SAUSALITO FERRY LANDING IMPROVEMENTS PROJECT

SEPTEMBER 12, 2017

CITY OF SAUSALITO – CITY COUNCIL MEETING
PRESENTATION OUTLINE

• Overall Design Changes
• Existing Sausalito Ferry Landing
• Design Evolution
• 2017 Revised Proposed Ferry Landing Improvements Project
• Tentative Project Schedule
• Construction Overview
• Addressing Concerns
OVERALL DESIGN CHANGES

Existing Gangway
70’ long x 5.9’ wide x 3.5’ above walking surface

December 2014 Proposed Gangway
90’ long x 21’ wide x 9.1’ above walking surface

August 2017 Proposed Gangway
90’ long x 12’ wide x 3.5’ above walking surface
OVERALL DESIGN CHANGES

Existing Gate

December 2014 Proposed Gate

August 2017 Proposed Gate
EXISTING SAUSALITO FERRY LANDING
EXISTING SAUSALITO FERRY LANDING
EXISTING FACILITIES ARE OLD AND RUSTING
EXISTING DOES NOT MEET CURRENT ADA REQUIREMENTS
EXISTING NARROW FACILITY STOPS PASSENGERS FROM BOARDING AND DISEMBARKING EFFICIENTLY
PEOPLE SPILL ONTO STREETS & VESSELS LEAVE HALF FULL
PASSENGER OVERCROWDING IS UNSAFE
PROPOSED SAUSALITO FERRY LANDING

EXISTING

PROPOSED – WITHOUT BELVEDERES

Access Pier Replaced
Gangway Replaced
Float Replaced
Landside Pier (No change)
DESIGN EVOLUTION
DESIGN ELEMENTS

• Comply with current California building codes
• Comply with current ADA requirements
• Passenger and employee safety
• Accommodate ferry operation requirements
• Emergency preparedness and mutual aid
• Increase public access area on landing (BCDC requirement)
• Complement surroundings
  ➢ Color
  ➢ Architectural features
OPERATIONAL FLEXIBILITY
EMERGENCY PREPAREDNESS

• San Francisco Bay Area Regional Emergency Coordination Plan (RECP)
  ➢ The State of California Governor’s Office of Emergency Services and its local government partners developed this plan to provide a framework for collaboration and coordination during regional emergency events
  ➢ The plan includes the District’s ferry resources
• Ferries are an integral part of the regional emergency response plan, providing crucial alternative access in an event of road closures.
MAY 3, 2011 – CITY COUNCIL MEETING
MAY 3, 2011 – CITY COUNCIL MEETING
2012 – 2014 ENVIRONMENTAL REVIEW PROCESS

• Notice of Intent to Adopt Mitigated Negative Declaration (MND) – September 17, 2012
• Notice Published in Marin IJ
• Notice Published in Marin Scope Sausalito Edition
• Public Meeting at Sausalito City Hall – October 2, 2012
• District Building and Operating Committee Meeting to Recommend Adopting MND – December 13, 2012
• District Board Meeting to Adopt MND – December 14, 2012
• Filed Notice of Determination with County – December 18, 2012
• FTA Concurred with Categorical Exclusion – February 2014
Access Pier width = 25’

Gangway length = 90’

Gangway width ≈ 21’

Float length = 150’

Float width = 53’

Max gangway height = 12’
December 2014 Proposed Gangway
90’ long x 21’ wide x 9.1’ above walking surface
(Total Maximum Height = 12’

DECEMBER 2, 2014 – CITY COUNCIL MEETING
DECEMBER 2, 2014 – CITY COUNCIL MEETING

Summary:

<table>
<thead>
<tr>
<th></th>
<th>PROPOSED DECEMBER 2014</th>
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<tbody>
<tr>
<td>FLOAT</td>
<td>150’ long x 53’ wide</td>
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<tr>
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<td>Roll up doors</td>
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<td>COLOR</td>
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</table>
MARCH 2015 – APRIL 2015

