3 PROJECT DESCRIPTION

As stated in Chapter 1, this document is a Supplement to the Final Draft IES/MND for the Valhalla residential condominium project. As a supplement, the Project Description discusses the revisions to the Project since release of the Public Review Draft IES/MND on April 1, 2014. For a general description of the history, and characteristics, and surrounding land uses, please refer to the Final Draft IES/MND. Figure 3-1 below shows the project location, and Figure 3-2 shows the existing site plan.

A. Project Components

As described in Chapter 1, Introduction, a number of changes have been made to the proposed Project, described below. An overview of the Project components is listed in Table 3-1.

Detailed Project information can be found on the following pages in the Final Draft IES/MND:

- Demolition and Site Preparation: Page 3-6
- Subdivision: Pages 3-12 to 3-14
- Parking: Pages 3-14 to 3-15
- Site Access: Pages 3-14 to 3-16
- Building Materials and Features: Pages 3-16 to 3-25
- Landscaping and Signage: Page 3-26
- Stormwater Management: Page 3-26
- Waste Management: Page 3-26

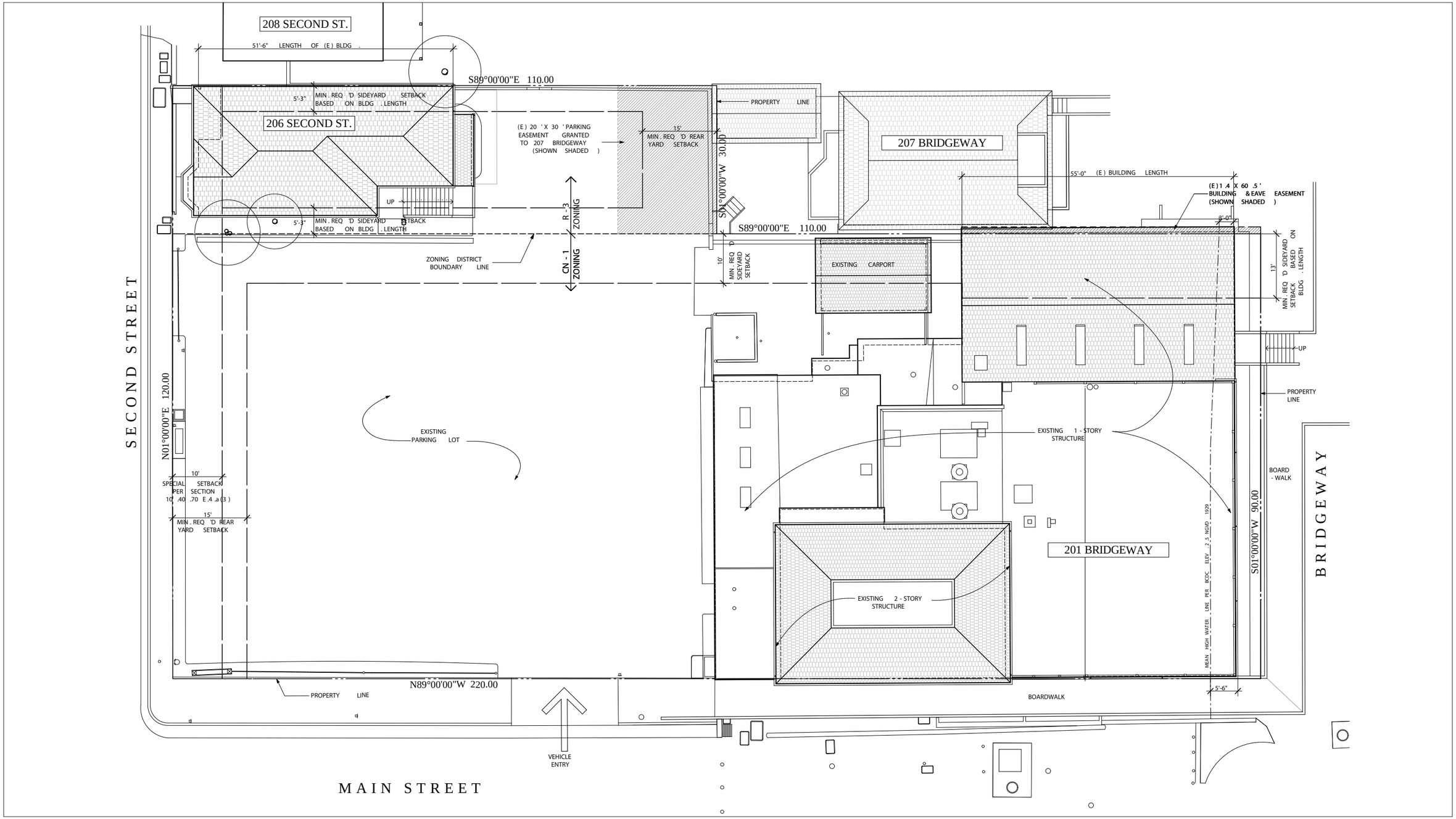
1. Project Revisions

The Project Applicant has submitted a number of Project components and design revisions in response to City and community comments, since release of the Public Review Draft of the IES/MND on April 1, 2014. Figures 3-3 and 3-4 show the changes to the Project compared to the previous (June 2014) version. This Supplement to the Final Draft IES/MND analyzes the potential environmental impacts of the following revisions:

Building Design: In response to concerns raised by the public, Historic Landmarks Board, and Planning Commission, the Project Applicant has revised certain components of the Project as originally described in the Final Draft IES/MND. In general, the changes in design consist primarily of height decreases, design

Source: City of Sausalito, 2013; PlaceWorks, 2013; ESRI 2010.

