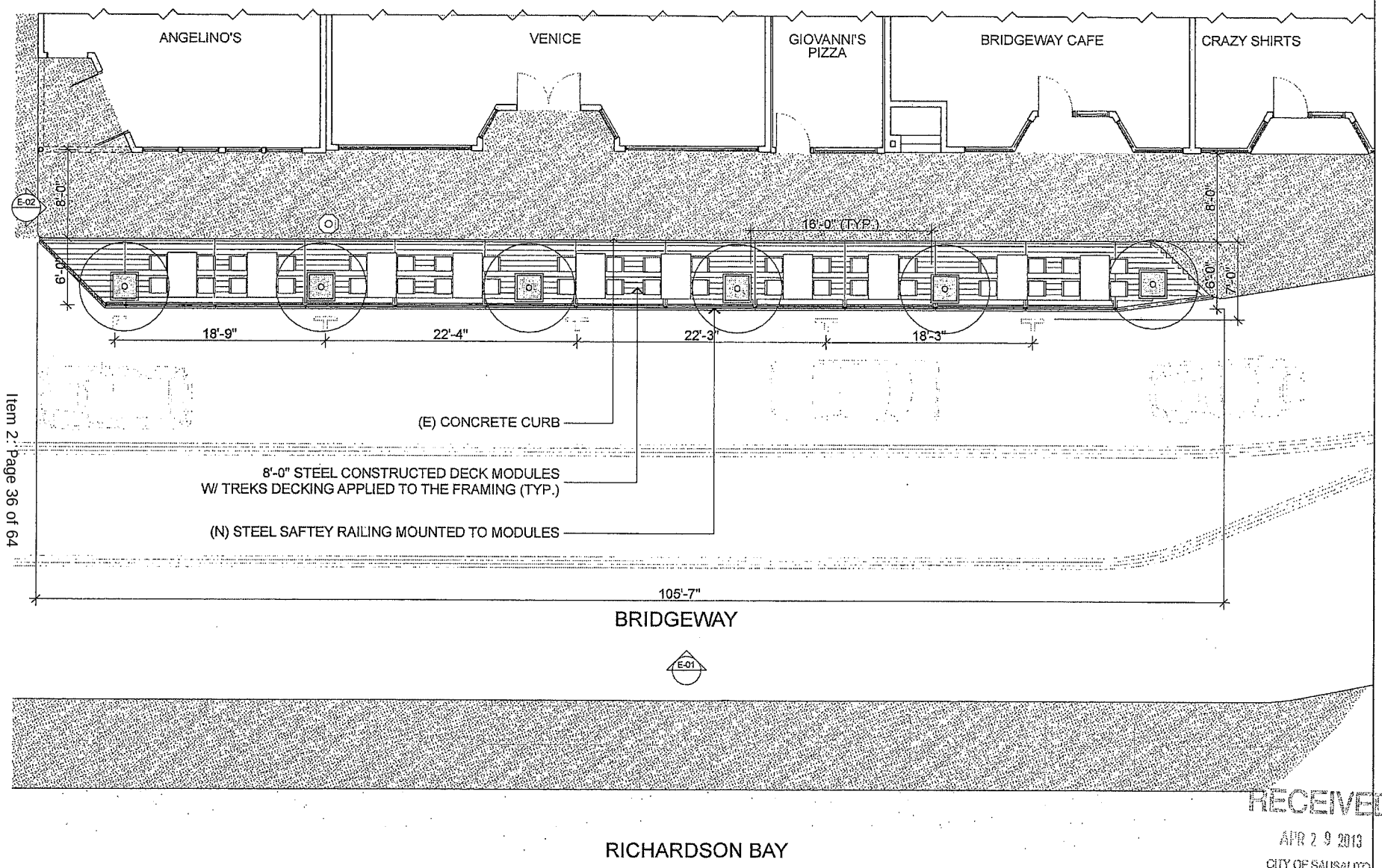
2A

APRIL 23rd, 2012

RECEIVED
APR 2 9 2012
CITY OF SAUSALITO
COMMUNITY DEVELOPMENT

68
22

THESE PLANS AND SPECIFICATIONS CONSTITUTE THE ORIGINAL WORK OF THE ARCHITECT AND MAY NOT BE COPIED OR REPRODUCED IN PART OR IN WHOLE WITHOUT THE WRITTEN CONSENT OF THE ARCHITECT. © DON OLSEN A.I.A. & ASSOCIATES, INC.



1 VENICE PARKLETTE PLAN (OPEN RAILING) 1/8" = 1'-0"

RECEIVED
APR 2 9 2013
CITY OF SAUSALITO
COMMUNITY DEVELOPMENT

6B
2-3

DONALD OLSEN ARCHITECTS & ASSOCIATES
666 BRIDGEWAY, SAUSALITO, CA 94965 TEL: 415/332-0297
FAX: 415/332-8269 EMAIL: DON@DIOARCHITECTS.COM

