

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

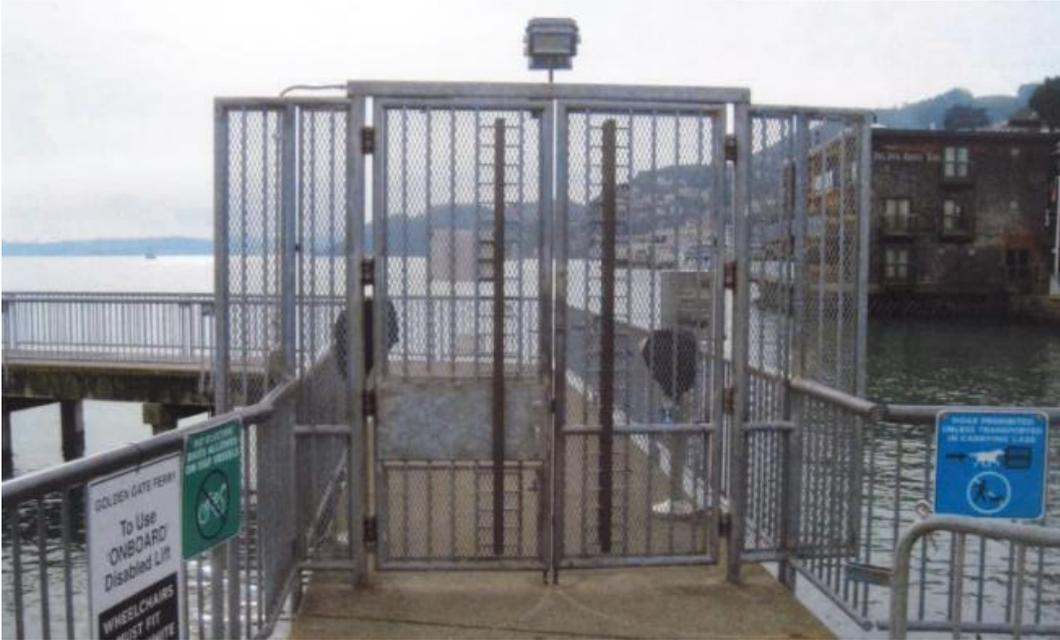
90' long x 21' wide x 9.1' above walking surface