Figure 3-1
Regional and Local Location



Source: Michael Rex Associates Architecture & Design.

Figure 3-2
Existing Site Plan

TABLE 3-1 SUMMARY OF THE PROPOSED PROJECT

Unit #/Other Area	Square Footage	Number of Bedrooms/ Bathrooms	Location
201 Bridgeway			
1	958	1 bed/1 bath	Valhalla ground floor (west side)
2	1,581	2 bed/2 bath	Valhalla ground floor (east side)
3	1,253	2 bed/2.5 bath	Valhalla ground floor (east side)
4	1,600	2 bed/2 bath	Banquet hall
5	1,512	2 bed/2.5 bath	New building
6	1,007	2 bed/2 bath	New building
7	1,989	3 bed/3 bath	Valhalla second story and attic
Trash Enclosure	96		
Total New Square Footage	9,996		
Existing Square Footage	9,290		
206 Second Street			
Total New Square Footage	1,451	2 bed/1 bath	206 Second Street
Existing Square Footage	2,018		
Total Square Footage	**11,447**		
Net New Square Footage	**139**		

Source: Michael Rex Associates, 2014.

modifications to further maintain the historical character of the Valhalla and to minimize potential impacts to private views. Figures 3-5a, 3-5b, and 3-5c show revised Project renderings. The following is a list of the primary design changes to address such concerns:[1]

- Unit 5 height lowered by approximately 3'-2"
- Unit 6 height lowered by approximately 2"
- Entry gates on Main Street height lowered and would include lattice gates
- Garages roofs along Second Street revised to include truncated hipped roofs
- Transformer relocated to near other existing transformers on Main Street
- Privacy fence added between 207 Bridgeway and 201 Bridgeway

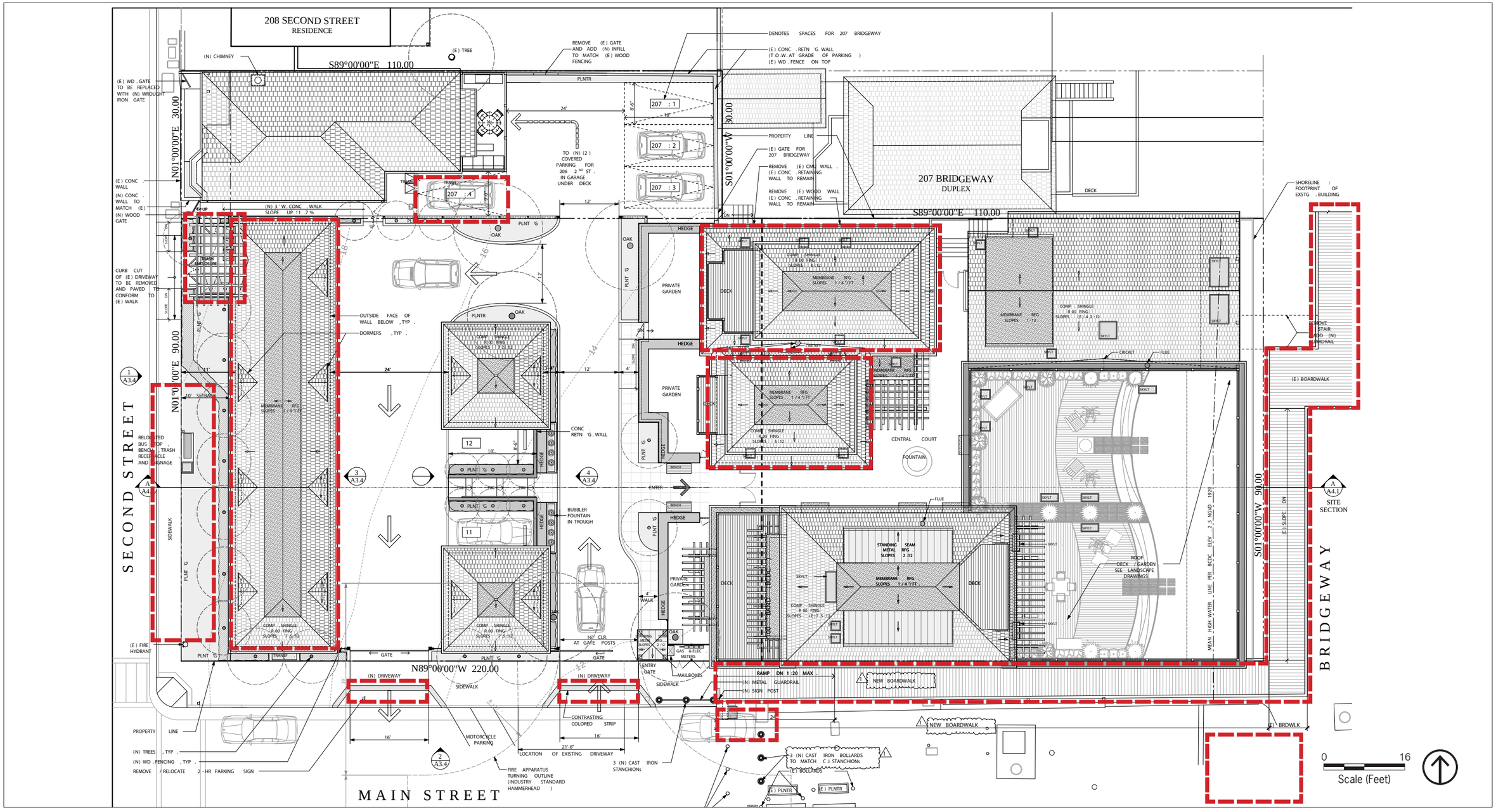
Landscape: The Project proposes changing the landscaping design to generally lower the height of landscape at the Unit 7 roof deck in order to minimize potential view impacts to residents at 208 and 210 Second Street. Additionally, a new hedge providing privacy between 207 Bridgeway and 201 Bridgeway is proposed in order to maintain privacy between the two properties. Figure 3-6 illustrates the proposed landscape plan for Unit 7.