• District participated in City’s Planning Commission & Historic Landmarks Board (PC/HLB) review process:
  ➢ March 11, 2015 – Study Session – District provided design options and PC/HLB chose preferred options
  ➢ April 1, 2015 – 1st PC/HLB Joint Hearing – District presented preferred Project option
  ➢ April 15, 2015 – 2nd PC/HLB Joint Hearing – District presented preferred Project option
  ➢ April 29, 2015 – continuation of 2nd PC/HLB Joint Hearing

• District made design changes and presented modified project to City Council May 2015
Reduced width of access pier, reduced height of gangway, gray color, simple swing gate
Reduced width of access pier, reduced height of gangway, gray color, simple swing gate
Reduced width of access pier, reduced height of gangway, gray color, simple swing gate
Reduced width of access pier, reduced height of gangway, gray color, simple swing gate
## MAY 5, 2015 – CITY COUNCIL MEETING

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Proposed Project denied by City Council.
2015 – COMMUNITY MEETINGS

Marin County Supervisor Kate Sears, Mayor Thomas Theodores, Vice Mayor Jill Hoffman, City Residents, and the District participated in stakeholder meetings

June 27, 2015 @ Bay Model, Sausalito
October 10, 2015 @ City Hall, Sausalito
November 14, 2015 @ City Hall, Sausalito

Design changes were made. District continued with participation in City’s PC/HLB process.
MARCH 16 & 29, 2016 PC/HLB HEARINGS

Changes made in 2016: Reduced length of float, reduced height and width of gangway, simple swing gate with transparent doors
MARCH 16 & 29, 2016 PC/HLB HEARINGS

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MARCH 16 & 29, 2016 PC/HLB HEARINGS

Existing

Proposed - Lowered Boarding Platform - Typical Condition

Elev 19.5' MLLW
Elev 20.0' MLLW
Elev 18.0' MLLW
Elev 20.5' MLLW
### MARCH 16 & 29, 2016 PC/HLB HEARINGS

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<tr>
<td>FLOAT</td>
<td>150’ long x 53’ wide</td>
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Proposed 2016 Project was submitted to the City for consideration then withdrawn by the District.
APRIL 2016 - CURRENT

• District continued to answer City’s questions about the Project
• City filed a lawsuit against the District in September 2016
• City and the District executed an MOU on July 2017
  ➢ Lawsuit on hold
  ➢ Reduce size of proposed float from 53 feet x 145.5 feet to 49 feet x 144 feet
  ➢ Reduce width of gangway from 16 feet to 12 feet
  ➢ Submit revised plans to City
  ➢ City and District have asked BCDC to remove the belvederes from the Project
Changes made in 2017: Reduced width and length of float, reduced width of gangway, reduced float light pole height by 1 foot, added bird safety treatment to gate doors
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# PROJECT REVISIONS SUMMARY

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<th></th>
<th>PROPOSED DECEMBER 2014</th>
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<th>PROPOSED MARCH 2016</th>
<th>PROPOSED AUGUST 2017</th>
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<td><strong>No (pending BCDC)</strong></td>
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GUIDE TO RENDERINGS:

View points requested by community
VIEW 1- EXISTING (Edge of Gabrielson Park)
VIEW 3 – EXISTING (Yacht Club) – HIGH TIDE ≈ 6.0’
VIEW 3 – PROPOSED (Yacht Club) – HIGH TIDE ≈ 6.0’
VIEW 3 – EXISTING (Yacht Club) – LOW TIDE ≈ -0.8’
VIEW 3 – PROPOSED (Yacht Club) – LOW TIDE ≈ -0.8’
VIEW 4 – EXISTING (Yacht Club Parking Lot)
VIEW 4 – PROPOSED (Yacht Club Parking Lot) – Without Belvederes
VIEW 5 – EXISTING (Plaza North End)
VIEW 5 – PROPOSED (Plaza North End) – Without Belvederes
VIEW 6 – EXISTING (Mid Plaza)
VIEW 6 – PROPOSED (Mid Plaza) – Without Belvederes
VIEW 7 – EXISTING (Plaza South End)
VIEW 7 – PROPOSED (Plaza South End)
VIEW 8 – EXISTING (Bridgeway)
LIGHTING - EXISTING
PROPOSED LIGHTING – EYE LEVEL: DOORS OPEN – WITHOUT BELVEDERES
PROPOSED LIGHTING – EYE LEVEL: DOORS CLOSED & LIGHTS OFF – WITHOUT BELVEDERES
PROPOSED PROJECT SUMMARY