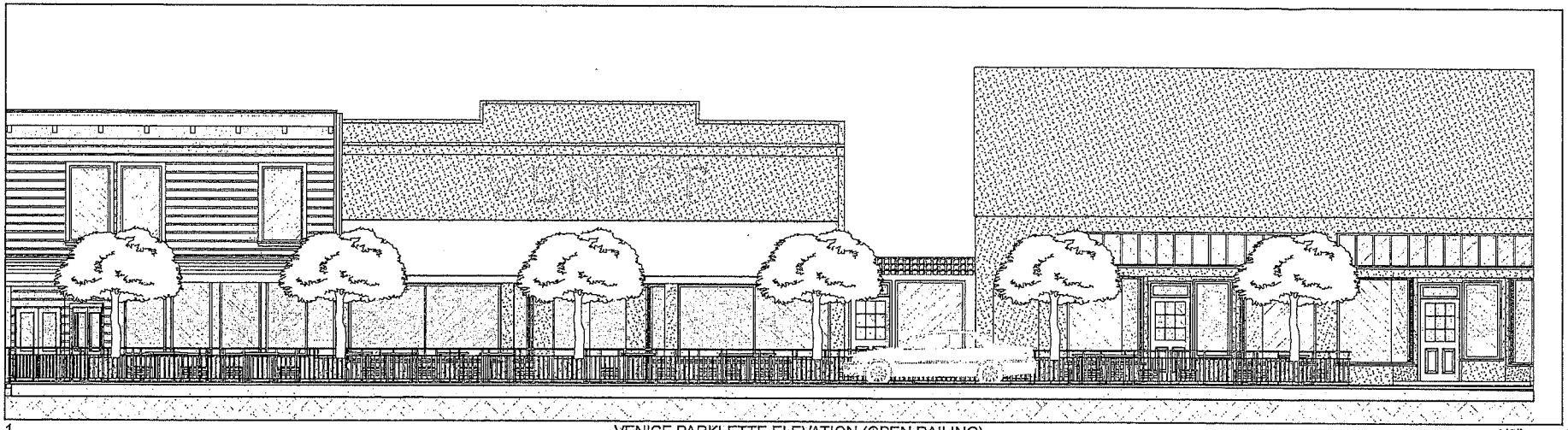
VENICE PARKLET
CONCEPTUAL REVIEW
SAUSALITO, CA 94965

REVISIONS	NO.

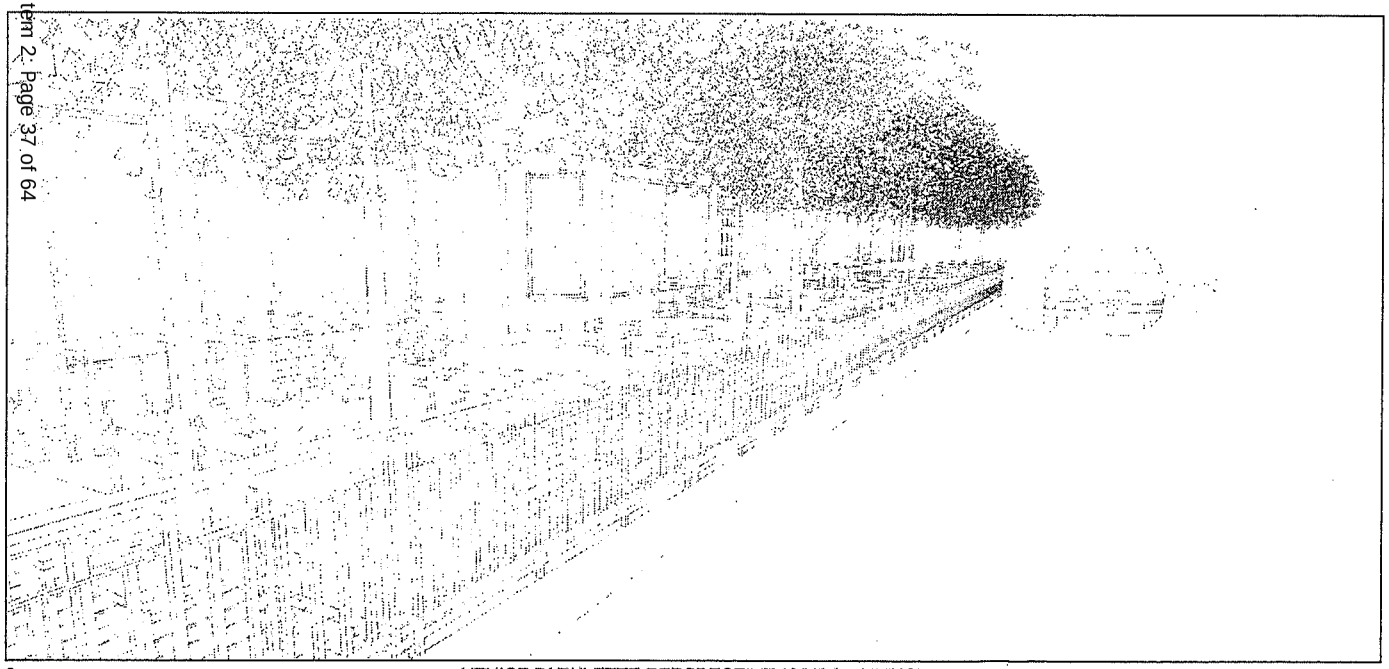
1B

APRIL 25TH, 2013

THESE PLANS AND SPECIFICATIONS CONSTITUTE THE ORIGINAL WORK OF THE ARCHITECT AND MAY NOT BE REVISED OR REPRODUCED IN PART OR IN WHOLE WITHOUT THE WRITTEN CONSENT OF THE ARCHITECT. © DON OLSEN A.I.A. & ASSOCIATES, INC.



1 VENICE PARKLETTE ELEVATION (OPEN RAILING) 1/8" = 1'-0"



2 VENICE PARKLETTE PERSPECTIVE (OPEN RAILING) 1' = 1'-0"

DONALD OLSEN
ARCHITECTS & ASSOCIATES
666 BRIDGEWAY, SAUSALITO, CA 94965 TEL: 415/332-0297
FAX: 415/332-8869 EMAIL: DON@DXOARCHITECTS.COM

VENICE PARKLET
CONCEPTUAL REVIEW
SAUSALITO, CA 94965

REVISIONS NO.