Trash Enclosure: The proposed trash enclosure has been revised to include a roof and rain gutter system to collect and direct water to the proposed on-site filtration system prior to discharging to the City's stormwater system. Water from within the trash enclosure would be collected and discharged to the City's sewer system.

Single-Car Garage: The Project proposes a new one-car garage at 206 Second Street, serving the residence at 207 Bridgeway. The proposed garage would also include a roof deck, serving the 206 Second Street residence.

Main Street and Bridgeway Boardwalks Floodplain Variance: The Project Applicant submitted a request for a variance from the Sausalito Municipal Code (SMC) Floodplain Management regulations (SMC 8.48) to reconstruct the Main Street boardwalk at a lower elevation than the expected City-required elevation of 13 feet (North American Vertical Datum of 1988 [NAVD 88]) for pile-supported structures in the high-velocity wave action zone (based on the anticipated minimum base flood elevation required by the Federal Emergency Management Agency

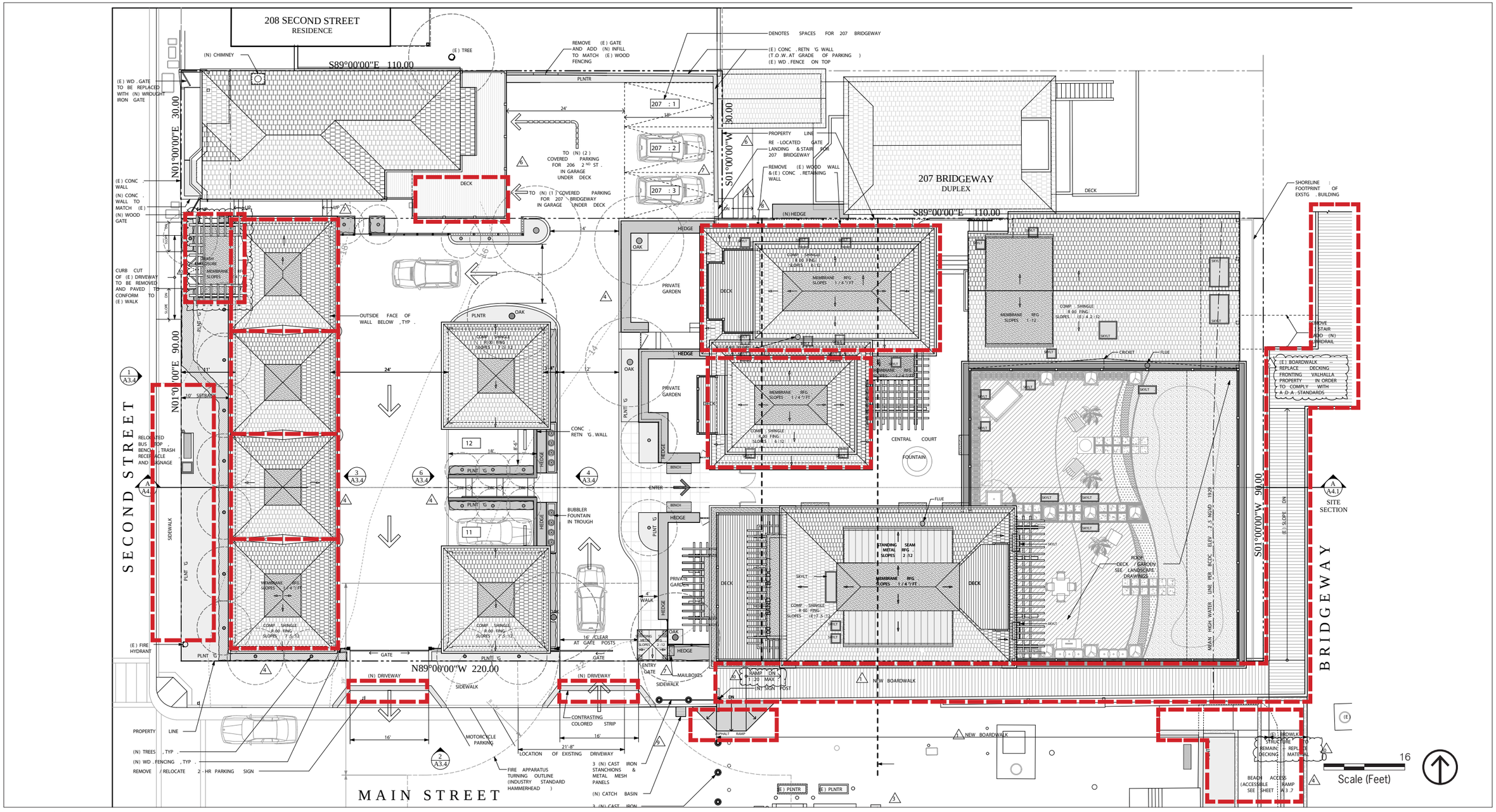
[1] The noted design changes only reflect the most prominent changes. Other minor changes, such as paint color and detailed design work are not included in the list. For a complete a list of changes, please refer to Appendix GG of the Planning Commission Entitlement Staff Report, dated July 30, 2014.