EXISTING

Gate Location

Gangway
70' x 5.9'

Float
110' x 42'

Landside Pier
95' x 20.5'

Access Pier
96.5' x 8.5'

PROPOSED
(ACCESS PIER WITHOUT BELVEDERES)

Gate Location

Gangway
90’ x 12’

Float
144’ x 49’

Landside Pier
(no change)

Access Pier without Belvederes
96’ x 21’
TENTATIVE PROJECT SCHEDULE

• Assume City Council approves Project – September 2017
• Obtain BCDC and Army Corp permits
• Complete design documents – Summer 2018
• Advertise Project for Bid – Fall 2018
• Award Project to Contractor – Winter 2018
• Begin Construction Contract – Winter 2018
• End Construction – Summer 2020
CONSTRUCTION OVERVIEW

• Contractor will not be using Parking Lot #1 as a staging area.
• Contractor will be responsible to locate and obtain all necessary permits for a construction staging area in the vicinity of the Project.
• Most construction will occur from barges adjacent to the ferry landing.
• New float and gangway will be built off-site and floated to the site for installation.
• Contractor will be required to follow City noise ordinances.
• Construction duration ≈ 18 months.
CONSTRUCTION SEQUENCE
FERRY OPERATIONS DURING CONSTRUCTION

• Ferries are expected to continue operations on normal schedules, except:
  ➢ No ferry service when existing gangway and float is moved to temporary position (approx. one week)
  ➢ No ferry service on days when concrete is being pumped from landside trucks
  ➢ A bus bridge will be provided for passengers on days when ferry service is canceled

• Since entrance gate will remain in similar location during construction, no additional crowding is expected on Ferry Plaza

• Contractor will be required to develop Traffic Management Plan
  ➢ City will have opportunity to review and comment
CONSTRUCTION WORK WITHIN PARKING LOT 1

• Will need to dig trench for utilities through Parking Lot 1
  ➢ Duration ≈ a few days

• New PG&E equipment in northwest corner
  ➢ No permanent parking removed
PROPOSED ABOVE GROUND UTILITY CABINETS NEAR PARKING LOT 1

Existing

Proposed
CONSTRUCTION WORK WITHIN PARKING LOT 1

• No parking spaces are proposed to be permanently removed

• Minimal Parking Lot 1 impacts:
  ➢ Handful of days for concrete pour operations
  ➢ Handful of days for utility trenching
  ➢ Handful of days for PG&E equipment installation

• Parking Lot 1 will not be closed
ADDRESSING COMMUNITY CONCERNS
CONCERNS ABOUT LANDSIDE IMPROVEMENTS

• Landside and waterside improvements are both important, while having independent utility

• Under the terms of the 1995 Lease, City controls the landside improvements. The District will work with the City on implementing landside improvements

• District is working to pass-through grant funds to assist with design and construction of City improvements
CONCERNS ABOUT PROJECT SIZE

The original Project, as presented in 2014, has been downsized in many significant ways:

• Width of gangway – From 21 feet to 12 feet – A 42% reduction
• Height of gangway – From 12 feet to 6.7 feet – A 44% reduction
• Width of access pier – From 25 feet to 21 feet
• Length of float – From 150 feet to 144 feet
• Visual impact of gate reduced – Now simple gate with transparent doors from roll up gate
CONCERNS ABOUT PROJECT SIZE