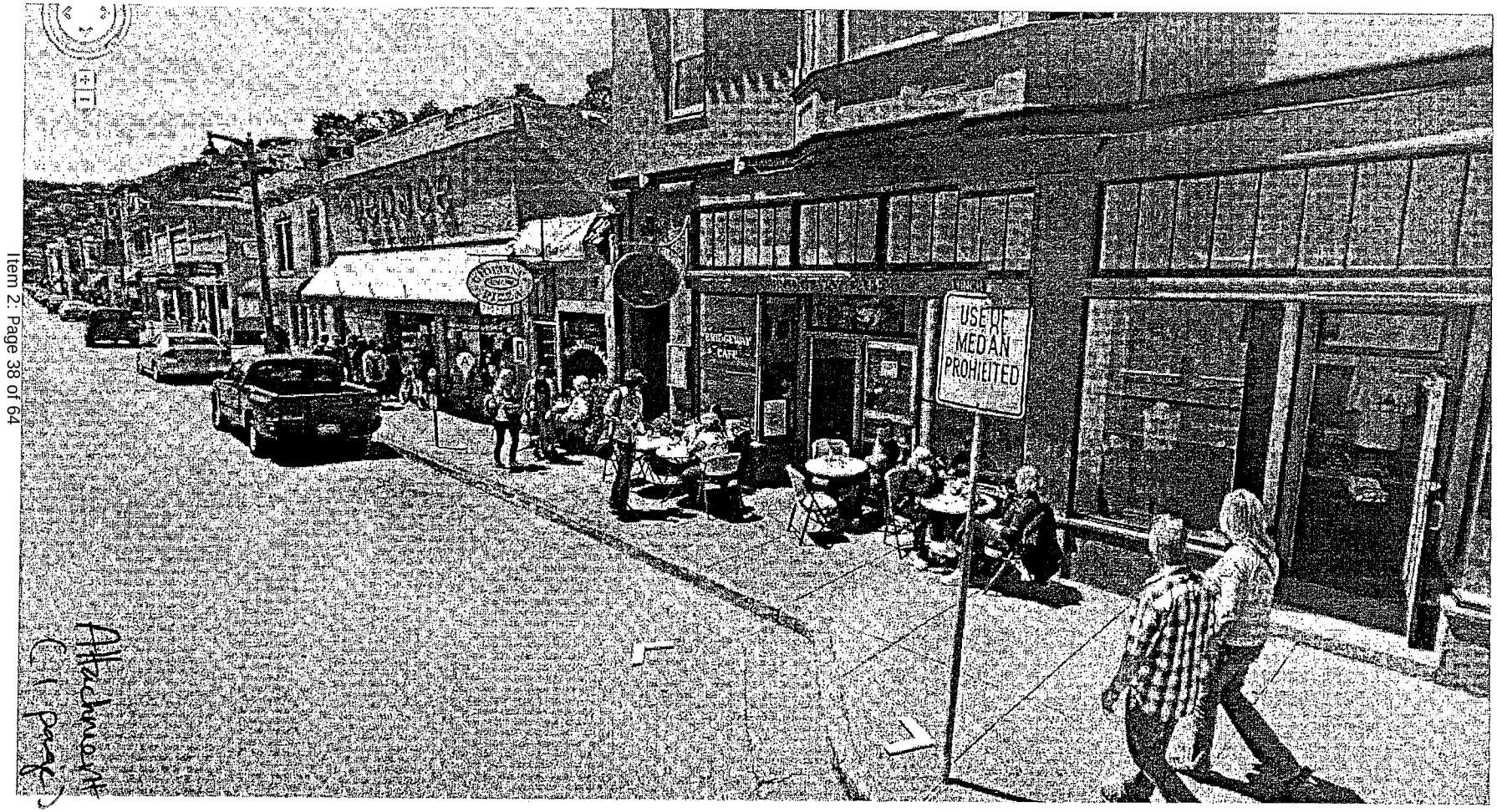
2B

APRIL 23RD, 2013

RECEIVED
APR 2 9 2013
CITY OF SAUSALITO
COMMUNITY DEVELOPMENT
6B
2-4

THESE PLANS AND SPECIFICATIONS CONSTITUTE THE ORIGINAL WORK OF THE ARCHITECT AND MAY NOT BE RE-USED OR REPRODUCED IN PART OR IN WHOLE WITHOUT THE WRITTEN CONSENT OF THE ARCHITECT. © DON OLSEN A.I.A. & ASSOCIATES, INC.

Bridgeway Streetscape
Fronting 633-621 Bridgeway



Attachment 3
(1 page)

I:\CDD\PROJECTS - ADDRESS\B\Bridgeway- 600 Block\Bridgeway Streetscape.docx

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 Mastrangello

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 executre a Professional Services Agreement with Dyett & Bhatia for the Update of Historic Preservation Regulations

3. A finding is required that the location and signage does not encourage use by persons outside the marinship area. [Ord. 1205 § 33, 2012; Ord. 1167 § 2, 2003.]

10.44.220 Restaurants – Outdoor dining areas.

A. Purpose. In addition to the general purposes of this title, the specific purposes of allowing and regulating outdoor dining areas for restaurants are as follows:

1. To meet the desires of Sausalito residents to dine outdoors;

2. To provide for the use of public sidewalks for outdoor dining consistent with the public's preeminent right to use the right-of-way for public passage and travel;

3. To provide for improved business to restaurants and surrounding businesses;

4. To allow Sausalito restaurants to be competitive with restaurants in neighboring communities that provide for outdoor dining;

5. To protect the economic and social health and safety of Sausalito; and

6. To provide a process for restaurant owners to request and obtain sidewalk dining encroachment permits.

B. Private Property. Outdoor dining areas located on private property where an approved restaurant is located shall require a minor use permit pursuant to the provisions of Chapter 10.58 SMC (Minor Use Permits).

C. Sidewalks. Outdoor dining on sidewalks shall require the issuance of a minor use permit from the Zoning Administrator and a sidewalk dining encroachment permit by the Community Development Department as outlined in SMC Title 17 (Streets, Sidewalks, and Public Places) and shall meet the requirements of this subsection.

1. Encroachment Defined. For the purposes of this section, "encroachment" is defined to include, but not be limited to, any utility, stairs on grade, sidewalk, curb and gutter, newspaper vending machine, garbage can, street excavation, installation and maintenance of landscaping, installation and maintenance of driveways with cuts or fills of less than six feet and concrete or asphalt surfacing, any dining table and/or chair and any device or structure intentionally placed within the public right-of-way.

2. Authority. The Zoning Administrator is authorized to issue minor use permits and the Community Development Director is authorized to issue sidewalk dining encroachment permits for encroachments defined by this section only after approval of a minor use permit for this use.