August 2017 Proposed Gangway

90' long x 12' wide x 3.5' above walking surface

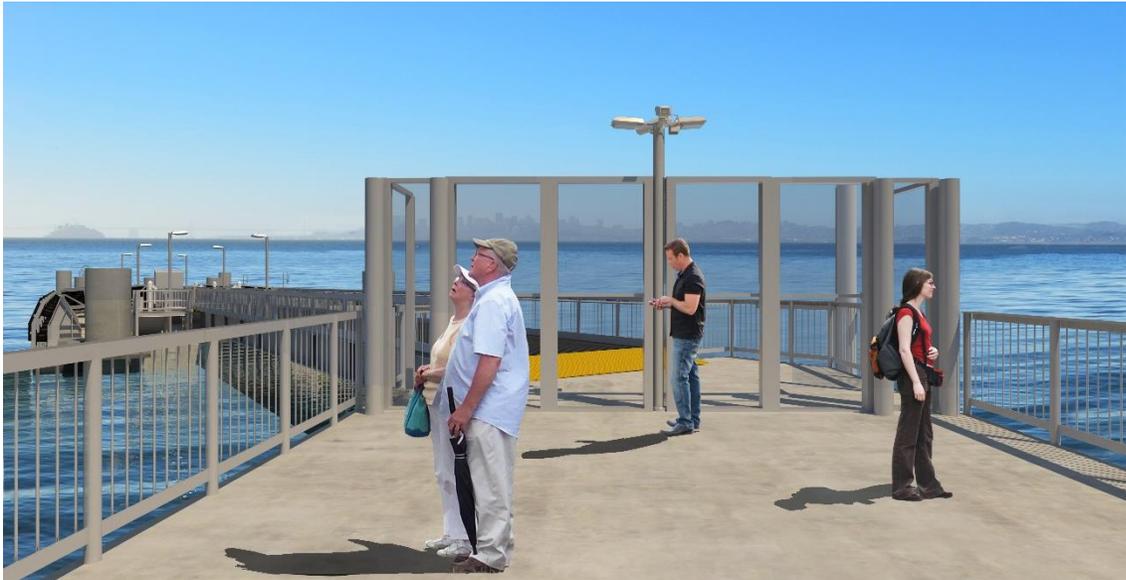
OVERALL DESIGN CHANGES



Existing Gate



December 2014 Proposed Gate



August 2017 Proposed Gate

EXISTING SAUSALITO FERRY LANDING



EXISTING SAUSALITO FERRY LANDING



EXISTING FACILITIES ARE OLD AND RUSTING



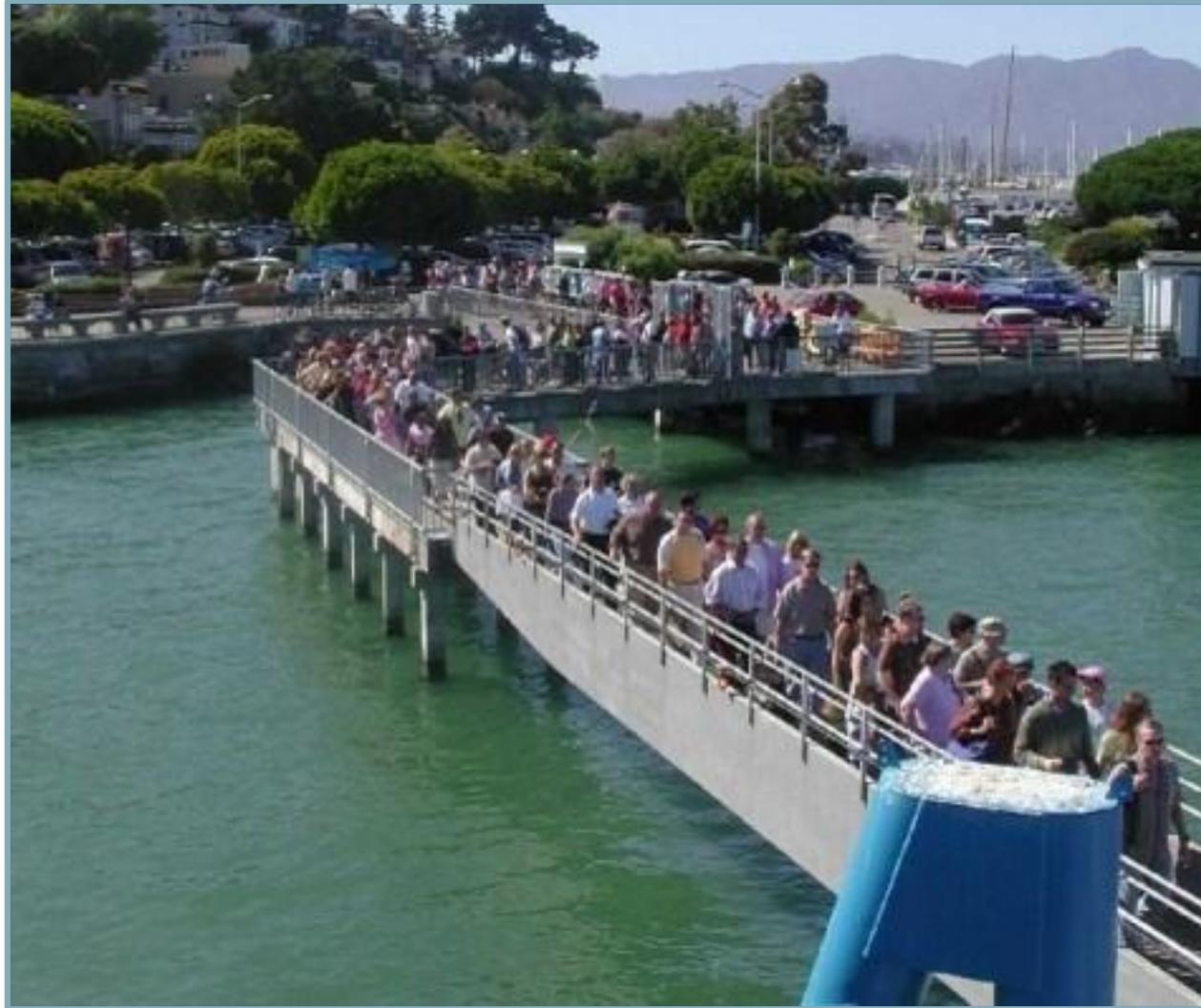
EXISTING DOES NOT MEET CURRENT ADA REQUIREMENTS



EXISTING NARROW FACILITY STOPS PASSENGERS FROM BOARDING AND DISEMBARKING EFFICIENTLY



PEOPLE SPILL ONTO STREETS & VESSELS LEAVE HALF FULL

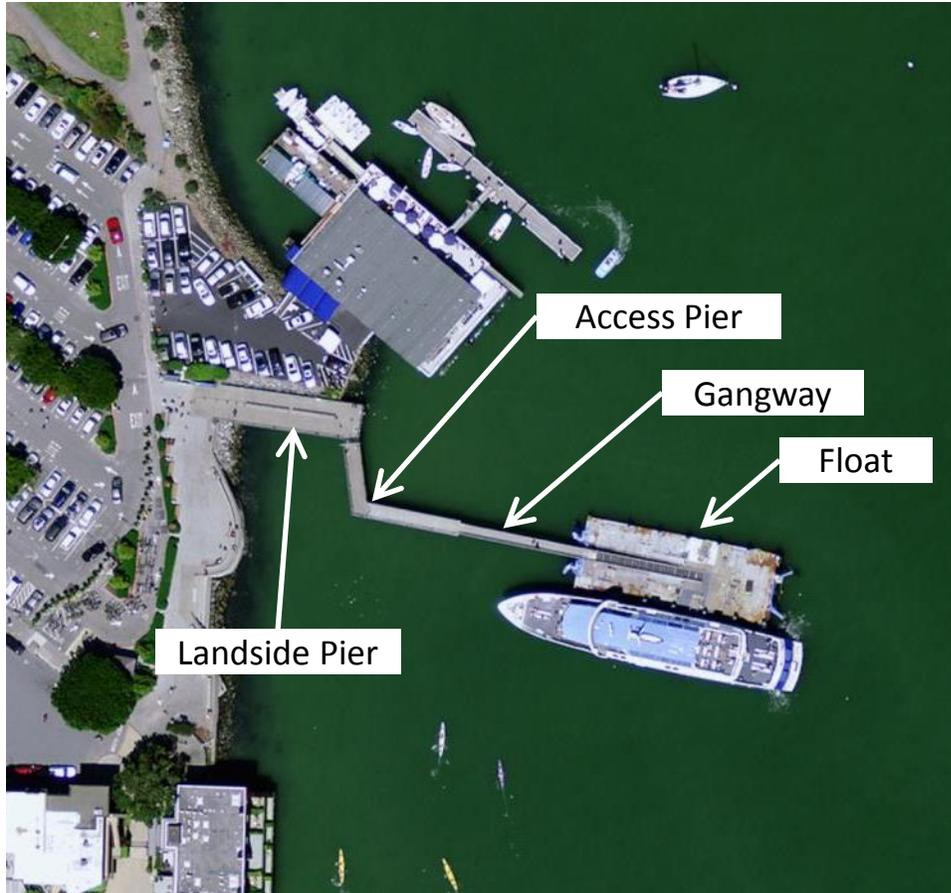


PASSENGER OVERCROWDING IS UNSAFE

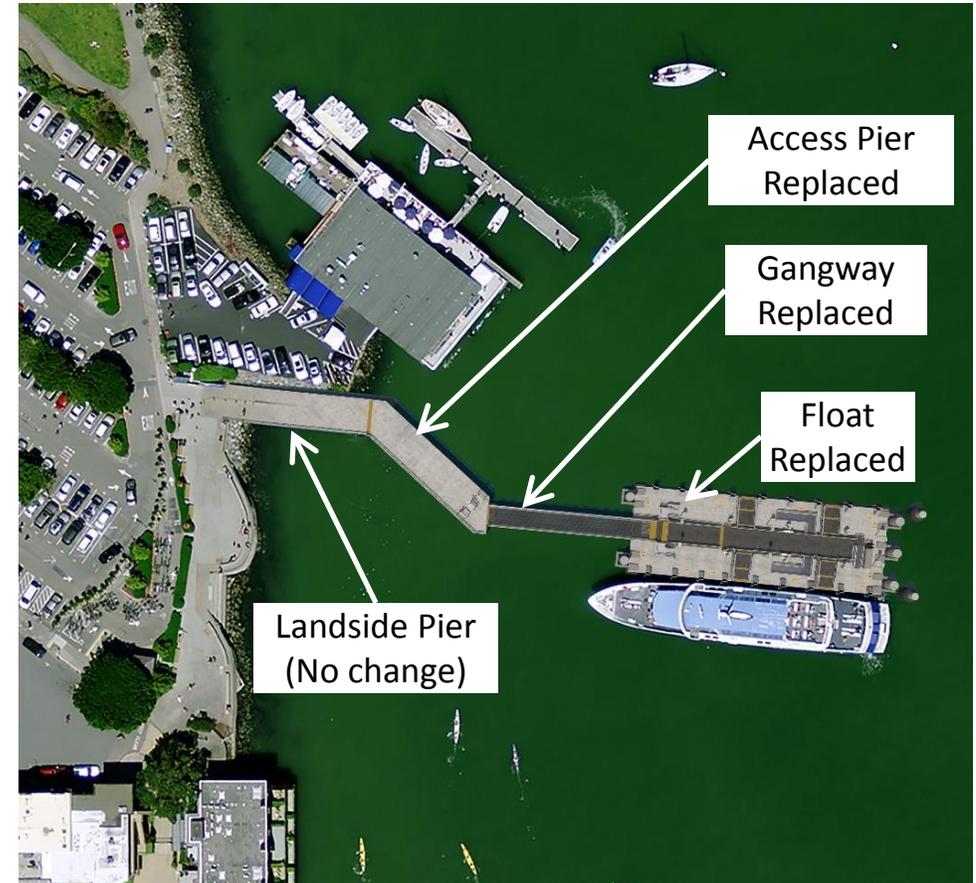


PROPOSED SAUSALITO FERRY LANDING

EXISTING



PROPOSED – WITHOUT BELVEDERES



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

San Francisco Bay Area
Regional Emergency Coordination Plan

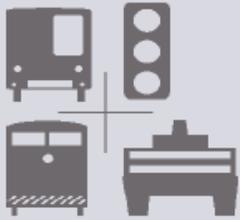
RECP Transportation
Subsidiary Plan

Prepared by

Governor's Office of Emergency Services
Cities of Oakland, San Francisco, and San Jose
Counties of Alameda, Contra Costa, Marin, Napa, San Mateo,
Santa Clara, Santa Cruz, Solano, and Sonoma

With Support from

U.S. DEPARTMENT OF
HOMELAND SECURITY
Homeland
Security



Appendix C | RECP Transportation Subsidiary Plan
San Francisco Bay Area Transit Operators
Mutual Aid Agreement



Appendix C – San Francisco Bay Area Transit Operators Mutual Aid Agreement

This Mutual Aid Agreement ["Agreement"] is made and entered into as of the __ day of the _____, 2005 by those parties who have adopted and signed this Agreement, which include the following organizations:

- Alameda-Contra Costa Transit District
- Altamont Commute Express Rail
- San Francisco Bay Area Rapid Transit District
- Contra Costa County Transportation Authority
- Golden Gate Bridge, Highway and Transportation District
- Livermore-Amador Valley Transit Authority
- San Francisco Municipal Railway
- San Mateo County Transit District
- Santa Clara County Transit District
- City of Vallejo

WHEREAS, the San Francisco Bay Area is susceptible to serious local and major regional emergencies, including moderate to great earthquakes that could interrupt normal public transit services; and

WHEREAS, the parties to the Agreement have determined that it would be in their best interests to enter into an Agreement that provides equipment, personnel, supplies and other goods and services to each other under emergency conditions so that transit services experience minimal interruption and recover rapidly; and

WHEREAS, the parties to this Agreement understand that reimbursement will be made to the lending organizations for equipment, personnel, supplies and other resources made available under this Agreement; and

WHEREAS, the parties to this Agreement understand that each must give priority attention to emergencies affecting its own operations, and that no party should unreasonably deplete its own resources, facilities, or services to provide such mutual aid; and

WHEREAS, such an Agreement is in accord with the California Emergency Services Act as set forth in Title 2, Division 1, Chapter 7 (Section 8630 et seq.) of the Government Code, and specifically Article 14 (Section 8630 et seq.) of the Act, Section 3211.92 of the Labor Code related to Disaster Service Workers, and the California Master Mutual Aid Agreement;

NOW THEREFORE, in consideration of the conditions and covenants contained herein, the parties to this Agreement agree as follows:

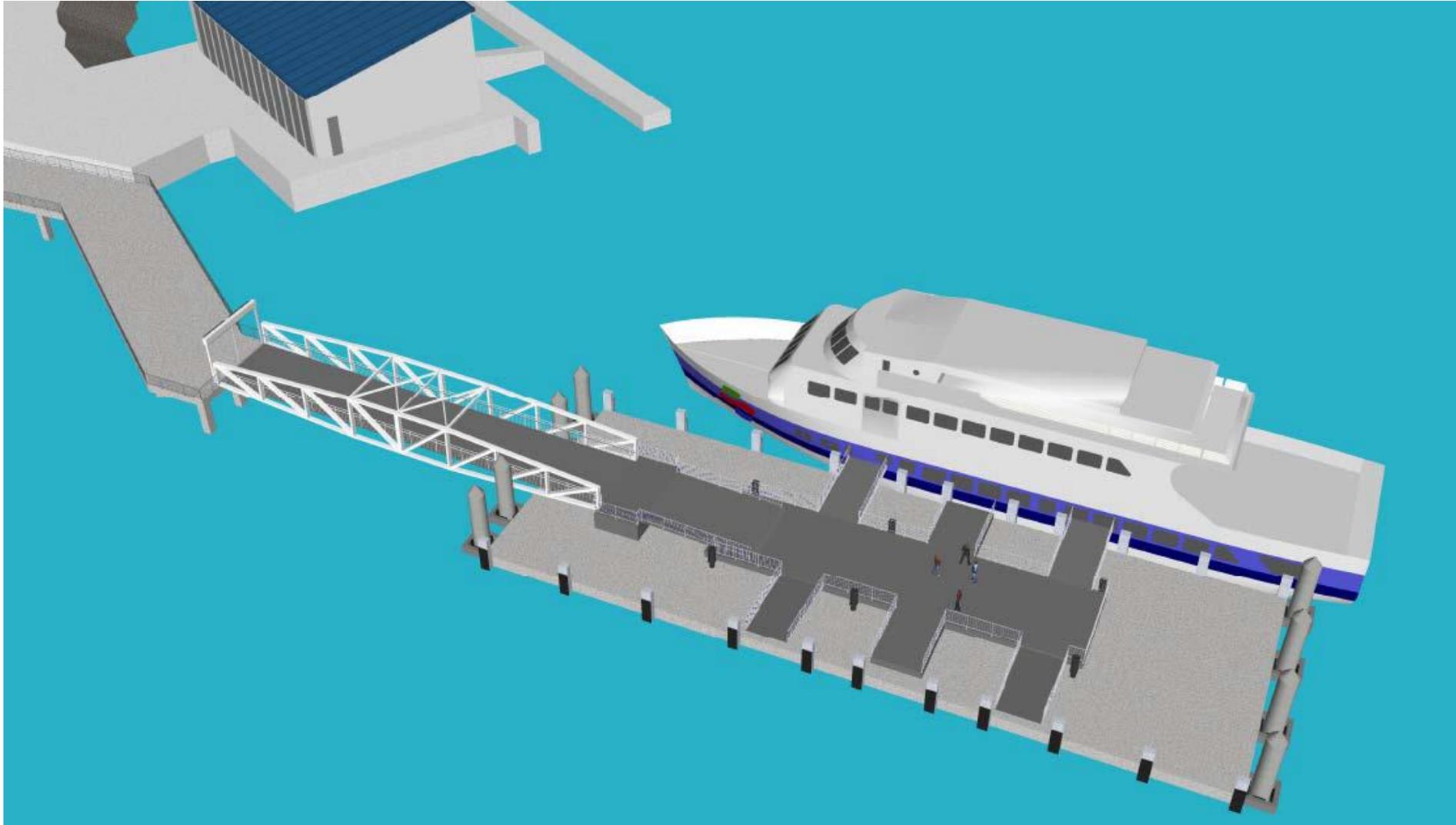


- Ferries are an integral part of the regional emergency response plan, providing crucial alternative access in an event of road closures

