

Lilly Schinsing

From: Jim McKibben [jamesmckibben@sbcglobal.net]
Sent: Monday, October 10, 2011 3:43 PM
To: Lilly Schinsing
Subject: Butte Street site comments

RECEIVED

OCT 10 2011

**CITY OF SAUSALITO
COMMUNITY DEVELOPMENT DEPT**

To All Concerned:

Considering the steepness of the terrain, the inaccessibility of public transportation, the environmental sensitivity of the site for resident wildlife, and that it is the last noise barrier between the Freeway 101 and our already overcrowded neighborhood I strongly oppose the plan put forth to build 40 to 80 units of additional housing here. It would be an environmental and safety disaster. As the Fire Department already knows, the streets are narrow, overparked and not expandable due to existing easebacks and natural features like Whiskey Spring. It simply makes no sense to try and develop dense housing here.

Build where there is ample flat land. City owned property at MLK, the former site of the PD, one of the eyesore parking lots, the dog park, etc. are all much better candidates.

Sincerely,

Jim & Lisa McKibben
105 Sacramento Ave.
Sausalito, CA 94965
415 332 1439

Lilly Schinsing

From: Juli Stewart [julia_stewart@comcast.net]
Sent: Sunday, October 09, 2011 8:48 AM
To: Lilly Schinsing
Subject: Housing task for Ebbtide Avenue

Dear Lilly,

It was nice to meet you yesterday as you visited our neighborhood in regards to rezoning and allowing for multiple units. This site on Ebbtide, is on a small single lane road with rock walls and steep slopes that barely allow a single car to maneuver through it. Building here would greatly impact the area and the traffic and parking would be impossible. Local residents already struggle for street parking which is very limited and additional vehicles would hurt all residents including potential new tenants. Due to the obvious high cost to attempt to build on this site, the lack of access and parking, and the impact to this area, this would be a extremely poor choice to build on or to reclassify.

Thank you,

Juli Stewart
28 Ross Rd

Julia_Stewart@comcast.net

Sent from my iPhone

From: Lynn Keller [lynn@hkadesign.com]
Sent: Monday, October 10, 2011 11:19 AM
To: Jeremy Graves; Lilly Schinsing; Adam Politzer
Cc: Stan Bair; Mike Kelly internet mail; steve.flahive@credit-suisse.com; chrisvisher@comcast.net; susancleveland@aol.com; ray@twgadvisors.com; Kim Stoddard; Carolyn Ford; Linda Pfeifer; Herb Weiner; Mike Kelly; Jonathan Leone
Subject: Sausalito's Future

We have only recently become aware that Sausalito is racing down a path that will forever alter our small town character.

The proposed plans to build high density housing on a variety of sites is reckless, poorly thought out, and does not reflect the wishes of the majority of people in Sausalito.

The City Council claims this has been an open process and all residents have been duly notified. Not so. Many residents are alarmed to find out this plan has been barreling along without sufficient notice to us, communication with us and chance to input into such a critical character changing part of our future.

We object. We object to land that we own being developed - a proposal which is endorsed by a group of three individuals on the city council who are pro development.

We object to the lack of consideration for the Pfeifer Ford alternative, grandfathering in existing units as a sound alternative that is a win win for residents and renters - and has been successfully used by other cities to meet their quotas.

We object to the lack of transparency in the process on the part of the City Council.

We object to the nightmare of construction, crowded parking, traffic problems, sewer issues, and destruction of existing open space.

We object to our small town character being destroyed.

We urge the Housing Element Task Force to give due consideration to a solution that has been proposed and tossed aside - The Pfeifer Ford alternative.

There is a lot to lose here.

The Housing Element Task Force is Sausalito's LAST CHANCE to have residents' concerns heard and heeded. And the decisions made at tonight's meeting are critical to the path going forward.

While we cannot attend the HETF meeting tonight, We urge you to reconsider - and listen to residents and reconsider the Pfeifer Ford alternative to high density construction in Sausalito.

It's our land, our city, and our future.

Lynn Keller
33 Monte Mar
Sausalito
Resident Sausalito 23 years

Kay Bradway
41 Monte Mar
Sausalito
Resident Sausalito 64 years

Lilly Schinsing

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CITY OF SAUSALITO
COMMUNITY DEVELOPMENT

Sausalito Housing Element 2011:

(draft #1, October 8, 2011)

The following document has been compiled by many current Sausalito residents from throughout the city. Residents find the constraints identified by staff for each of the identified parcels being considered for rezoning to be, without exception, inadequate for the HETF, Council or City Staff to consider making a decision on rezoning for high density development. Residents, many of whom have lived in the area for 10, 20, 30 even 40 years know these parcels like the back of their hands.....they know the history....they know what it's like living in the area....they know the promises made by developers in the past and the city to them over the years. They know the difficulties residents face living on our hillsides, with our narrow streets, lack of sidewalks, etc. They know the wildlife that lives amongst us on that land.

These lists are intended to inform the HETF, Council and Staff about how we as residents see the constraints to development on these last remaining open spaces.

The more you as decision makers and recommenders know about these sites from the eyes of the residents, the more you'll understand that the 2012 Sausalito Housing Element should not include a high density overlay nor any accommodation to developers who desire to build high density, multi unit construction. Sausalito has plenty of other options to meet the requirements of the RHNA. For all the reasons listed below, these sites are simply inappropriate for high density development.