• Gangway cross sectional view of changes

21 feet

2014 Design

12 feet

2017 Design

6.7 feet

12 feet

12 feet
CONCERNS ABOUT BELVEDERES

• BCDC requested belvederes in order to increase public access
• The District agrees with the City that the belvederes should be dropped from the Project
• The District and the City have jointly asked BCDC to delete them and are jointly proposing alternative public access enhancements
  ➢ Discussions are ongoing with BCDC
CONCERNS ABOUT BELVEDERES

WITH BELVEDERES

WITHOUT BELVEDERES
CONCERNS ABOUT PROJECT COMPONENTS OUTSIDE OF LEASE AREA
CONCERNS ABOUT PROJECT COMPONENTS OUTSIDE OF LEASE AREA

• Permanent Project involves the location of a single piling, underground utilities, and utility cabinets outside of the lease area.

• Permission will be sought from the City for these facilities and for temporary facilities.
CONCERNS ABOUT PROJECT COMPONENTS OUTSIDE OF LEASE AREA

- Underground utility through Parking Lot 1
- Underground utilities behind Ticket Vending Machines
- PG&E Transformer ≈ 5’ high x 2.5 wide
- PG&E Meter ≈ 4’ high x 4.5’ wide
- Above ground utility cabinets near Parking Lot 1
- Anchor St
- (E) City Utilities
- (E) Parking Lot 1
- (E) Lease Area
- (E) Yacht Club Parking
- Underground utilities
CONCERNS ABOUT PROJECT COMPONENTS OUTSIDE OF LEASE AREA

Proposed above ground utility cabinets near Parking Lot 1

Existing

Proposed
During the PC/HLB 2016 meetings, a suggestion was made to add safety features into the transparent doors at the gate to prevent birds flying into them.

- Many options for bird-safe glass
- District is open to suggestions from the City

Example..... Fritted Glass:
CONCERNS ABOUT HYDRAULICS

• Existing hydraulic systems at South San Francisco Ferry Terminal
• Similar boarding platform proposed for Sausalito

WETA's South San Francisco Ferry Terminal – Hydraulic Platform

WETA's South San Francisco Ferry Terminal – Hydraulics Cabinet
The largest source of noise is expected to be the piston pumps.

Currently, the proposed pump is an Eaton model PVM045.
**CONCERNS ABOUT HYDRAULICS**

- Noise level based on expected performance
- Chart shows manufacturer’s noise data for this pump
  - Using a 6 pole motor at 1200 rpm
  - Running at relatively low hydraulic pressures, 2000 psi
CONCERNS ABOUT HYDRAULICS

• In the final detailed design, the designer will mitigate and reduce noise from the pump by:
  ➢ isolating the pump/motor group from its support frame with rubber isolations
  ➢ adding sound deadening material to the enclosure

• Hydraulics operated when ferries arrive and depart during normal service hours

Since this installation will be enclosed, the actual noise level will be lower.

<table>
<thead>
<tr>
<th>Common Sounds</th>
<th>Sound Level (dBA)</th>
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<tbody>
<tr>
<td>Air raid siren at 50 ft</td>
<td>130</td>
</tr>
<tr>
<td>Maximum levels in audience at</td>
<td>125</td>
</tr>
<tr>
<td>rock concerts</td>
<td></td>
</tr>
<tr>
<td>On platform by passing train</td>
<td>110</td>
</tr>
<tr>
<td>On sidewalk by passing bus</td>
<td>100</td>
</tr>
<tr>
<td>Typical suburban area</td>
<td>90</td>
</tr>
<tr>
<td>Library</td>
<td>80</td>
</tr>
<tr>
<td>Bedroom at night</td>
<td>70</td>
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<tr>
<td>Isolated broadcast study</td>
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</tr>
<tr>
<td>Leaves rustling</td>
<td>50</td>
</tr>
<tr>
<td>Just Audible</td>
<td>40</td>
</tr>
<tr>
<td>Threshold of Hearing</td>
<td>30</td>
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</tbody>
</table>