MAY 3, 2011 – CITY COUNCIL MEETING



MAY 3, 2011 – CITY COUNCIL MEETING



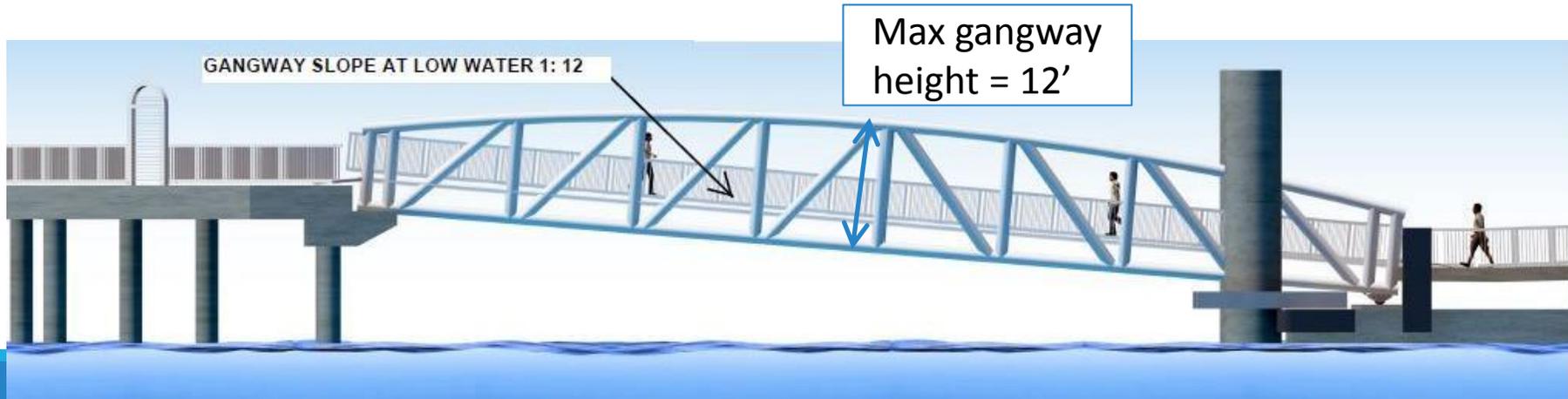
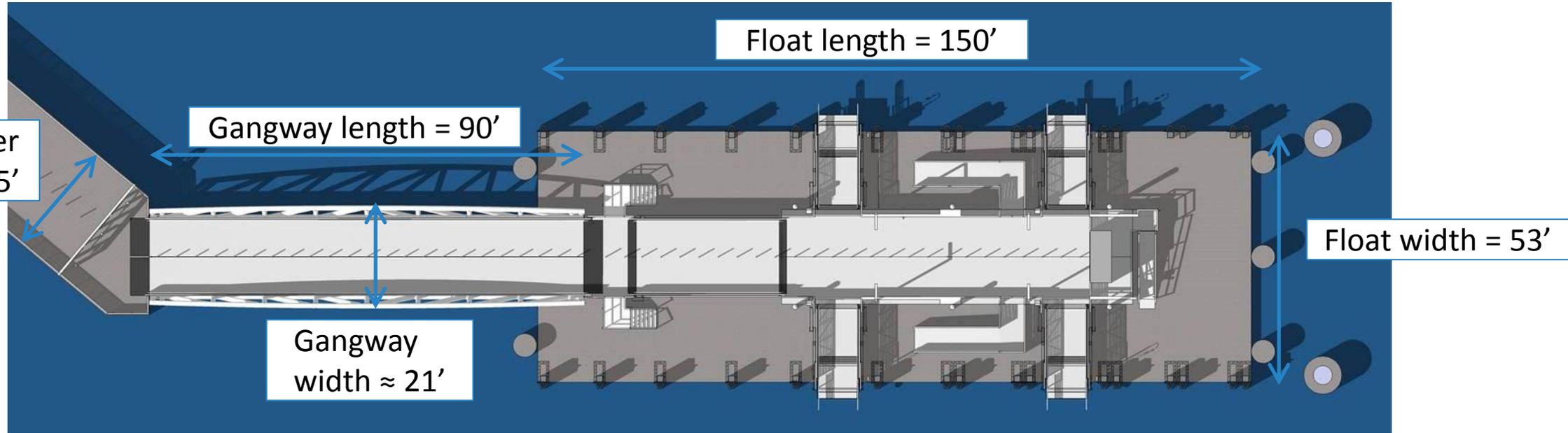
2012 – 2014 ENVIRONMENTAL REVIEW PROCESS

- 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

DECEMBER 2, 2014 – CITY COUNCIL MEETING



DECEMBER 2, 2014 – CITY COUNCIL MEETING



DECEMBER 2, 2014 – CITY COUNCIL MEETING



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:

	PROPOSED DECEMBER 2014
FLOAT	150' long x 53' wide
GANGWAY	90' long x 21' wide x 12' high
ACCESS PIER	96' long x 25' wide
LANDSIDE PIER	No change to existing
BELVEDERES	Yes, per BCDC
GATE	Roll up doors
COLOR	White, blue

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

MAY 5, 2015 – CITY COUNCIL MEETING



Reduced width of access pier, reduced height of gangway, gray color, simple swing gate

MAY 5, 2015 – CITY COUNCIL MEETING



Reduced width of access pier, reduced height of gangway, gray color, simple swing gate

MAY 5, 2015 – CITY COUNCIL MEETING



Reduced width of access pier, reduced height of gangway, gray color, simple swing gate

MAY 5, 2015 – CITY COUNCIL MEETING



Reduced width of access pier, reduced height of gangway, gray color, simple swing gate

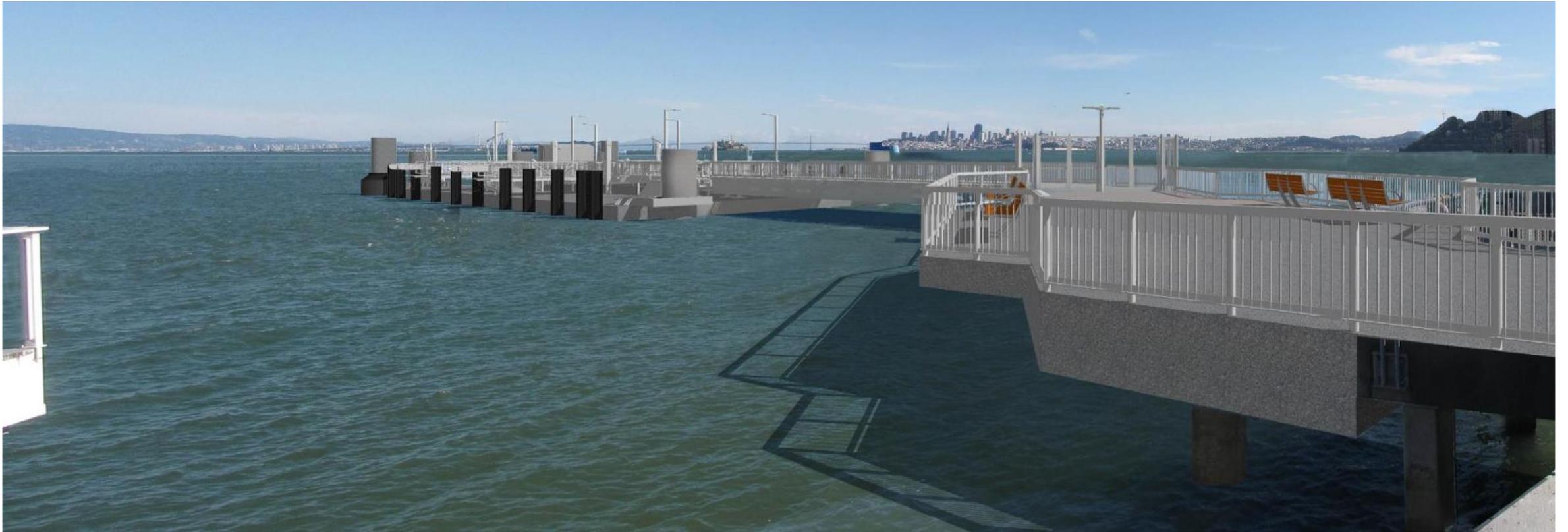
MAY 5, 2015 – CITY COUNCIL MEETING

Summary:

	PROPOSED DECEMBER 2014	PROPOSED MARCH 2015
FLOAT	150' long x 53' wide	150' long x 53' wide
GANGWAY	90' long x 21' wide x 12' high	90' long x 18.3' wide x 8' high
ACCESS PIER	96' long x 25' wide	96' long x 21' wide
LANDSIDE PIER	No change to existing	No change to existing
BELVEDERES	Yes, per BCDC	Yes, per BCDC
GATE	Roll up doors	Simple swing gate with steel grating
COLOR	White, blue	Gray

**Proposed Project
denied by City Council**

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



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



Changes made in 2016: Reduced length of float, reduced height and width of gangway, simple swing gate with transparent doors

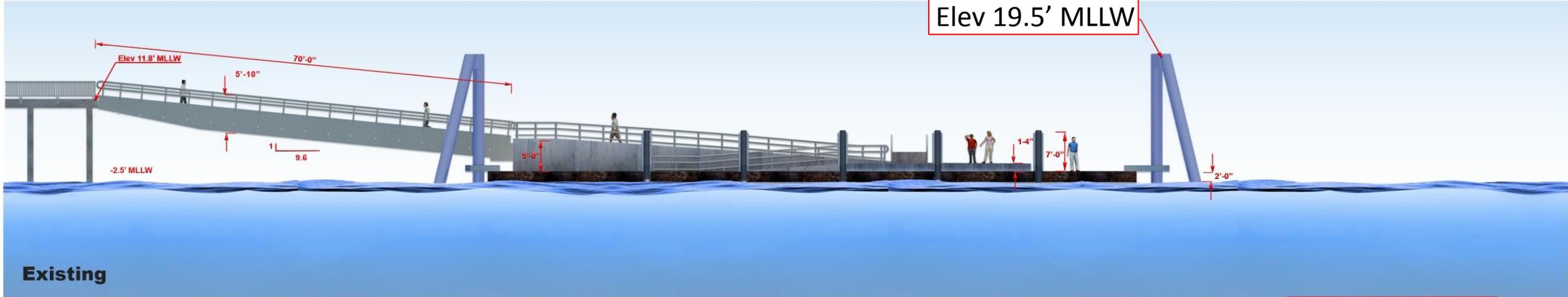
MARCH 16 & 29, 2016 PC/HLB HEARINGS



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

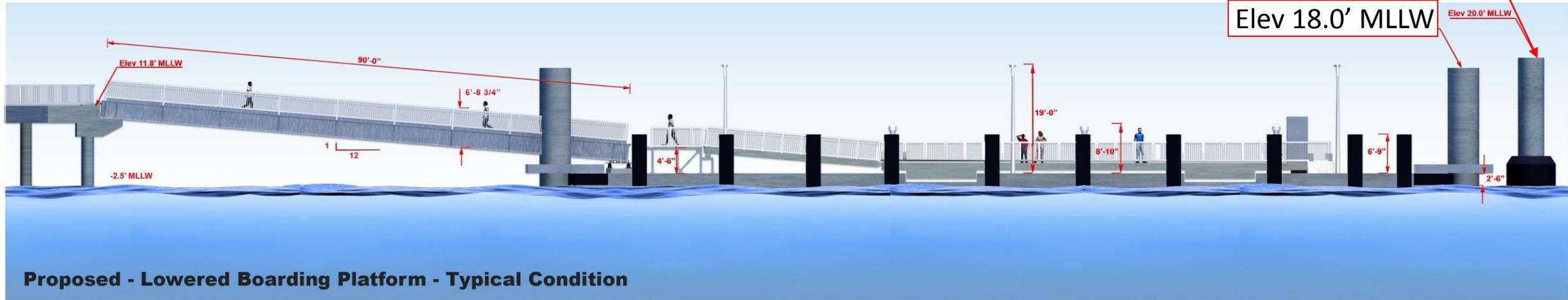
Elev 19.5' MLLW



Elev 20.0' MLLW

Elev 18.0' MLLW

Elev 20.0' MLLW



MARCH 16 & 29, 2016 PC/HLB HEARINGS

Summary:

	PROPOSED DECEMBER 2014	PROPOSED MARCH 2015	PROPOSED MARCH 2016
FLOAT	150' long x 53' wide	150' long x 53' wide	145.5' long x 53' wide
GANGWAY	90' long x 21' wide x 12' high	90' long x 18.3' wide x 8' high	90' long x 16' wide x 6.7' high
ACCESS PIER	96' long x 25' wide	96' long x 21' wide	96' long x 21' wide
LANDSIDE PIER	No change to existing	No change to existing	No change to existing
BELVEDERES	Yes, per BCDC	Yes, per BCDC	Yes, per BCDC
GATE	Roll up doors	Simple swing gate with steel grating	Simple transparent swing gate
COLOR	White, blue	Gray	Gray

**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

2017 – REVISED PROPOSED 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

2017 – REVISED PROPOSED 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

PROJECT REVISIONS SUMMARY

	PROPOSED DECEMBER 2014	PROPOSED MARCH 2015	PROPOSED MARCH 2016	PROPOSED AUGUST 2017
FLOAT	150' long x 53' wide	150' long x 53' wide	145.5' long x 53' wide	144' long x 49' wide
GANGWAY	90' long x 21' wide x 12' high	90' long x 18.3' wide x 8' high	90' long x 16' wide x 6.7' high	90' long x 12' wide x 6.7' high
ACCESS PIER	96' long x 25' wide	96' long x 21' wide	96' long x 21' wide	96' long x 21' wide
LANDSIDE PIER	No change to existing	No change to existing	No change to existing	No change to existing
BELVEDERES	Yes, per BCDC	Yes, per BCDC	Yes, per BCDC	No (pending BCDC)
GATE	Roll up doors	Simple swing gate with steel grating	Simple transparent swing gate	Simple transparent swing gate (with bird safety treatment)
COLOR	White, blue	Gray	Gray	Gray

GUIDE TO RENDERINGS:

View points requested by
community



VIEW 1- EXISTING (Edge of Gabrielson Park)



VIEW 1 – PROPOSED (Edge of Gabrielson Park)



VIEW 2 – EXISTING & PROPOSED (Gabrielson Park)



VIEW 3 – EXISTING (Yacht Club) – HIGH TIDE \approx 6.0'



VIEW 3 – PROPOSED (Yacht Club) – HIGH TIDE $\approx 6.0'$



VIEW 3 – EXISTING (Yacht Club) – LOW TIDE $\approx -0.8'$



VIEW 3 – PROPOSED (Yacht Club) – LOW TIDE $\approx -0.8'$



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)



VIEW 8 – PROPOSED (Bridgeway)



LIGHTING - EXISTING



LIGHTING - EXISTING



PROPOSED LIGHTING – EYE LEVEL: DOORS OPEN – WITHOUT BELVEDERES

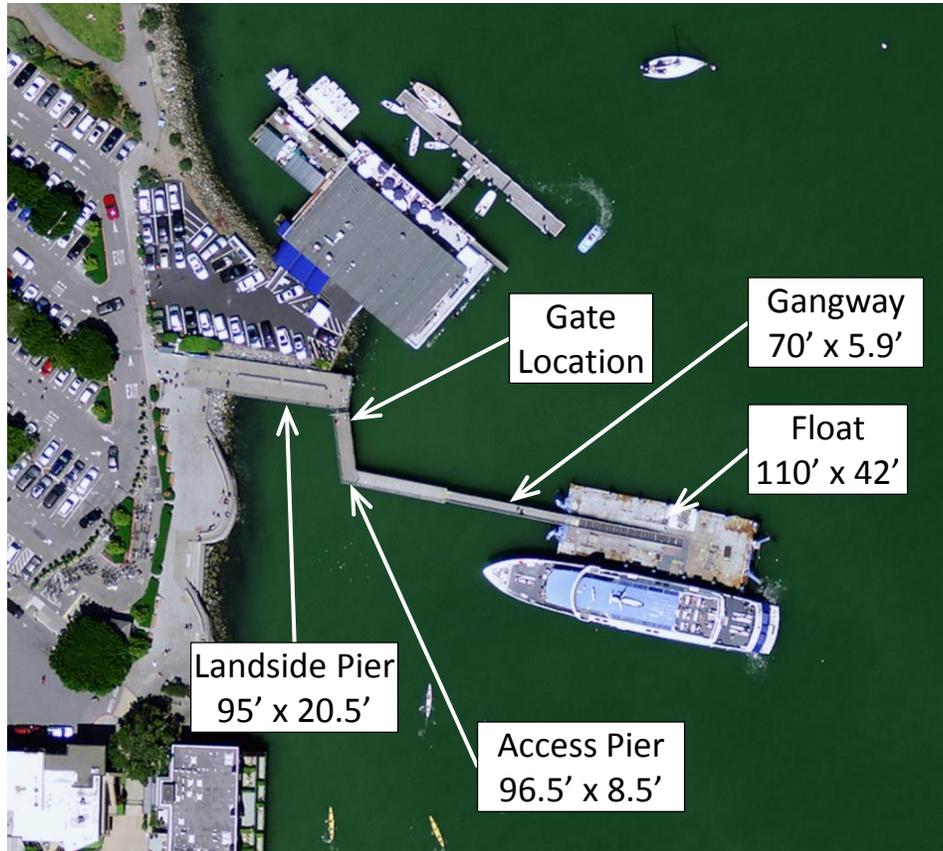


PROPOSED LIGHTING – EYE LEVEL: DOORS CLOSED & LIGHTS OFF – WITHOUT BELVEDERES

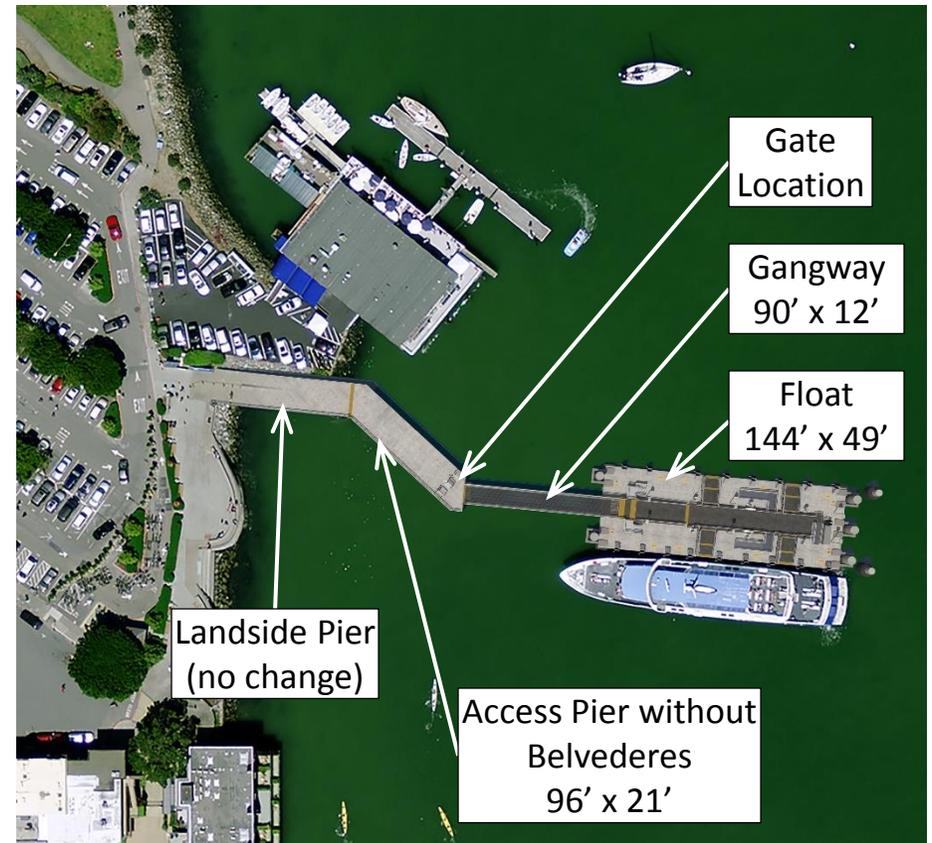


PROPOSED PROJECT SUMMARY

EXISTING



PROPOSED
(ACCESS PIER WITHOUT BELVEDERES)



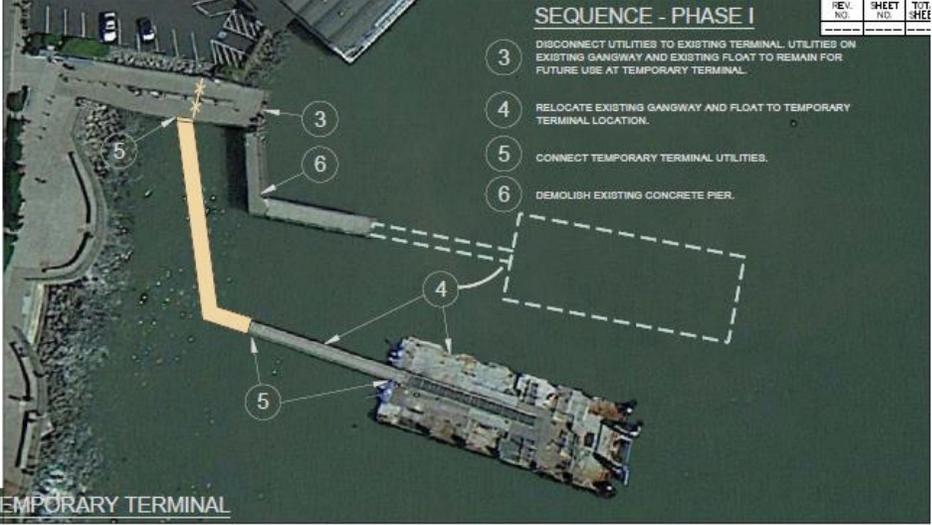
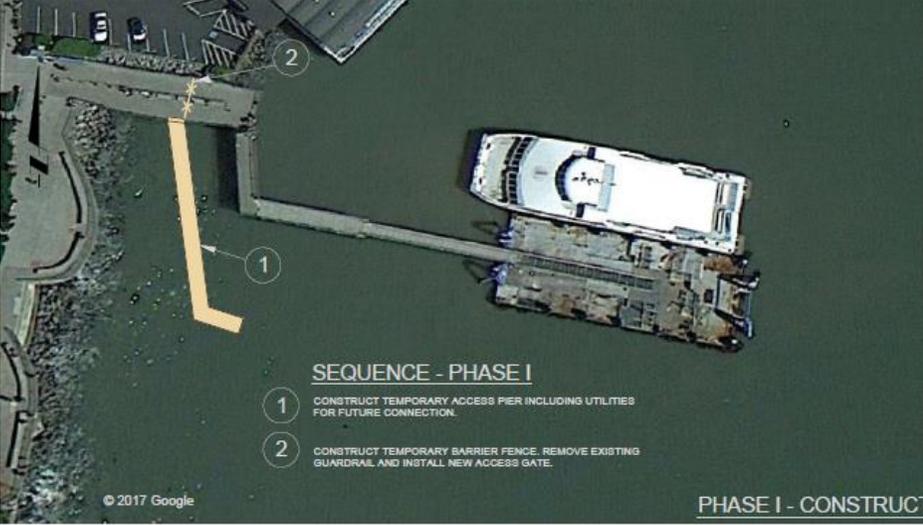
TENTATIVE PROJECT SCHEDULE