3. Conditions. Permit issuance shall be subject to any special conditions imposed by the Community Development Department deemed necessary to protect the City's interests and to assure public safety and welfare, the provisions of this title and all other provisions of applicable City and State laws. The following standard conditions shall also apply:

a. Safe Passage. The Community Development Director shall make a determination regarding the adequacy of the passageway. The sidewalk immediately adjacent to the restaurant shall have adequate space to accommodate tables and chairs and shall provide adequate safe passage along the sidewalk for pedestrian and wheelchair users of the sidewalk. Safe and adequate passage of 48 inches' width shall be provided both along the sidewalk and from the curb to the sidewalk (to provide for two pedestrians walking side by side or by a single wheelchair). No tables or chairs shall be placed or allowed to remain on any sidewalk that inhibit passage.

b. Location. Permits shall only be issued to allow the use of sidewalk immediately adjacent to the restaurant seeking the permit. The Community Development Department shall determine the most appropriate location along the sidewalk for the applicant's tables and chairs. The permit shall include a map of the portion of the sidewalk where tables and chairs may be located.

c. Cleanliness. Debris, litter or food matter shall be removed from the sidewalk, streets or surrounding property at least once each day during operating hours and at the time tables and chairs are removed from the sidewalk.

d. Food Service. The establishment obtaining the permit shall be engaged in food service and shall provide such service at the tables subject to the permit.

e. Insurance. The applicant shall obtain liability insurance with policy limits of at least $500,000 per incident. The City shall be named an additional insured and the policy shall remain in force at all times that the permit is in effect.

f. Hold Harmless. The applicant shall enter into a sidewalk dining encroachment permit agreement prepared by and satisfactory to the City Attorney. The applicant shall agree to conform to these conditions and all applicable City ordinances. The applicant shall also agree to indemnify the City and hold the City harmless from and against all liability arising out of the applicant's activities under the permit or otherwise arising out of the applicant's placement of tables and chairs in the City sidewalk and/or from permitting the use of such tables and chairs by patrons or otherwise.

g. Orderliness. All tables and chairs shall be removed from the sidewalk whenever the restaurant is closed or when the restaurant is not serving patrons on the sidewalk. The permit shall provide for the placement of tables and chairs for the use of diners only. The restaurant shall not be permitted to place any other structures or objects of any sort along or in the sidewalk. No entertainment shall be permitted along the sidewalk by the restaurant. No food preparation shall take place along the sidewalk, and no serving trays or bus stations shall be located along the sidewalk.

h. Preeminence. The applicant shall acknowledge that its use of the sidewalk under the permit is subordinate to the public's right to use the sidewalk for passage and travel. The permit shall be revocable from time to time by order of the City to allow for a public event or other public use of the sidewalk subject to the permit or if the use of the sidewalk for dining purposes conflicts with any public use of the sidewalk. The applicant shall also

acknowledge that the use of the sidewalk is subject to temporary suspension any time the City or any utility company or easement holder requires access to the sidewalk or any utility under the sidewalk, or requires use of the sidewalk in conjunction with any construction project.

i. Fee. The applicant shall be required to pay the City an annual permit fee, based on square footage of the permit area, as established by resolution of the City Council.

j. Compliance with All Regulations. The applicant shall comply with all regulations of State Alcoholic Beverage Control and the County of Marin Department of Public Health, and any other agency that controls the operations of the restaurant.

k. Revocable. All sidewalk dining minor use permits and sidewalk dining encroachment permits shall be subject to permanent revocation by the City at any time.

4. Validity. Sidewalk dining encroachment permits become valid with signatures of the Community Development Director and the applicant. A copy of the valid permit shall be placed on file with the Community Development Department.

5. Alcoholic Beverages. Consumption of alcoholic liquor or other alcoholic beverages on any public street, sidewalk or passageway or in any park or playground or highway shall require City Council approval. The consumption may be allowed at any special civic event when policing is adequately provided.

D. Capacity of Outdoor Eating Area. An outdoor eating area on private property shall not exceed the most restrictive of the following limits, unless otherwise authorized by the Zoning Administrator in the required minor use permit:

1. Twenty-five percent of the indoor dining area of the restaurant; or

2. Five tables; or

3. A capacity of 20 people.

E. Parking. Eating establishments with outdoor eating areas in public rights-of-way shall be exempt from additional parking requirements. The following requirements apply:

1. Additional outdoor eating areas (on site) shall be subject to the same parking requirements as indoor eating areas.

2. Eating establishments without public street frontage shall be exempt from additional parking requirements for on-site outdoor eating areas in the amount that would have been allowed if there were public street frontage. However, any additional on-site outdoor eating areas shall be subject to the same parking requirements as indoor eating areas. [Ord. 1205 § 34, 2012; Ord. 1167 § 2, 2003.]

blank

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.

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
Entry Courts 54
E. Public Art 54
F. Signs 54
G. Awnings and Canopies 55
H. Outdoor Site Amenities 55
I. Site Lighting 56
J. Buffers 56
K. Service Areas 57
L. Mechanical Equipment 57
M. Surface Parking 58

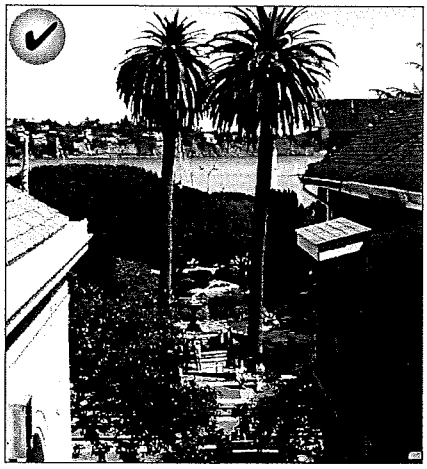
This chapter provides guidelines for special features such as views, topography, public amenity space, parking and other site features. These guidelines apply to both historic properties and new construction in the Downtown Historic District.