Source: Handbook of Environmental Acoustics, James P. Cowan, 1994
CONCERNS ABOUT THE YACHT CLUB

- Proposed ferry location will be similar to existing location
CONCERNS ABOUT THE YACHT CLUB

- Reduced height of gangway provides improved views
- Highest proposed pile is only 6” taller than existing piles
CONCERNS ABOUT THE YACHT CLUB

- Sausalito Yacht Club
- Inn Above Tide
- Former Tall Timber Fenders
  Removed 1990’s
- Existing Float
  Installed 1990’s
- Former Dock
  Removed 1990’s
- Former Ferry Location
  Removed 1990’s
CONCERNS ABOUT THE INN ABOVE TIDE

- Temporary ferry terminal located in approximately same location as previous ferry terminal (prior to 1995)
- Temporary ferry terminal location and over-water-area has been environmentally cleared

[Image of ferry terminal]

The proposed temporary pier location will place the ferries in approximately the same location as they were prior to the existing pier – a location which resulted in significant damage to the hotel’s pile foundation. We are concerned that similar damage will result from the ferries operating from the temporary pier. Moving ferries further from hotel building, as suggested above, will help to protect its 50+ year old foundation.

- We very much support the plan option which does not include the previously proposed bollard which would have impacted our guest’s privacy. However, the revised plan does not address the location of the gate. If the new gate is located as previously planned to 79 feet east of its current location, it will cause a loss of privacy to our guests, and a probable loss of income to the hotel and the city’s TOT revenue.
- Noise pollution especially during pile vibrating will cause us to close the hotel on those days.
- Congestion and related parking problems due to construction staging will wreak havoc on the City, downtown merchants and the hotel, especially if the construction occurs during the peak season.

Mary Wagner, City of Sausalito
CONCERNS ABOUT THE INN ABOVE TIDE

• In 1992, The Inn Above Tide received compensation and waved rights to future claims regarding ferry boat wakes and locations

MEMORANDUM OF AGREEMENT

THIS MEMORANDUM OF AGREEMENT (this "Memorandum") is entered into as of the 21st day of December, 1992, by WILLIAM H. McDEVITT ("McDevitt") and the GOLDEN GATE BRIDGE, HIGHWAY AND TRANSPORTATION DISTRICT ("District").

RECATALS

A. As of December 21, 1992, McDevitt and the District entered into a Settlement Agreement and Release ("Agreement").

B. McDevitt and the District now desire to execute this Memorandum for purposes of providing record notice of certain terms in the Settlement Agreement and Release which inure to the benefit of the District, its successors and assigns, and the District’s Sausalito ferry service, which are binding upon McDevitt, his personal representatives, heirs, successors and assigns, his successors and assigns of the Property, and which run with and burden the Property.

AGREEMENT

NOW, THEREFORE, for good and valuable consideration, the receipt and sufficiency of which is hereby acknowledged, the parties hereby agree as follows:

1. Covenants Not to Sue, to Release of Future Claims for Erosion Damage, and to Inspect, Maintain and Repair the Property Are Binding on Future Owners. McDevitt and the District
OVERALL DESIGN CHANGES

• Visual impact of gate reduced – From rollup gate to simple gate with transparent doors with bird safe treatment

2014 Design

2017 Design
OVERALL DESIGN CHANGES

• Width of gangway – From 21 feet to 12 feet – 42% reduction
• Height of gangway – From 12 feet to 6.7 feet – 44% reduction
• Width of access pier – From 25 feet to 21 feet
• Length of float – From 150 feet to 144 feet
OVERALL DESIGN CHANGES

• Gangway cross sectional view of changes
OVERALL DESIGN CHANGES

Existing

Proposed
SAUSALITO FERRY TERMINAL DESIGN

Creating a better tomorrow, together.