- 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

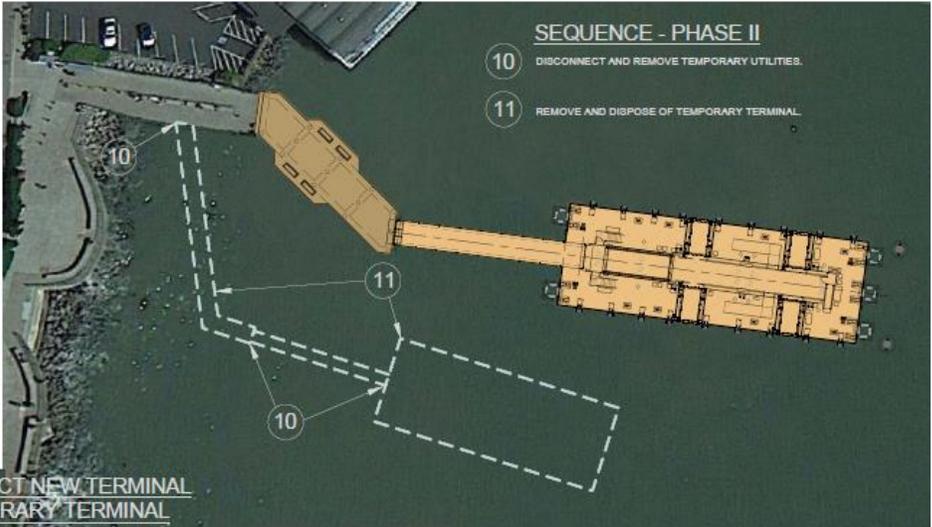
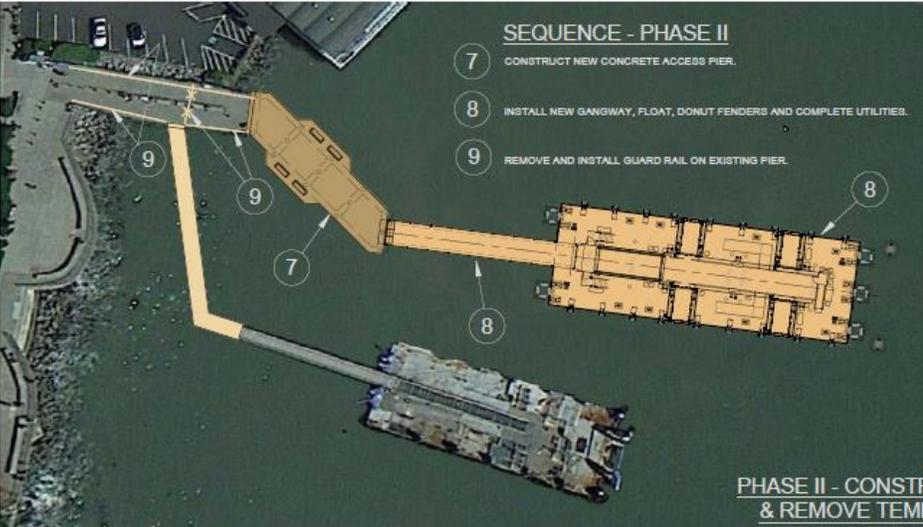
CONSTRUCTION OVERVIEW

- 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 \approx 18 months

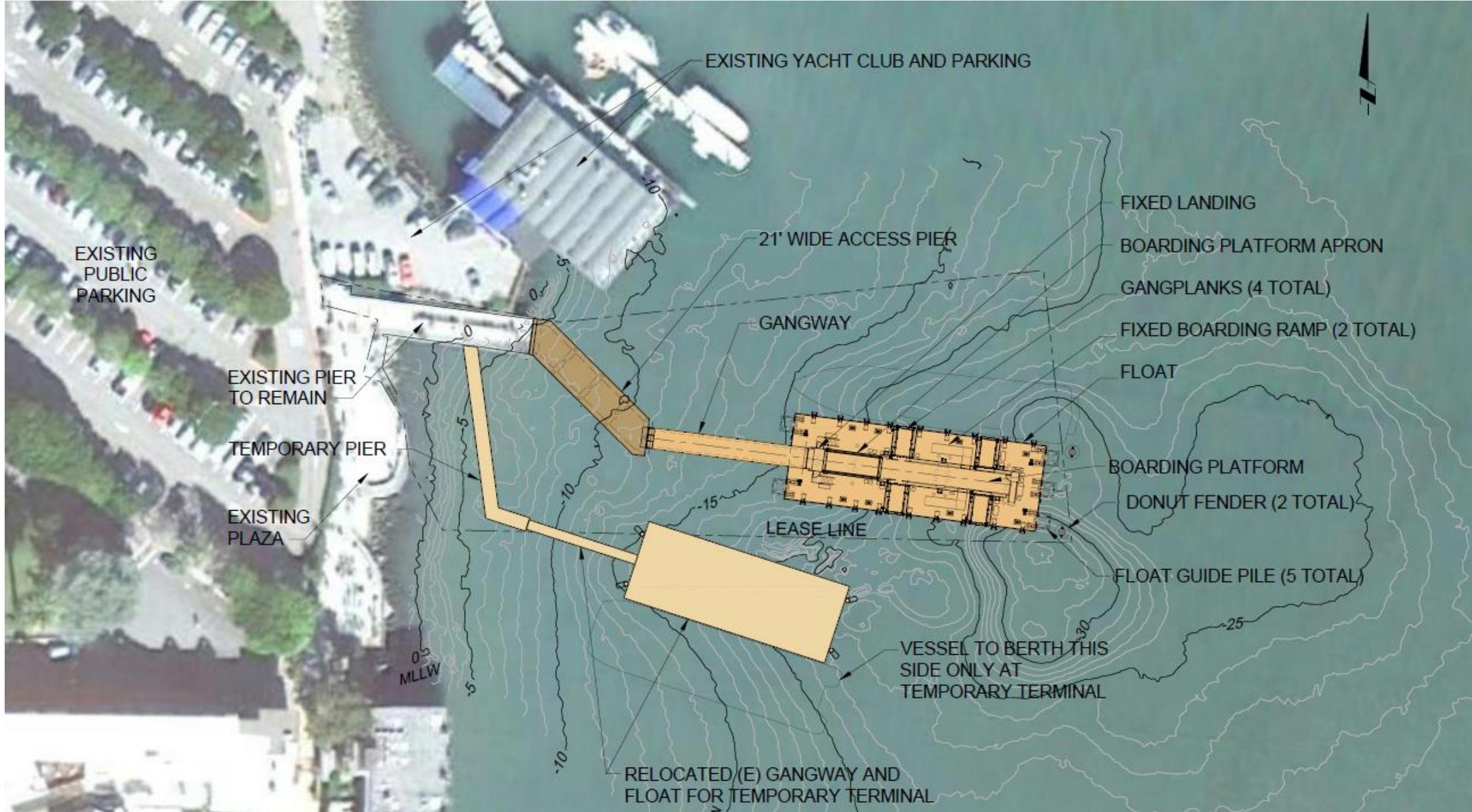
CONSTRUCTION SEQUENCE



PHASE I - CONSTRUCT TEMPORARY TERMINAL



PHASE II - CONSTRUCT NEW TERMINAL & REMOVE TEMPORARY TERMINAL



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 \approx a few days
- New PG&E equipment in northwest corner
 - No permanent parking removed