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.



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.

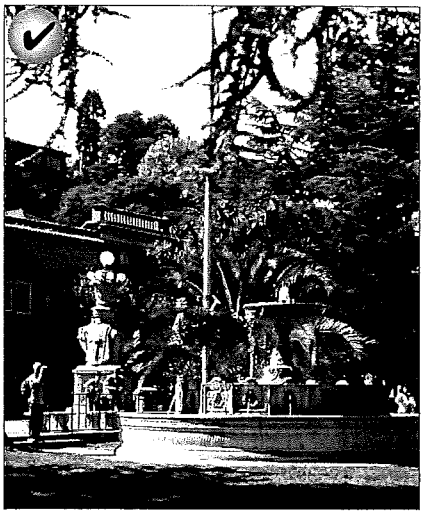
- Terrace or step a retaining wall.
- Use rock that is cut to convey the mass and scale of traditional rock walls.
- Unfinished grey concrete and concrete block are inappropriate in the Downtown Historic District.

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



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

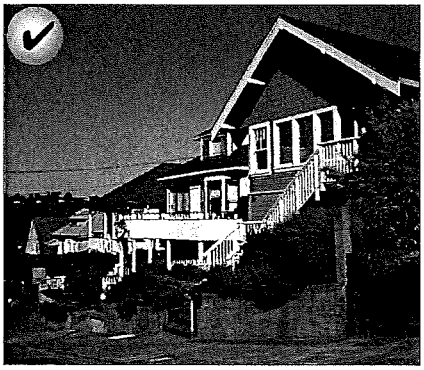
Small Public Plazas and Pocket Parks

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



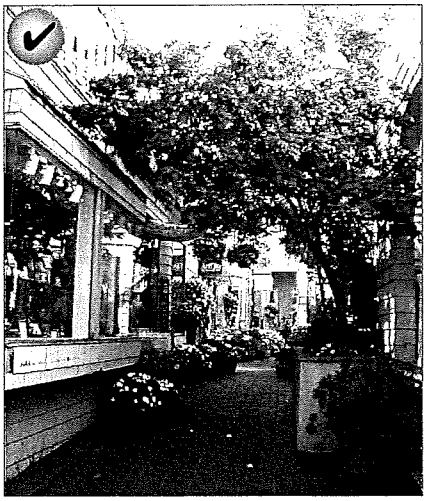
Front and side yard amenity space may be considered in the context of a historic residential type building.

Front Yard Amenity Space

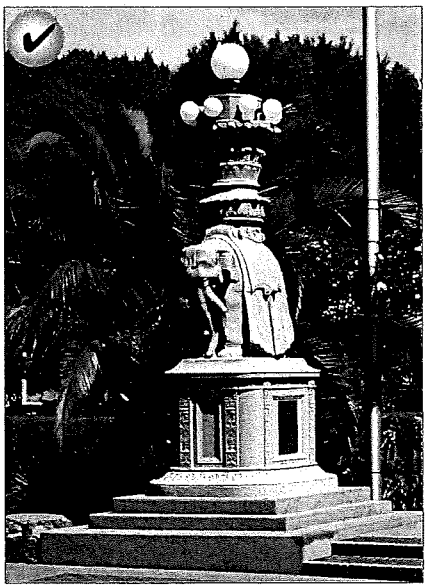
Certain areas retain a distinct historic residential character. These are defined by a landscaped front yard and side yard setback. To maintain and enhance this tradition in certain areas, a landscaped front yard amenity space may be considered.

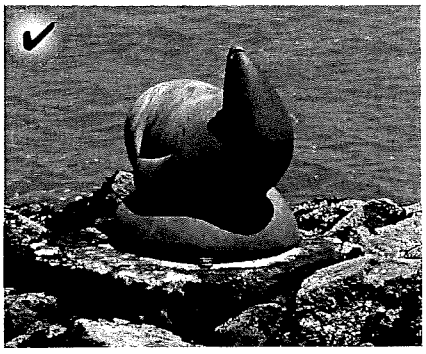
3.9 Front and side yard amenity space may be considered in the context of a historic residential type building.

- Plantings should remain the prominent feature in this setting.



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.

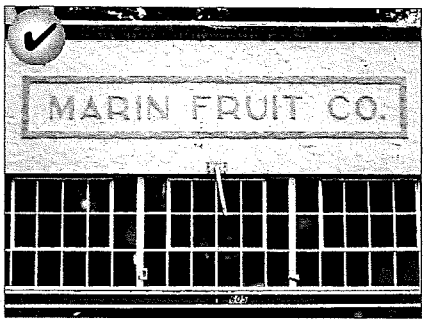
H. Outdoor Site Amenities

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

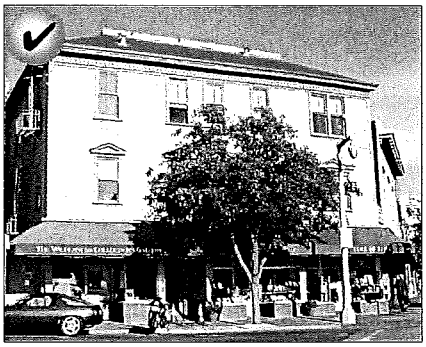
- Placing it to the side or rear of a property is preferred, especially in a residential context.

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

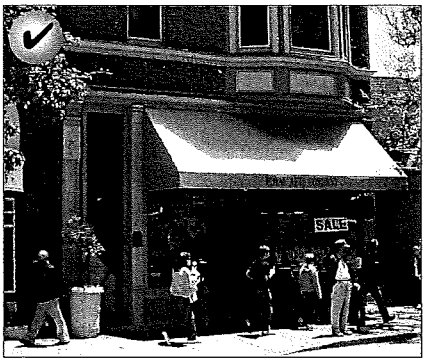
- This includes pergolas and other shelters for these features.