Source: Michael Rex Associates Architecture & Design.

Project Revisions

Figure 3-3
Final IES/MND Project Site Plan



Source: Michael Rex Associates Architecture & Design.

Project Revisions

Figure 3-4
Supplement to the Final IES/MND Project Site Plan

Source: Michael Rex Associates Architecture & Design.

Figure 3-5a
Project Rendering - View from San Francisco Bay

Source: Michael Rex Associates Architecture & Design.

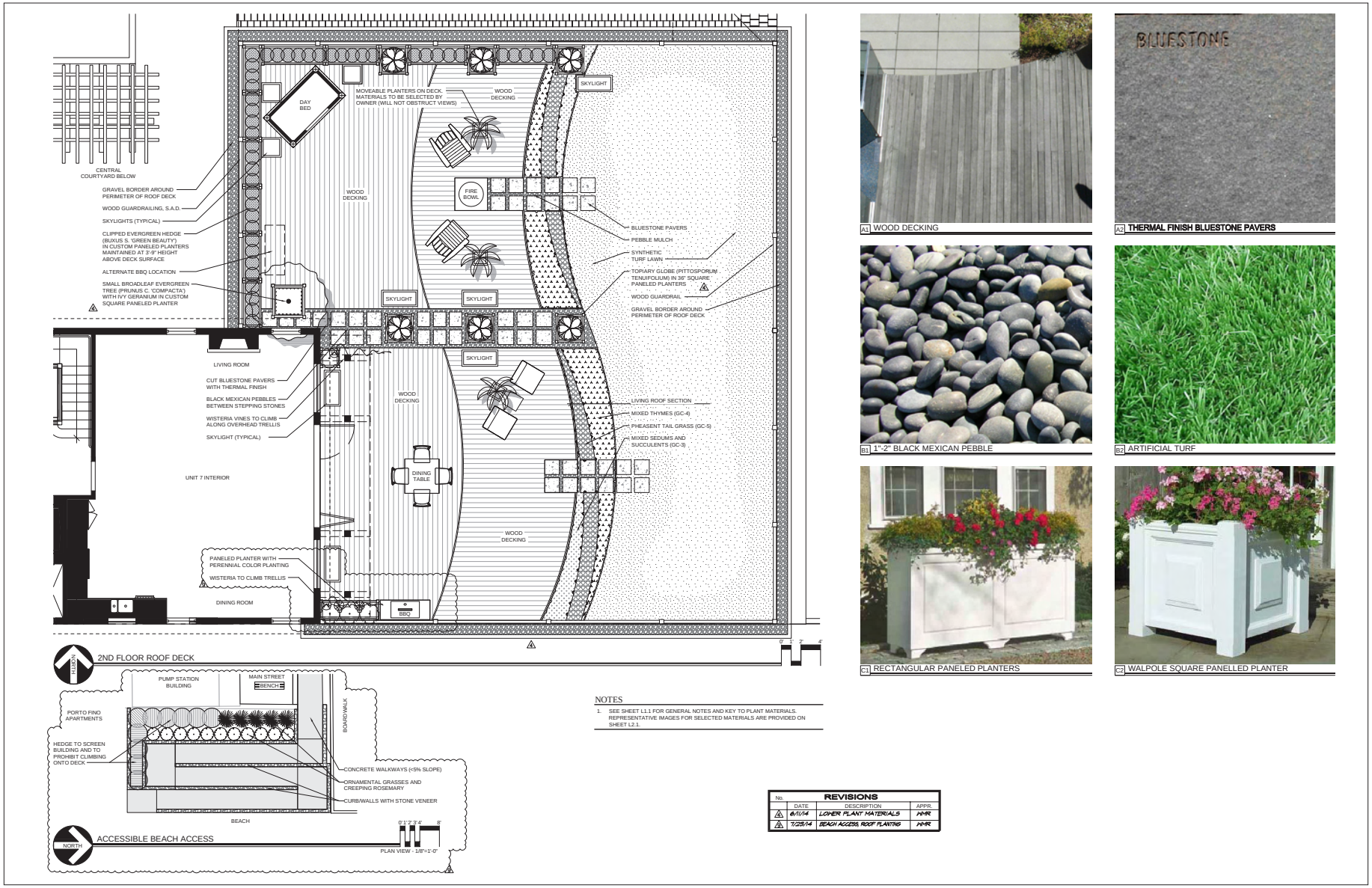
Note: Rendering does not show bus pullout.

Figure 3-5b
Project Rendering - View from Main Street and Second Street without Trees

Source: Michael Rex Associates Architecture & Design.

Note: Rendering does not show bus pullout.

Figure 3-5c
Project Rendering - View from Main Street and Second Street with Trees



Source: Michael Rex Associates Architecture & Design.