PROPOSED ABOVE GROUND UTILITY CABINETS NEAR PARKING LOT 1



City's Existing
Utility Cabinet

Existing



City's Existing
Utility Cabinet

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

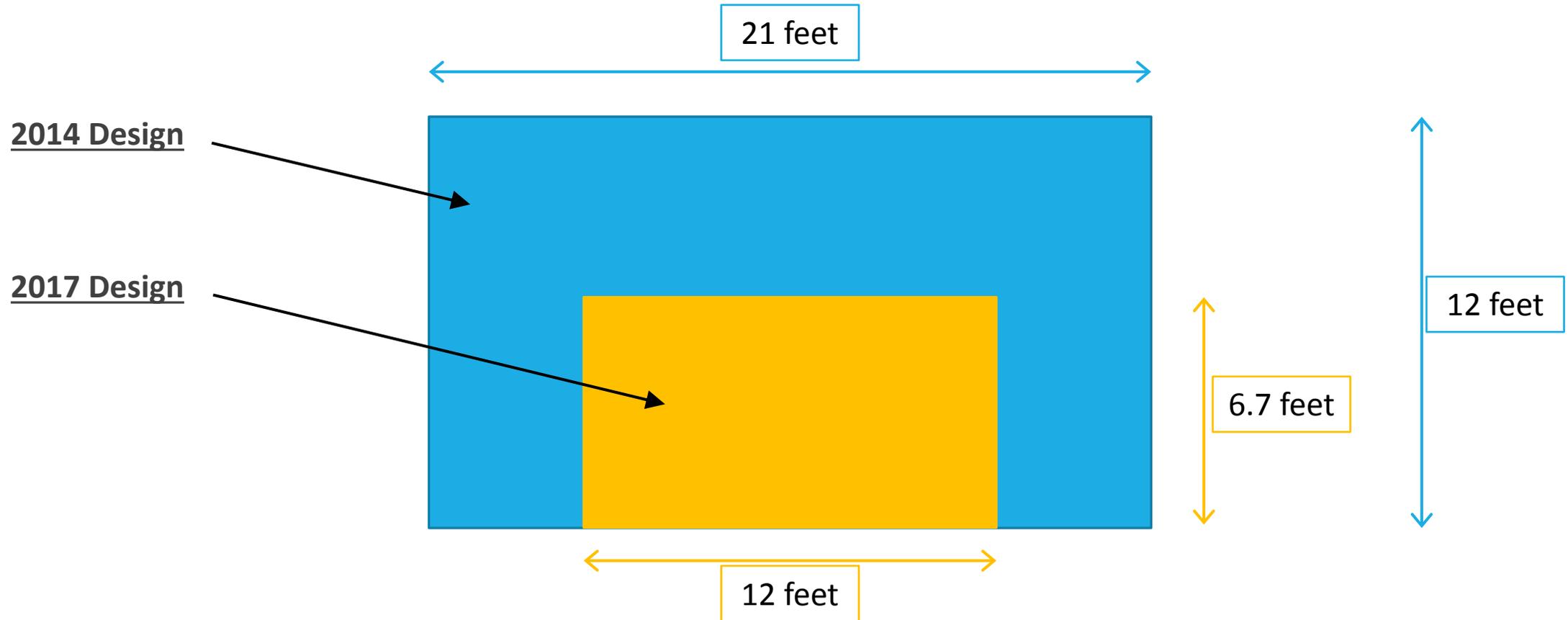
CONCERNS ABOUT PROJECT SIZE

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



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

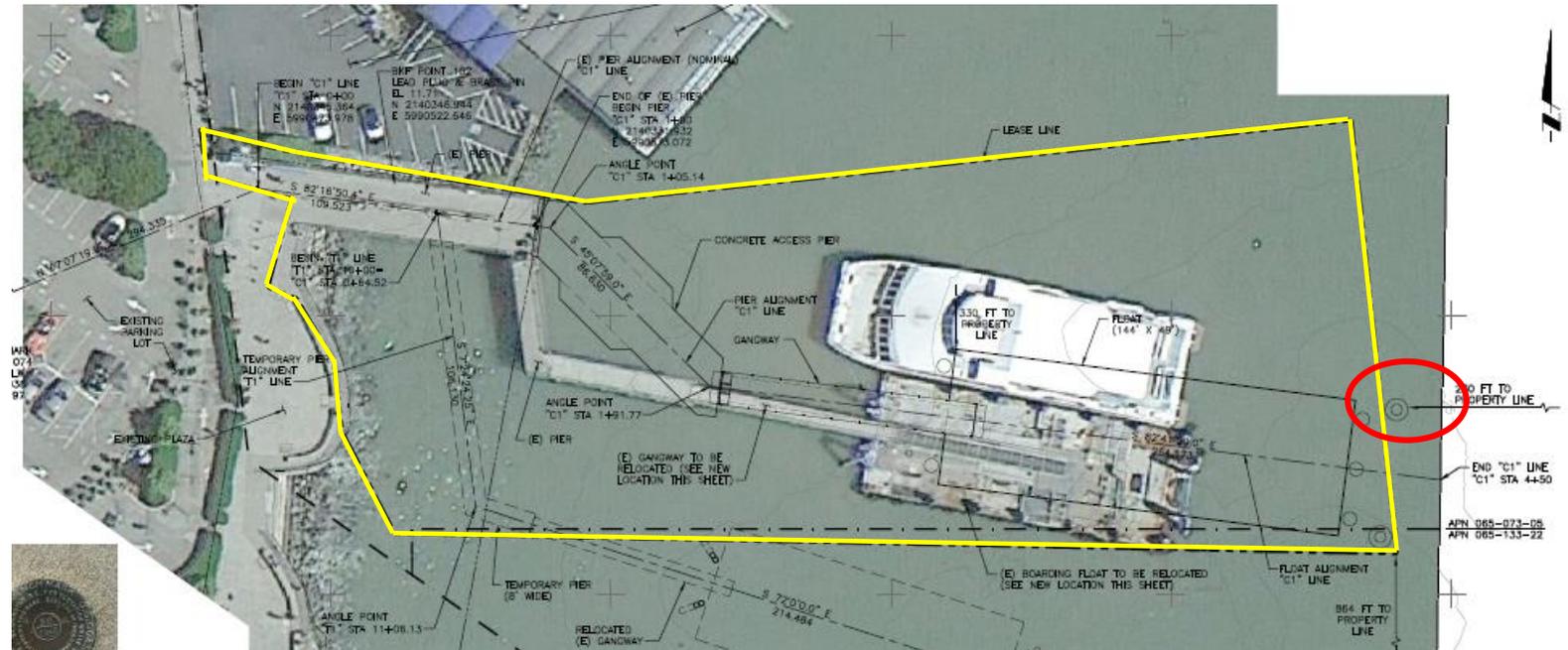


WITHOUT BELVEDERES

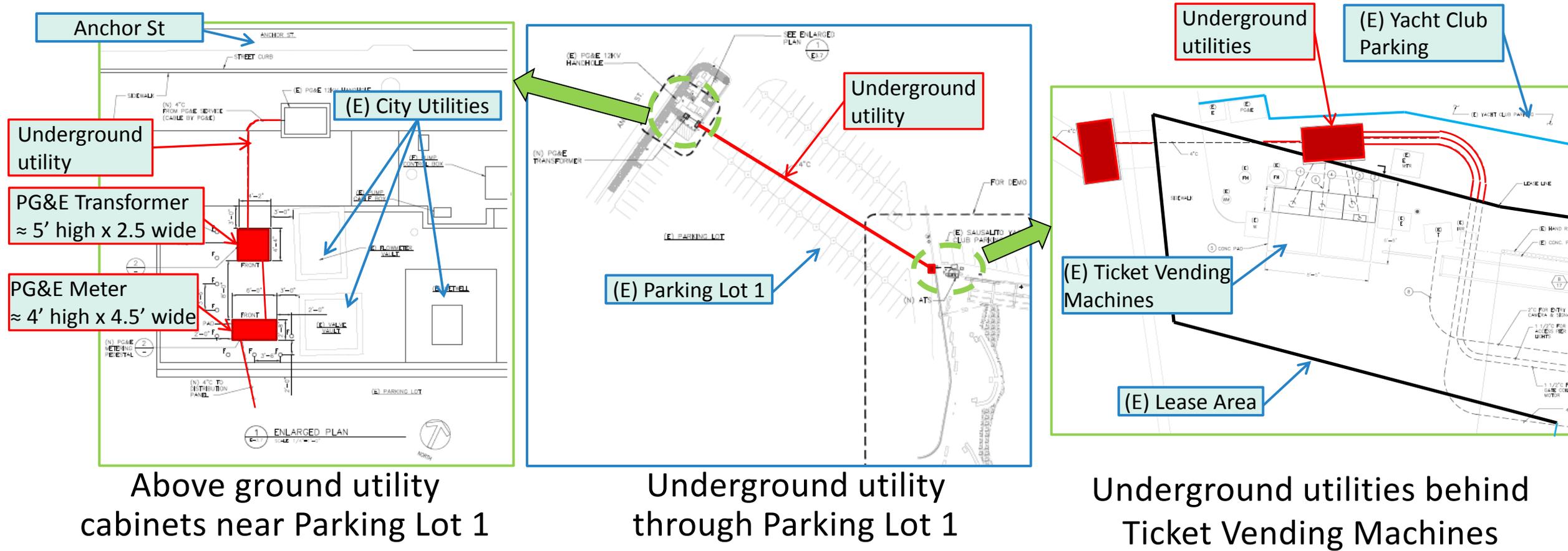


CONCERNS ABOUT PROJECT COMPONENTS OUTSIDE OF LEASE AREA

- 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



Above ground utility cabinets near Parking Lot 1

Underground utility through Parking Lot 1

Underground utilities behind Ticket Vending Machines

CONCERNS ABOUT PROJECT COMPONENTS OUTSIDE OF LEASE AREA

Proposed above ground utility cabinets near Parking Lot 1



Existing



Proposed

CONCERNS ABOUT BIRDS AT TRANSPARENT DOORS

- 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



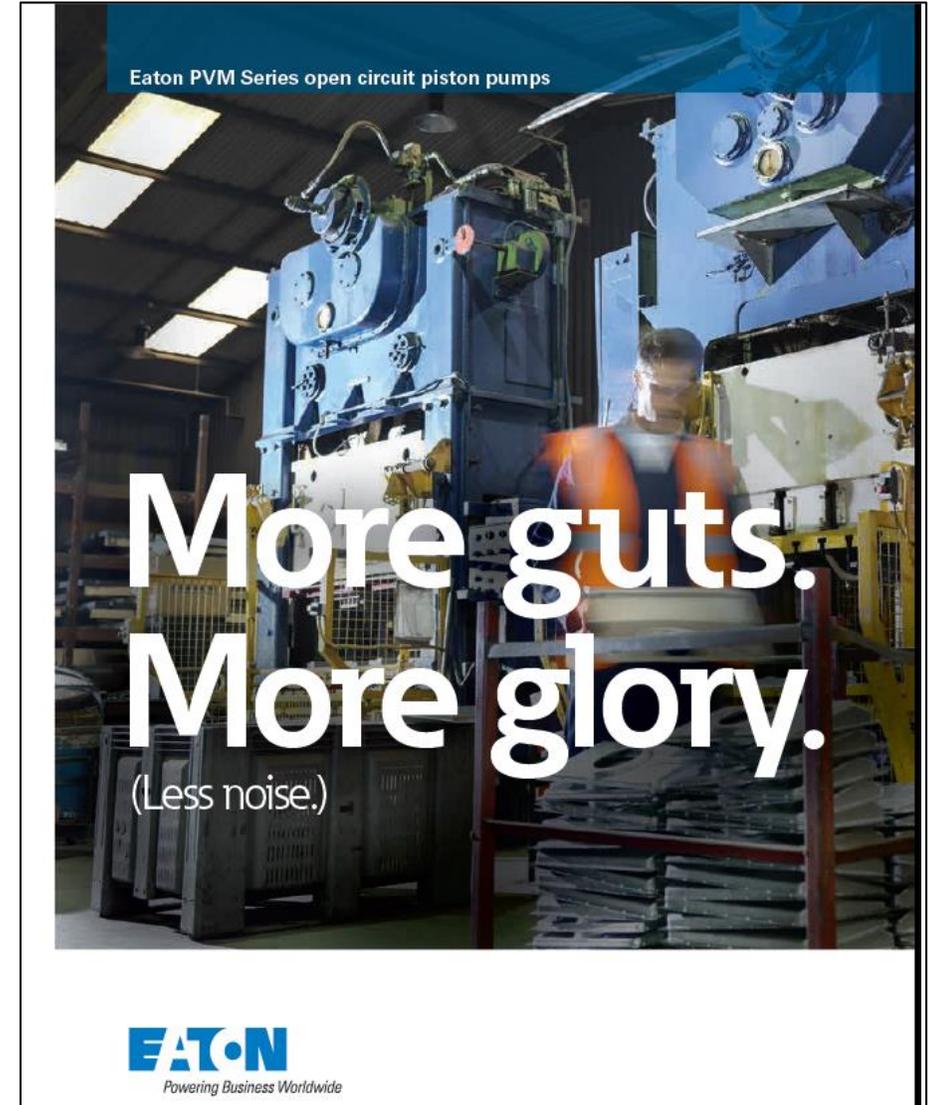
WETA's South San Francisco Ferry Terminal – Hydraulic Platform