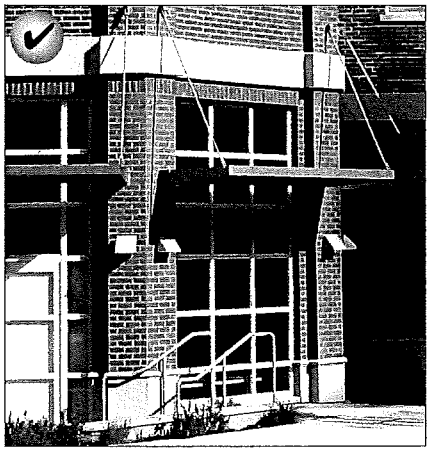


Historic signs, such as this one mounted and painted on the exterior of a building, should be preserved.



A fabric awning is encouraged.

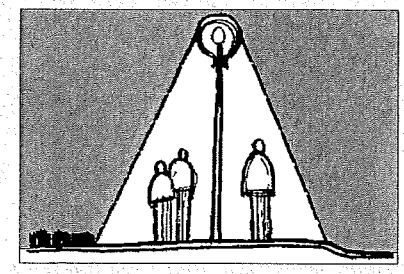




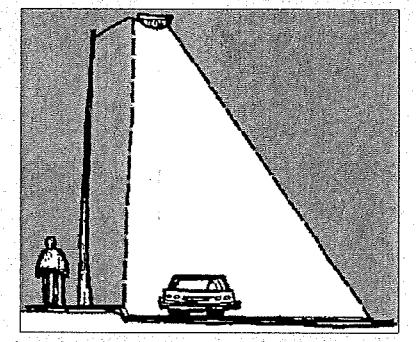
An awning or canopy should be in character with the building and streetscape.

Sight Lighting Design

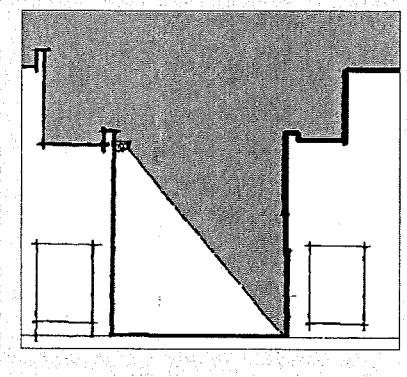
Pedestrian Lighting



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

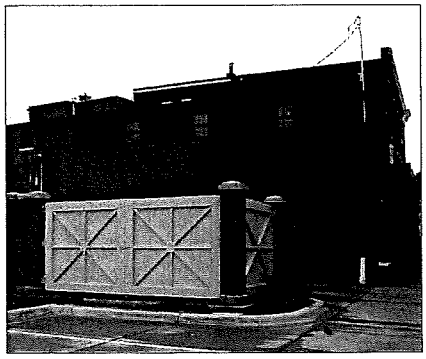
When site development, such as parking, storage and equipment areas, creates an unavoidable negative visual impact on abutting properties or to the public way, it should be mitigated with landscaping or a screen wall to buffer or screen it. The design should complement the existing natural character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



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

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.

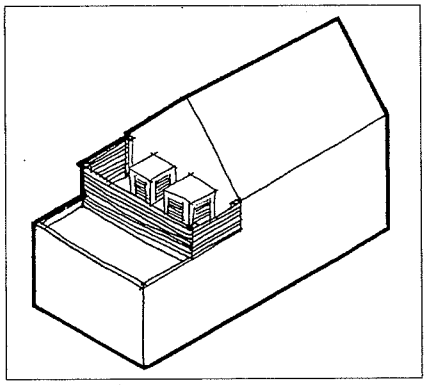
- Minimize noise impacts by locating sources of offensive sounds away from other uses.
- Use an alley when feasible.

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.



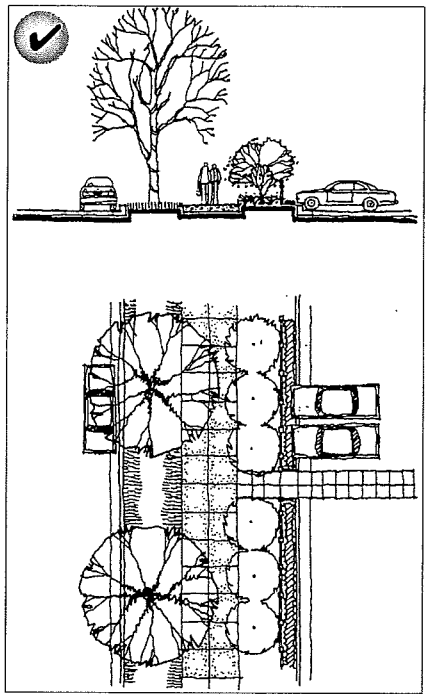
Minimize the visual impacts of mechanical and HVAC equipment from public vantage points and surrounding neighborhood.

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.



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.