Figure 3-6
Proposed Landscaping Plan, Second Floor

(FEMA), expected to take effect in 2015 for portions of the Main Street and all of the Bridgeway boardwalks).

The Project Applicant also submitted a variance request for the replacement of the surface on the portion of the Bridgeway boardwalk fronting the Project site at the existing elevation, which would also be below the City-required elevation of 13 feet.

In order for a floodplain variance to be granted, SMC Section 8.48.062 specifies the conditions below that must be met.

A. Variances may be issued for the reconstruction, rehabilitation, or restoration of structures listed in the National Register of Historic Places or the State Inventory of Historic Places, without regard to the procedures set forth in the remainder of this section.

B. Variances shall not be issued within any designated floodway if any increase in flood levels during the base flood discharge would result.

C. Variances shall only be issued upon a determination that the variance is the minimum necessary, considering the flood hazard, to afford relief.

D. Variances shall only be issued upon:

1. *A showing of good and sufficient cause;*
2. *A determination that failure to grant the variance would result in exceptional hardship to the applicant; and*
3. *A determination that the granting of a variance will not result in increased flood heights, additional threats to public safety, extraordinary public expense, create nuisances, cause fraud on or victimization of the public, or conflict with existing local laws or ordinances.*

E. Variances may be issued for new construction and substantial improvements and for other development necessary for the conduct of a functionally dependent use; provided, that the provisions of subsections A through D of this section are satisfied and that the structure or other development is protected by methods that minimize flood damages during the base flood and create no additional threats to public safety.

F. Any applicant to whom a variance is granted shall be given written notice that the structure will be permitted to be built with a lowest floor elevation below the regulatory flood elevation and that the cost of flood insurance will be commensurate with the increased risk resulting from the reduced lowest floor elevation. A copy of the notice shall be recorded by the Floodplain Board in the

office of the County Recorder and shall be recorded in a manner so that it appears in the chain of title of the affected parcel of land.

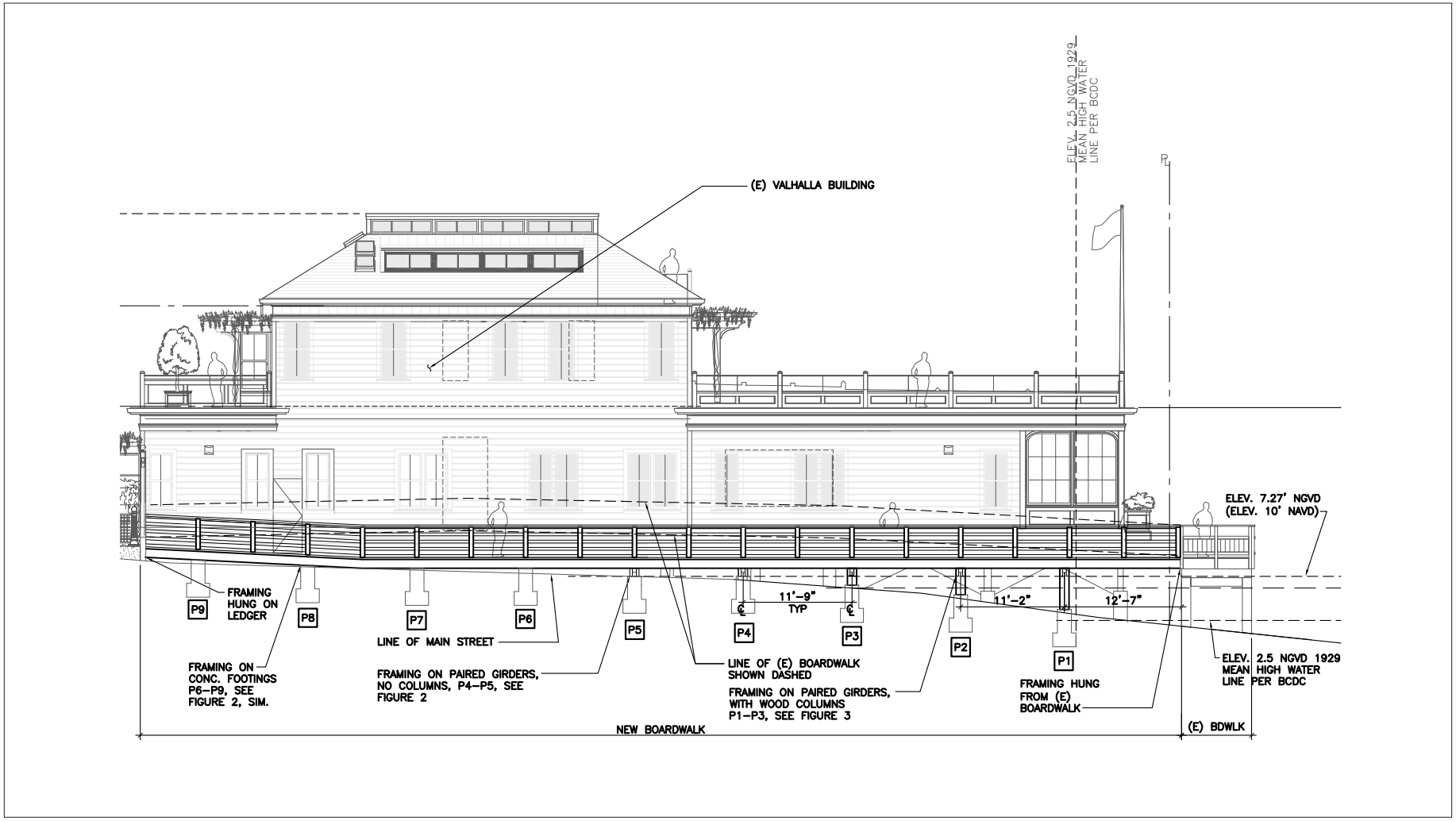
Main Street Boardwalk Improvements: Improvements to the Main Street boardwalk would include deconstruction of the existing boardwalk, and reconstruction using 12-inch diameter piers placed on reinforced concrete stems and footings, as shown in Figures 3-7a, 3-7b, 3-7c, and described in the structural engineering report, included as Appendix K. As a result, demolition and site preparation would be slightly increased beyond what was considered in the Final Draft IES/MND, which did not address demolition of the Main Street boardwalk. The overall increased demolition activity would be minor, and would remain consistent with the overall construction activities previously described and analyzed.