WETA's South San Francisco Ferry Terminal – Hydraulics Cabinet

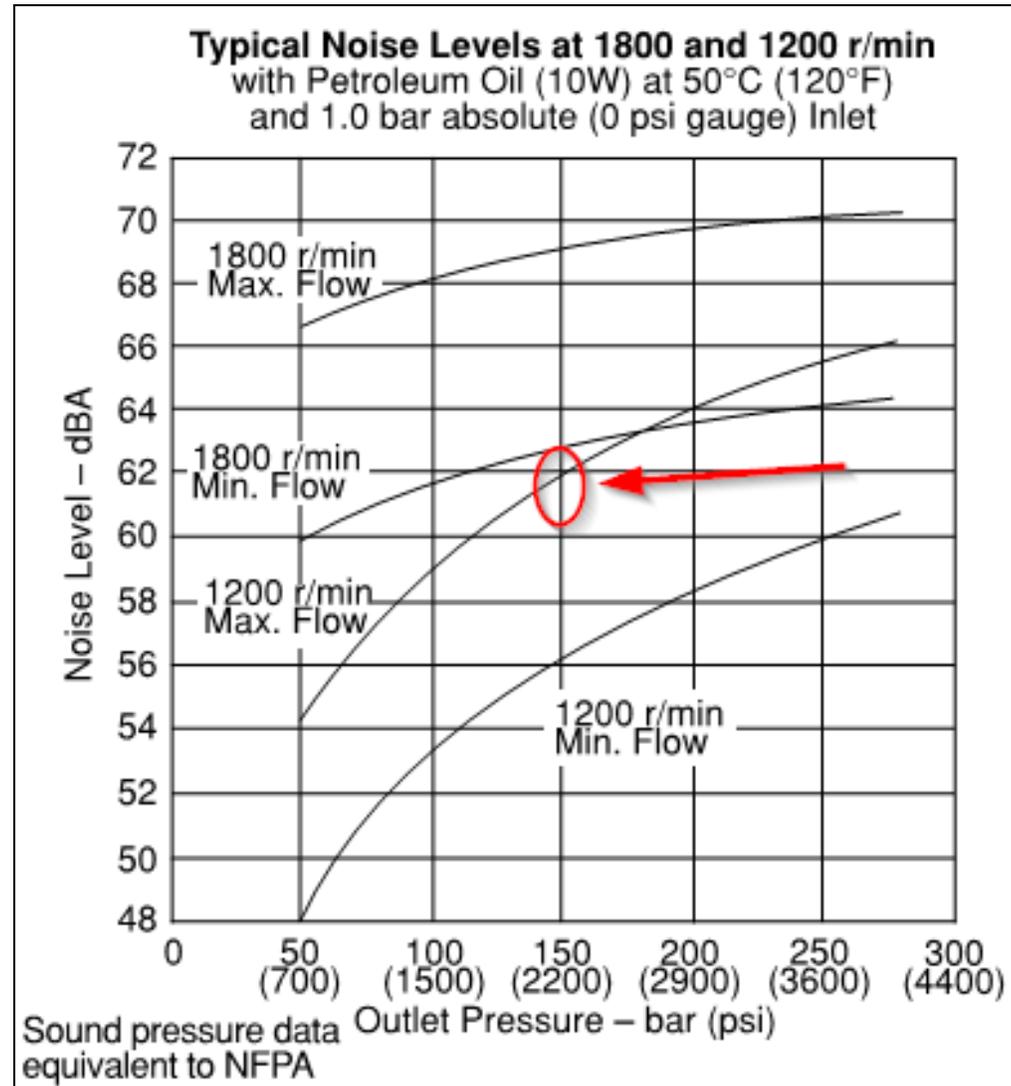
CONCERNS ABOUT HYDRAULICS

- The largest source of noise is expected to be the piston pumps
- Currently, the proposed pump is an Eaton model PVM045



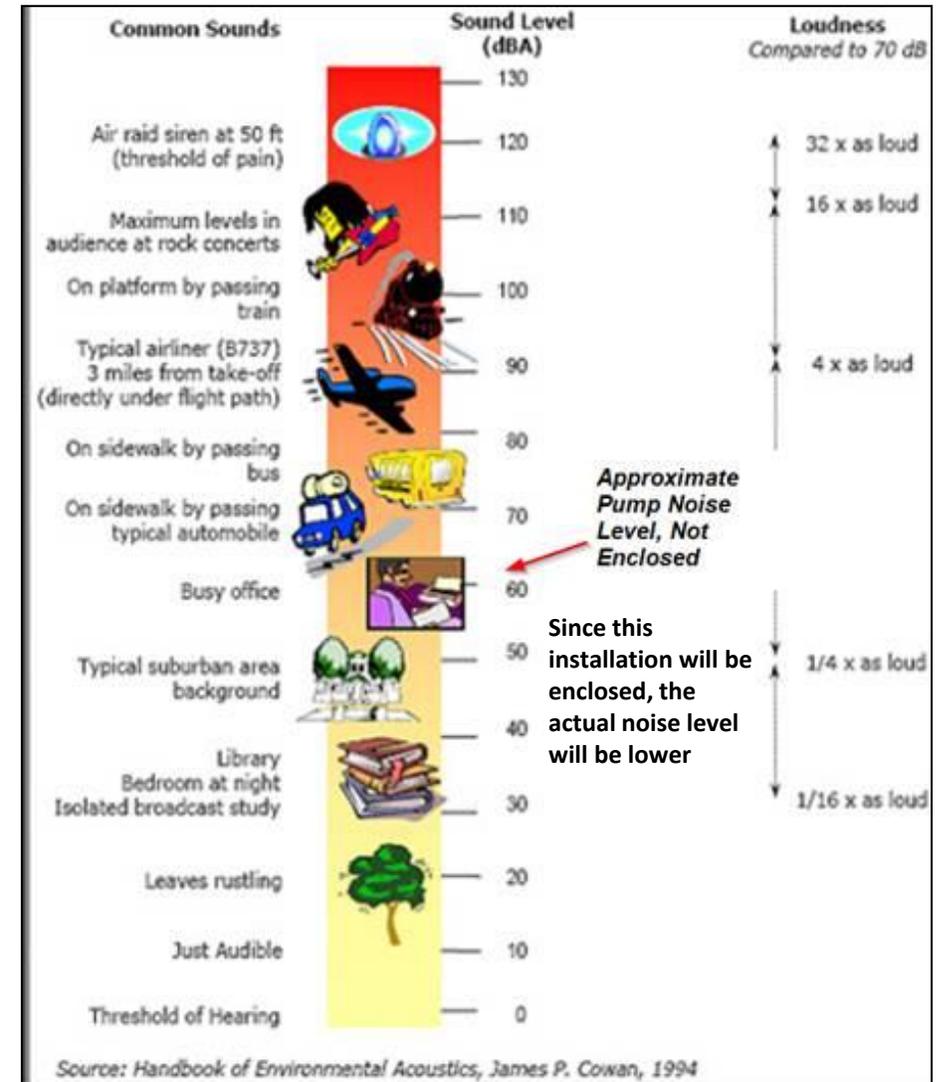
CONCERNS ABOUT HYDRAULICS

- 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



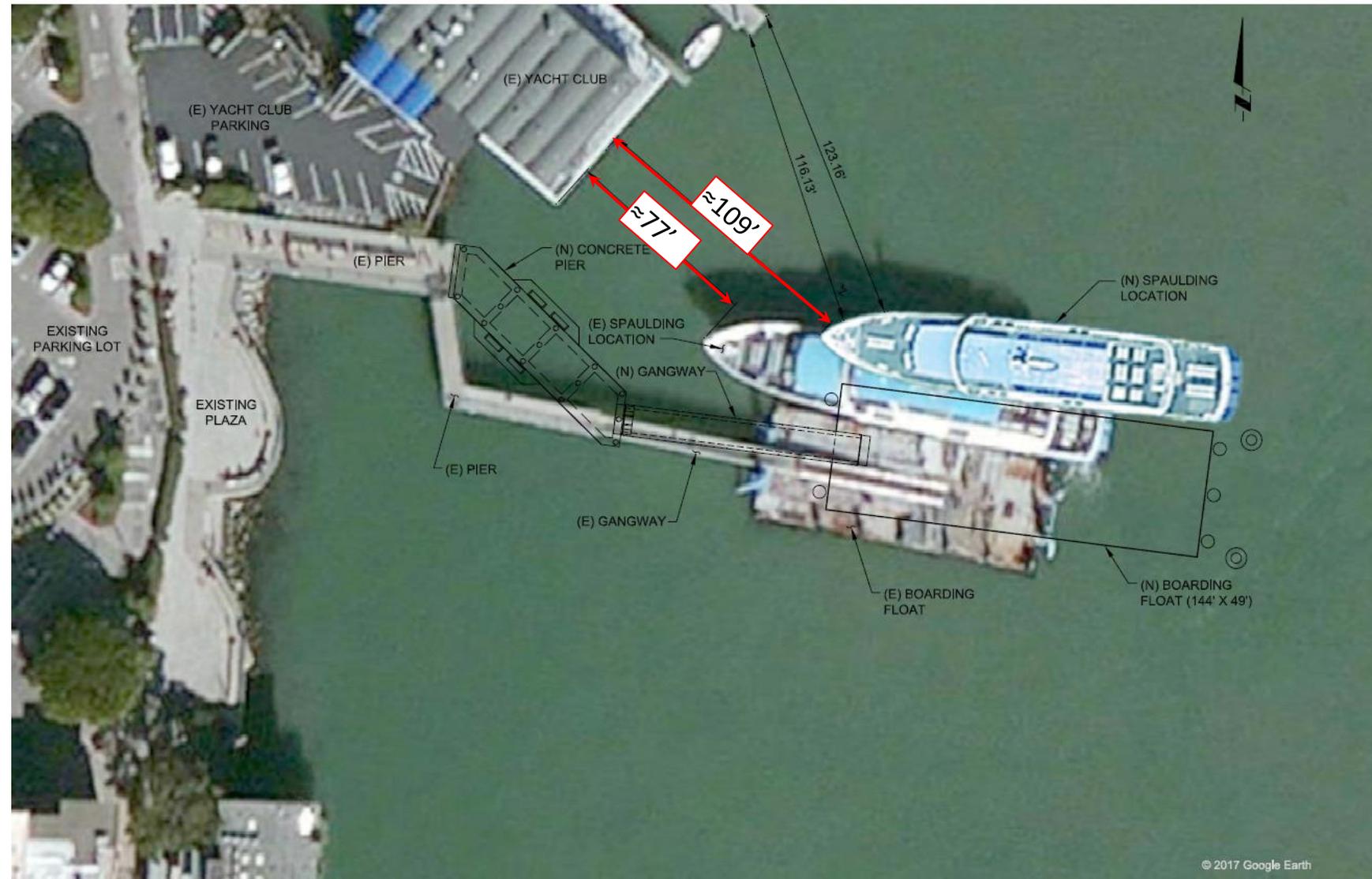
CONCERNS ABOUT HYDRAULICS

- 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



CONCERNS ABOUT THE YACHT CLUB

- Proposed ferry location will be similar to existing location



CLEARANCE PLAN

20' 0 20' 60'
SCALE: 1"=20'-0"

CONCERNS ABOUT THE YACHT CLUB

- Reduced height of gangway provides improved views
- Highest proposed pile is only 6” taller than existing piles