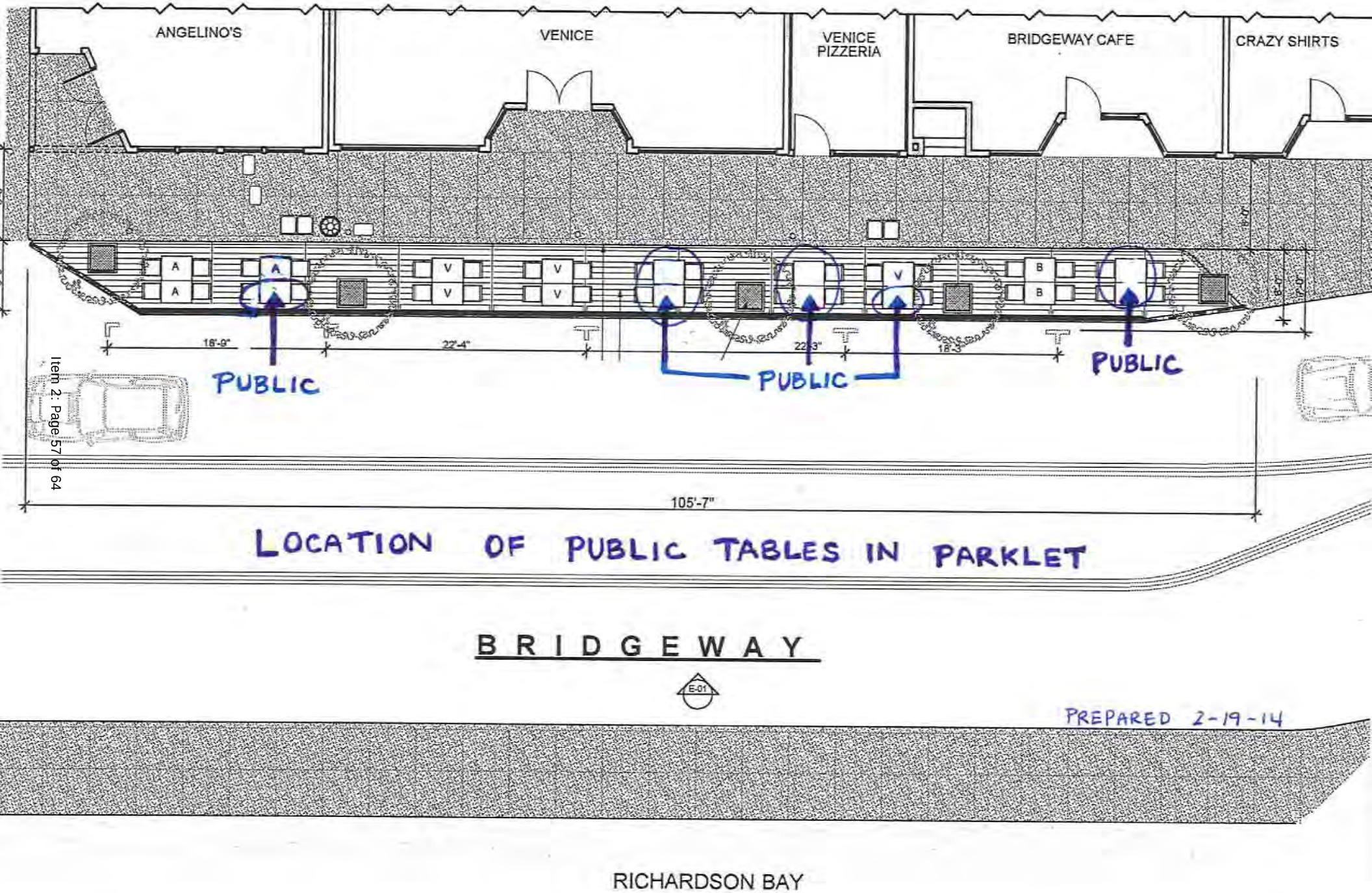
- Where a parking lot shares a site with a building, place the parking at the rear of the site or beside the building.

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

Sway
Sway
PUBLIC PARKLET

blank


ANGELINO'S
VENICE
VENICE PIZZERIA
BRIDGEWAY CAFE
CRAZY SHIRTS
A
A
A
V
V
V
V
V
B
B
16'-9"
22'-4"
22'-3"
18'-3"
PUBLIC
PUBLIC
PUBLIC
105'-7"
LOCATION OF PUBLIC TABLES IN PARKLET
BRIDGEWAY
E-01
PREPARED 2-19-14
RICHARDSON BAY

blank

BRIDGEWAY PARKLET
DRAFT CONDITIONS OF APPROVAL
621-633 BRIDGEWAY
CDD 13-117

These conditions of approval apply to the project plans and materials titled "Parklet" and date stamped November 26, 2013:

General

1. A total of eight tables shall be dedicated for the public at large throughout the parklet. Permanent signage shall be affixed to the planter boxes adjacent to the dedicated public tables. The extra table in front of Angelino and the Venice Pizza restaurants shall also be signed to indicate that they are for the public at large.

2. The street side edge of the parklet shall be a continuous planter or of a design that utilizes planters with some other barriers (such as cables) between planters instead of a railing. The design shall not allow for the passage of pedestrians onto the street from the parklet.

3. Tables, chairs, planters and all other parklet amenities shall be restricted to the parklet area and not moved onto the sidewalk. Consider weighted tables and chairs to ensure that they are not easily moved about, relocated or improperly removed.

4. The applicant shall provide samples of street furniture for review and approval by the Community Development Director prior to installation of the parklet.

5. All businesses fronting the parklet shall obtain a Minor Use Permit and Sidewalk Dining Encroachment Permit for sidewalk dining prior to utilization of the parklet for dedicated table use.

6. Upon building permit submittal, the Conditions of Approval shall be shown on all construction drawings.

7. Upon building permit submittal, the applicant shall provide a written response demonstrating compliance with each Condition of Approval.

8. Upon building permit submittal, the applicant shall provide electronic copies and paper copies of the approved colors and materials board(s), including but not limited to all manufacturers' information related to materials, specifications, and cut sheets for all exterior lighting fixtures.

9. In the event that any condition imposing a fee, exaction, dedication or other mitigation measure is challenged by the project sponsors in an action filed in a court of law or threatened to be filed therein which action is brought within the time period provided by law, this approval shall be suspended pending dismissal or final resolution of such action. If any condition is invalidated by a court of law, the entire project shall be reviewed by the City and substitute conditions may be imposed.

10. The applicant shall indemnify the City for any and all costs, including without limitation attorneys' fees, in defending this project or any portion of this project and shall reimburse the City for any costs incurred by the City's defense of the approval of the project.

11. Prior to issuance of a construction permit, a construction staging plan and construction schedule shall be submitted for review and approval of the City Engineer or designee.

12. The placement of the construction materials, debris boxes, equipment, and vehicles shall be subject to review and approval by the City Engineer, shall be placed to minimize obstruction of roads and gutters, shall be maintained in a clean and safe condition, and shall not be maintained in a manner that becomes a nuisance to the neighborhood.

13. For any damage to existing public improvements due to construction activities, Developer shall repair, at their expense, damage prior to issuance of a Certificate of Occupancy. Contractor must protect all existing and new improvements.