Reconstruction of the Main Street boardwalk would not require pile-driving activity. Given the bedrock in the area occurs at approximately 9 to 13 feet below the surface, which is a relatively shallow depth, the proposed method of reconstructing the Main Street boardwalk would prevent having to pile-drive piers to support the boardwalk. The concrete stem and footing would be approximately 3 to 5 feet below the surface elevation.

Bridgeway Boardwalk Improvements: The Project Applicant's floodplain variance request includes the Bridgeway boardwalk. The Project proposes improvements to the Bridgeway boardwalk, fronting the Project site, at the boardwalk's existing elevation and therefore not in compliance with the expected floodplain management regulation requirement for the lowest horizontal structural member's elevation of 13 feet (NAVD 88).

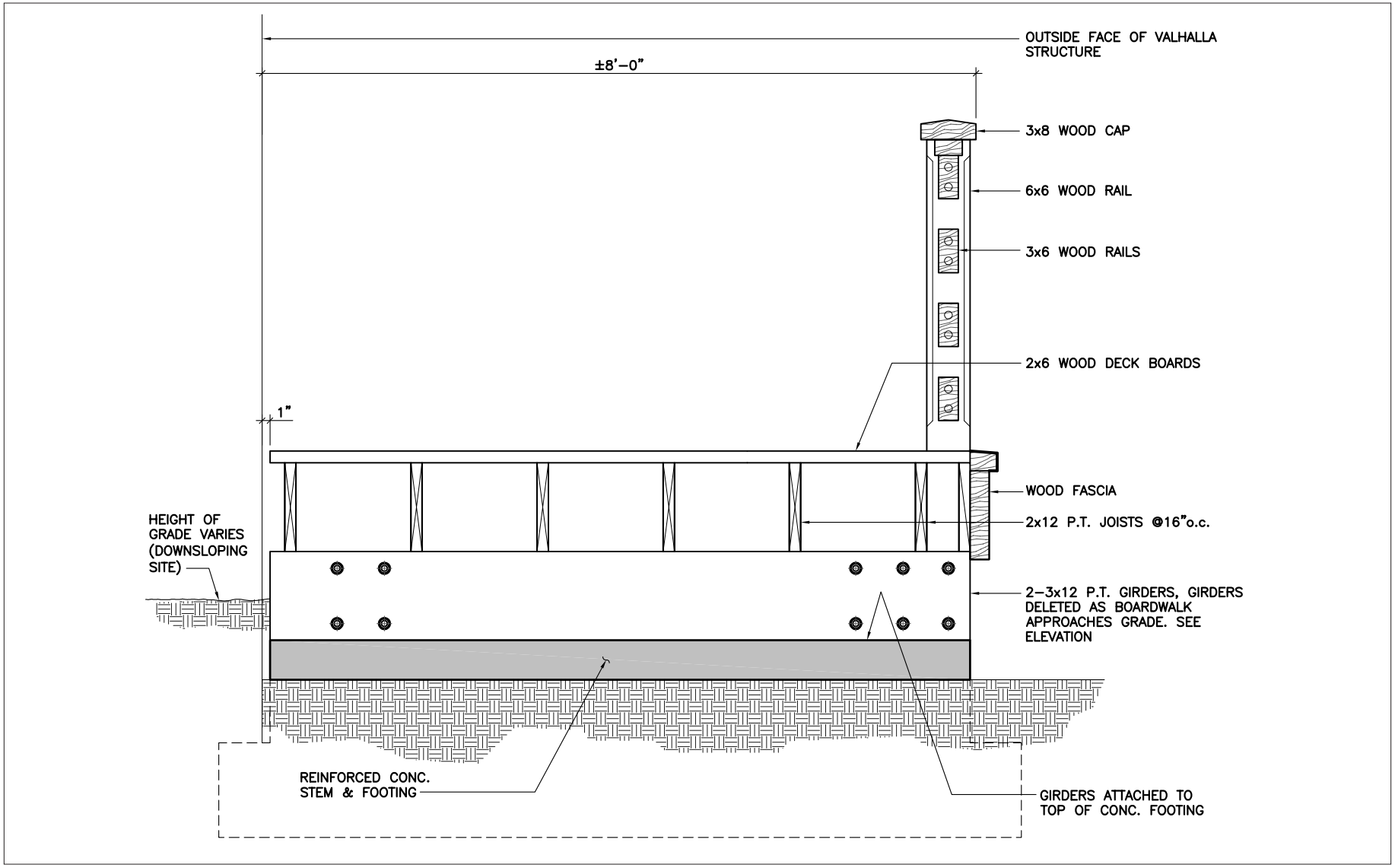
Bridgeway boardwalk improvements would include replacing or overlaying the wood planks on the surface of the Bridgeway boardwalk fronting the Project site to comply with the California Building Code and Americans with Disabilities Act (ADA) standards. ~~In addition, strengthening of the structural connections on the Bridgeway boardwalk would be completed.~~ These improvements would likely take place in conjunction with the Main Street boardwalk improvements and similarly result in a minor increase in demolition activity and remain consistent with the overall construction activities previously described and analyzed.