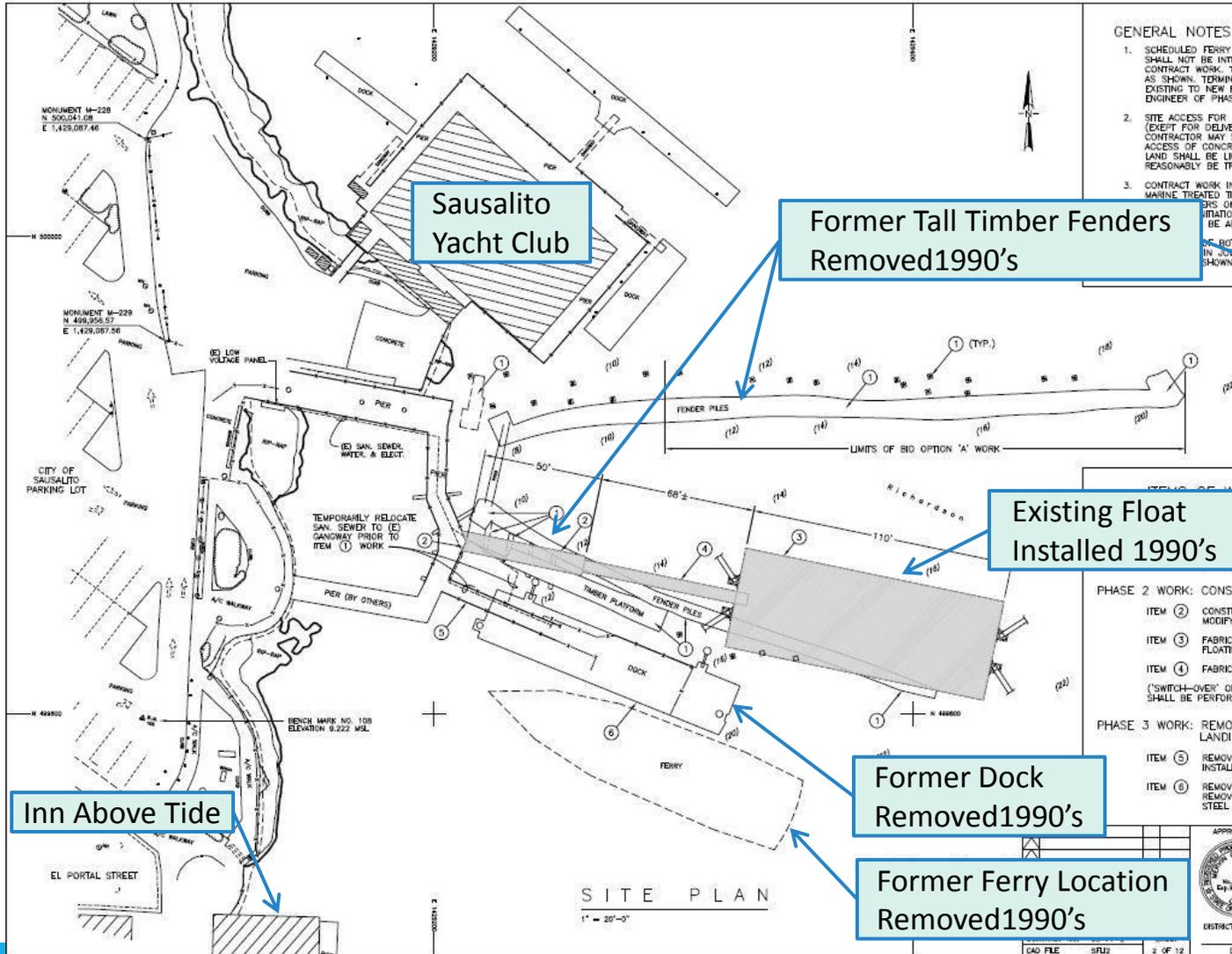


Existing



Proposed

CONCERNS ABOUT THE YACHT CLUB



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

30 El Portal Telephone 415.332.9535
Sausalito, CA 94965 FAX 415.332.6714
Email: stay@innabovetide.com
Website: http://www.innabovetide.com

September 5, 2017

30 El Portal Telephone 415.332.9535
Sausalito, CA 94965 FAX 415.332.6714
Email: stay@innabovetide.com
Website: http://www.innabovetide.com

by increasing the length of the temporary pier from the angle point illustrated on page 7 of the revised plans by 50 ft (see figure 1). This simple change would keep the ferries at an acceptable distance from the hotel and would protect the privacy of our guests.

- 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 belvederes 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 70 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.

THE INN ABOVE TIDE

THE INN ABOVE TIDE

- The proposed temporary pier location will place the ferries in approximately the same location as they were prior to the existing pier –

the District's design or plans which would mitigate the negative impacts.

The proposed project will require an amendment to the City's lease with the District and/or a use permit for the area of the temporary pier. It is incumbent that the City ensure that any lease amendment and/or use permit for the temporary pier location include conditions which will minimize the negative impact of the temporary pier and the ferry landing construction on the City, The Inn Above Tide and other business in the area. Specifically, the City's lease amendment or use permit must require:

- That the temporary pier be eliminated, relocated or extended to ensure that ferries are at least 150 ft. from the hotel.
- Construction, installation of ramps, fitting and testing of floats, gangways and piers occur off-site to maximum extent possible.

Transportation District

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

RECORDING REQUESTED AND
WHEN RECORDED MAIL TO:

HANSON, BRIDGETT, MARCUS, VLAHOS
& RUDY
333 Market Street, Suite 2300
San Francisco, California 94105-217
Attention: Stephen B. Peck

93-001827
Rec Fee 14.00
Check 14.00
Recorded
Official Records
County of
MARIN
JAMES DAL BON
Recorder
1:30pm 25-Jan-93
XX

SPACE ABOVE THIS LINE IS FOR RECORDER'S USE

This instrument is exempt from recording fees (Gov. Code, §27383).

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").

RECITALS

A. As of December 21, 1992, McDevitt and the District entered into a Settlement Agreement and Release ("Agreement") containing terms which touch and concern property owned by McDevitt, located at 30 El Portal, Sausalito, California, as more particularly described in Exhibit 1 hereto (the "Property"). The Property is located adjacent to the District's Sausalito ferry terminal.

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.

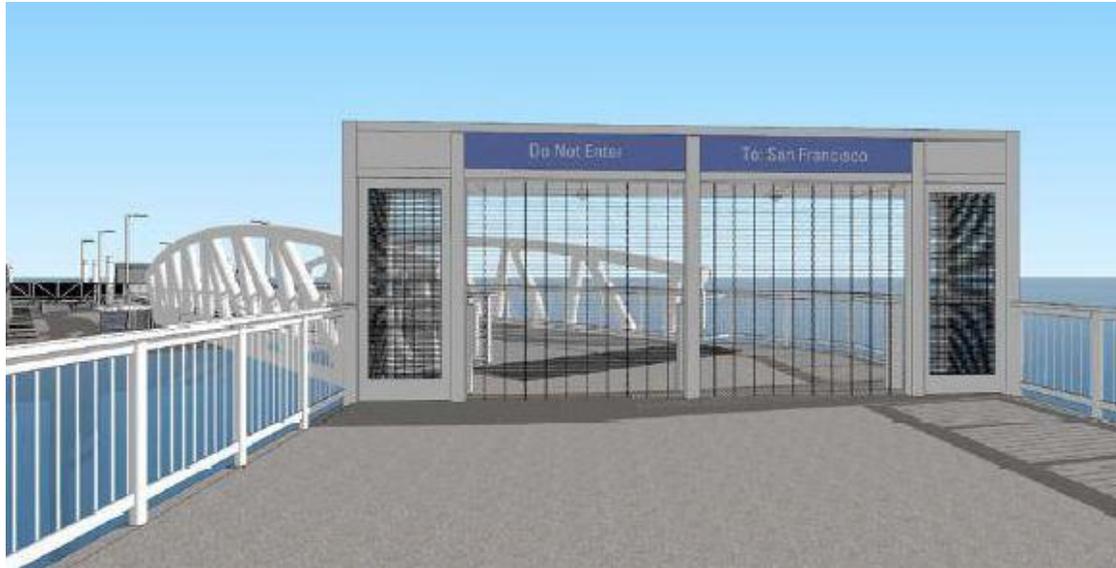
AGREEMENT

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



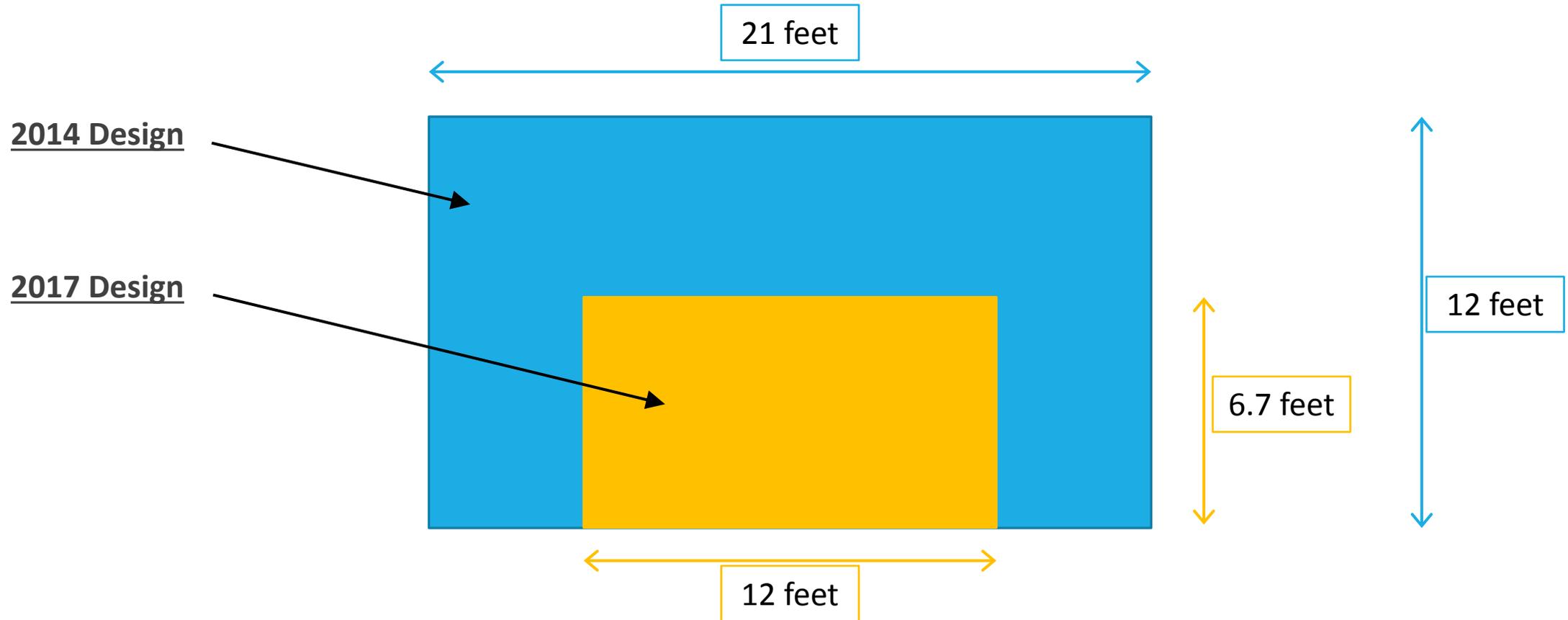
2014 Design



2017 Design

OVERALL DESIGN CHANGES

- Gangway cross sectional view of changes



OVERALL DESIGN CHANGES



Existing



Proposed

SAUSALITO FERRY TERMINAL DESIGN

Creating a better tomorrow, together.