14. No alternative or unrelated construction, site improvements, tree removal and/or alteration, exterior alterations and/or interior alterations, and/or renovations not specified in the project plans, or alterations approved by the Community Development Director shall be performed on the project site. In such cases, this approval shall be rendered null and void unless approved by the Community Development Director as a modification to this approval.

15. Fire personal must have access to the main entry doors of the structures from the street. Gates and barriers that restrict access shall be prohibited.

Public Works Conditions

16. Proposed Parklet shall be accessible per the California Building Code and the Americans with Disabilities Act.

17. No additional features shall be placed on the public sidewalk.

18. Proposed trees shall be maintained such that the bottom of the canopy is either 42" above the grade where a vehicle pulls out of the parking area behind Angelino's or 80 inches above the adjacent Bridgeway grade to prevent bicyclists from hitting branches, whichever is greater.

19. Surface runoff shall not drain onto the Bridgeway sidewalk from the Parklet.

20. At no cost to the City, the Parklet shall be partially or fully removed to facilitate public construction projects, repair of private sewer laterals or emergencies as determined by the City.

21. Prior to issuance of a building permit applicant shall provide to the Department of Public Works certification from a registered engineer that the Parklet's eastern edge provides at least as much protection for pedestrians from vehicular traffic as does a six inch high curb.

22. Prior to issuance of a Building Permit the City shall be named as an Additional Insured.

23. Prior to issuance of a Building Permit applicant shall provide a bond to ensure there are funds to maintain and remove the Parklet. Removal shall include restoring the public right

of way to pre-Parklet installation conditions. This will include and not be limited to: reinstallation of adjacent parking meters and poles, pavement patching, pavement marking repair.

24. Prior to issuance of a Building Permit a maintenance agreement will be required to ensure the area below the Parklet is kept clean, drains, that the upper surfaces are maintained so that no debris leaves the Parklet and that the proposed landscaping is maintained as required.

25. An encroachment permit shall be obtained from the Department of Public Works prior to construction of the Parklet.

Advisory Notes

Advisory notes are provided to inform the applicant of Sausalito Municipal Code requirements, and requirements imposed by other agencies. These requirements include, but are not limited to, the items listed below.

26. This approval will expire in two (2) years from the effective date of this resolution if the property owner has not exercised the entitlements hereby granted, or an extension has not been filed prior to the expiration date.

27. An approval granted by the Planning Commission does not constitute a building permit or authorization for construction. Appropriate construction permit(s) issued by the Building Division must be obtained prior to construction.

28. All applicable City fees as established by City Council resolutions and ordinances shall be paid. Third party review fees (cost plus 10%) shall be paid.

29. An encroachment permit shall be obtained from the Department of Public Works prior to use of the public right-of-way for non-public purposes (e.g., materials storage, debris box storage) including any and all construction and demolition activities.

30. Pursuant to Municipal Code Chapter 8.54, applicants shall submit a Recycling Management Plan to the Community Development Department prior to the issuance of any construction permits, unless the requirement is waived pursuant to Section 8.54.050.

31. Pursuant to Municipal Code Chapter 11.17, dumping of residues from washing of painting tools, concrete trucks and pumps, rock, sand, dirt, agricultural waste, or any other materials discharged into the City storm drain system that is not composed entirely of storm water is prohibited. Liability for any such discharge shall be the responsibility of person(s) causing or responsible for the discharge. Violations constitute a misdemeanor in accordance with Section 11.17.060.B.

32. Pursuant to Municipal Code Section 12.16.140, the operation of construction, demolition, excavation, alteration, or repair devices and equipment within all residential zones and areas within a 500 foot radius of residential zones shall only take place during the following hours:

Weekdays – Between 8:00 a.m. and 6:00 p.m.
Saturdays – Between 9:00 a.m. and 5:00 p.m.
Sundays – Prohibited
City holidays (not including Sundays) – Between 9:00 a.m. and 7:00 p.m.

33. Pursuant to Municipal Code Section 18.12.100, existing sewer service laterals shall be inspected for surface water connections and leakage at the time of remodeling of any building. Deteriorated service laterals shall be repaired prior to approval of the building permit.

34. Permits required by other agencies having jurisdiction within the construction area must be obtained in accordance with the respective agency's regulations.
Marin Municipal Water District – (415-945-1400), including landscaping and irrigation regulations;
Southern Marin Fire Protection District -- (415-388-8182); and
Bay Conservation and Development Commission – (415-352-3600).

35. Pursuant to Municipal Code Section 10.54.100, construction activities undertaken in accordance with a design review permit shall comply with the construction time limit regulations based upon the project's valuation. Construction projects which are not completed within the time limits are subject to daily penalties.

I:\CDD\PROJECTS - NON-ADDRESS\CDD\2013\13-117 Bridgeway Parklet\Draft COA 2-26-14.docx

RECEIVED
FEB 19 2014
CITY OF SAUSALITO
COMMUNITY DEVELOPMENT

Gale Segrue
514 Johnson St
Sausalito,Ca. 94965
Subject: Parklet in public right away
APN: 065-132-01, 02, 03

2/18/14

To Who It May Concern:

I am a long time resident, 63 year to be precise. I walk this section often and during the summer/fall that can be a daunting task. Blazing Saddles, the bike rental company, has increased the bike traffic on Bridgeway especially during the busy season. Some walk their bikes along the side walk, some park them at the meters and then there are those who ride them on the side walk and ring their bell so you will step out of their way. Add to this the visitors who came to see our love town and are walking and the addition of all the tables that have crept out on to the side walk and often there is so much congestion that you can not get through.

I was under the impression that there was no public right-of –way any longer. After reading your notification about the hearing on this matter I wish to express my belief that the Public-Right-of Way should be returned to the public and not used for the benefit of business.

Sincerely,

Gale Segrue

Gale Segrue

NOTE: I realize they wish to use part of the street But it is narrow & has the same bike issues & traffic as the area sidewalk! GS

blank