Main Street Boardwalk Ramp: The Project proposes an ADA-compliant ramp providing access between Main Street and the Main Street boardwalk.



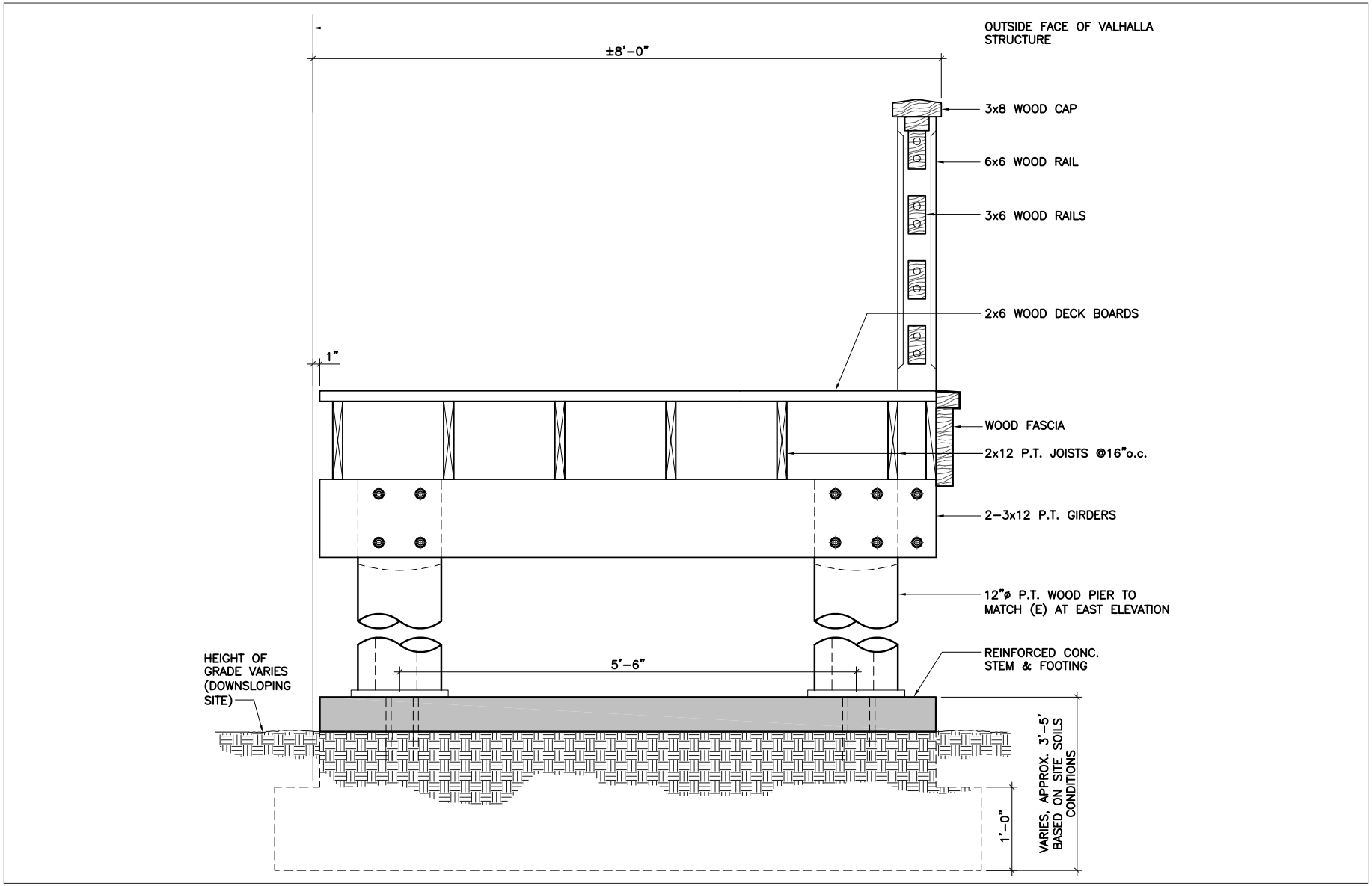
Source: JYASF Structural Engineers, 2014.

Figure 3-7a
Main Street Boardwalk South Elevation



Source: JYASF Structural Engineers, 2014.

Figure 3-7b
Typical Main Street Boardwalk Without Piers



Source: JYASF Structural Engineers, 2014.

Figure 3-7c
Typical Main Street Boardwalk With Piers

Public Beach Access: The Project proposes a switchback ramp at the east end of Main Street to provide California Building Code-compliant public access to Swede's Beach. Because the ramp would include three switchbacks consisting of a slope of less than 1 foot drop in an approximately 20 foot horizontal run, and since the vertical distance between landings would be less than 30 inches, no guardrail would be required. The width of the ramp would be approximately 4 feet. However, the landing at the foot of the ramp would include a guardrail, which would not be visible from Main Street, as it would be concealed by the Sausalito-Marin City Sanitary District's pump station.

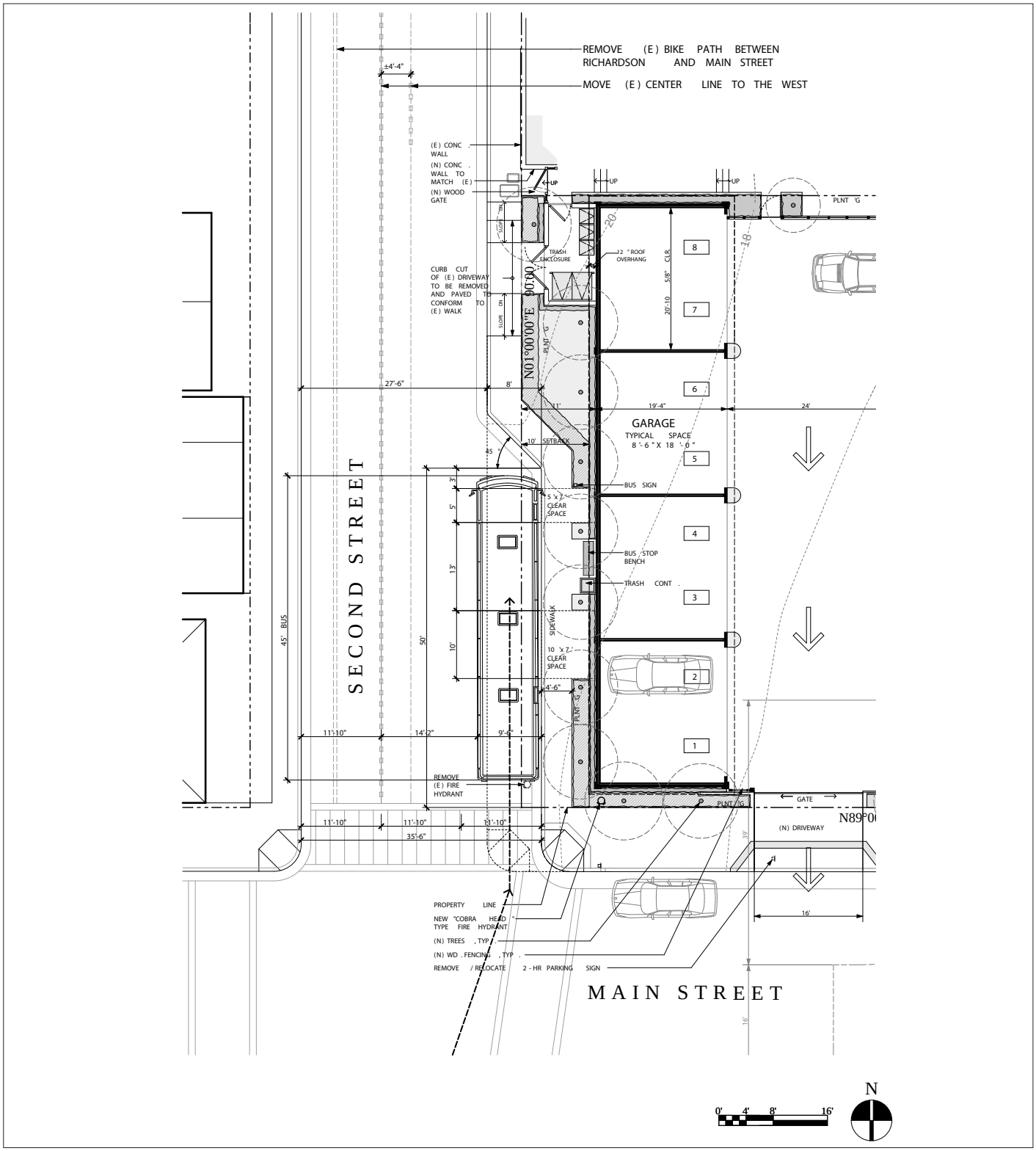
Bus Pullout: The Project proposes a bus pullout along the Project's Second Street frontage, at the corner of Main Street. Please refer to Figure 3-8 for preliminary plans.[2]

B. Required Permits and Approvals

Please refer to pages 3-26, 3-30, 3-31, and 3-32 of the Final Draft IES/MND for list of required permits and approvals of the Project. This Supplement to the Final Draft IES/MND adds the following required permit and approval:

- *Floodplain Variance.* The City of Sausalito Municipal Code (SMC) Floodplain Management regulations (SMC 8.48) require that the lowest elevation of horizontal structural members on pile-supported structures in the high-velocity wave action zone be elevated to at least the base flood elevation (BFE). A BFE of 13 feet (NAVD 88) is anticipated to become effective for the portions of the site over the waters of San Francisco Bay in 2015. In order to reconstruct the Main Street and Bridgeway boardwalks with horizontal structural members at an elevation below 13 feet, a floodplain variance would be required.

[2] Note: Preliminary plans reflect conceptual design. Final details and plans are subject to approval of the City Engineer as well as the Golden Gate Bridge Highway & Transportation District.



Source: Michael Rex Associates Architecture & Design.

Figure 3-8
Preliminary Bus Pullout