These lists are unfiltered, unedited—they are written from the hearts of those who live, breath, sleep, support and love this town.

Rodeo Avenue: (V-3)

City staff says the constraints are:

Contains existing access to Marin Municipal Water District Facility--would have to relocate access.

Residents add:

- Rodeo Avenue is designated as a two way street but in many places it narrows to one lane. Parking is extremely limited because of the width of the road and it would be impossible for Rodeo Avenue to accommodate any additional traffic and/or parking.
- Several of us worked very hard to ensure that what is now a proposed building site be declared as open space. The measure passed by an overwhelming majority of voters. I believe before any consideration be given to building on that land an election be held so that the voters could give back the open space for housing development. I doubt that voters would willingly give up any open space.
- A complete study of wildlife identification and management should be completed and published before determination of land use or rezoning is done.
- Hill from bus stops is steep and not conducive for residents who do not have car access. Not suitable for seniors who do not drive.
- Property is close to incredibly steep and dangerously short off ramp.
- Topography of the land makes it difficult for construction: Need a soils engineer and civil engineer to determine whether property is sustainable for multi-unit complexes; erosion factor needs to be considered.
- No known sewage system on Rodeo Ave. in the area in question to accommodate a multi-unit complex.
- No adequate surface water drain off facilities.
- Rodeo Ave. is too narrow a road, with one way passage in at least two areas, to accommodate additional low income housing which would increase traffic flow.
- There are no sidewalks on Rodeo Ave. anywhere and none can be constructed (see above) thus creating a safety issue to low income housing tenants
- Inadequate parking for low income housing and potential guests of same; inadequate parking now exists without the addition of low income housing. No parking is allowed on the west side of Rodeo Ave. from Highway 101 to Woodward Ave. Additionally, there is very limited parking on the east side of Rodeo Ave. (see 4 above) which barely accommodates the needs of the current residents.
- Low income housing generally accommodates families with children; this area would be unsafe for children.
- Low income housing generally accommodates the elderly, this area would be undesirable for the elderly because of its hilly terrain. Both Rodeo Ave. and Nevada St. are extremely steep grades which would be impossible for the elderly to ambulate in a safe manner (also see 4 and 6 above).
- There is already a high-density apartment complex on the west side of Rodeo Ave., the Sausalito Towers, that has 90 units (ranging from studio apartments to three bedrooms) and approximately 200 residents that would be located adjacent to the proposed site. The increased

traffic with the existing 90 unit complex and the new low income housing proposed would make traffic a nightmare.

- It is our understanding that the area in question is open space that was dedicated to the citizens of Sausalito and not to the governing body of the City of Sausalito. Therefore, in order to build on this space it will be necessary to get the approval of the citizens of Sausalito by way of a ballot measure. Which would be an unnecessary expense and burden to the taxpayers of Sausalito who would have to pay for this process.
- This area of Sausalito is home to many wild animals including but not limited to, deer, raccoons, skunks, possums, fox, quail, squirrels, etc. There are countless deer trails throughout the proposed site. An environmental impact study would have to be undertaken to determine what would happen to the above wild animals and whether or not any endangered species may be affected.
- Currently Marin Municipal Water District has an underground water reservoir adjacent to the proposed site and above it. Civil and soils engineers would be needed to determine the feasibility of building these proposed low income structures so close to the reservoir. Also the road to the reservoir off of Rodeo Ave. is presumed to be a granted easement to MMWD by the City of Sausalito and should not be abrogated.
- Access to downtown Sausalito (Bridgeway), Caledonia St. and Mollie Stone's grocery store will be difficult for low income housing tenants that do not have their own automobile because of the terrain involved and lack of any public transportation in the area in question.
- It is up a daunting hill to walk from public transit and down from a freeway exit which also has no public transit access. There are no shops or other amenities that don't require driving; driving is a necessity to get to this site. We know because we live on nearby Kendell Ct. (and can't understand why we didn't get the 300 ft. notice) and go nowhere without driving or facing a difficult and lengthy uphill climb. Plus the site itself appears to have steep, heavily wooded areas creating very expensive building costs. It would also seem to infringe on the privacy and ambiance of the adjacent Sausalito Towers.
- **WE DON'T THINK IT WAS IN THE THINKING OF THOSE WHO PICKED THE SITE FOR SAUSALITO'S SAFE WATER STORAGE THAT IT WOULD BE CONSIDERED FOR REZONING TO HOLD SOMEWHERE BETWEEN 17 & 25 AFFORDABLE HOUSING UNITS.**
- **FURTHER INFRINGEMENT ON WHAT IS CURRENTLY DESIGNATED AS OPEN SPACE! IT WAS BAD ENOUGH WHEN AT&T WAS ALLOWED A CELLULAR ANTENNA ON THE SPACE (and a few years ago approved additional antennas and will be hearing an application for more). The City Wireless Ordinance discourages residences near cell towers. THE WATER TANK WAS ANOTHER INFRINGEMENT, (though probably necessary for fire safety), ON DESIGNATED OPEN SPACE. NOW THE POSSIBILITY OF CHANGING THE ZONING FROM OPEN SPACE TO RESIDENTIAL IS A FINAL BLOW TO THE WHOLE CONCEPT OF WHAT OPEN SPACE IS ALL ABOUT. We don't have Open Space to spare in Sausalito; this site should not be rezoned!**

266 Woodward Avenue: (V-4)

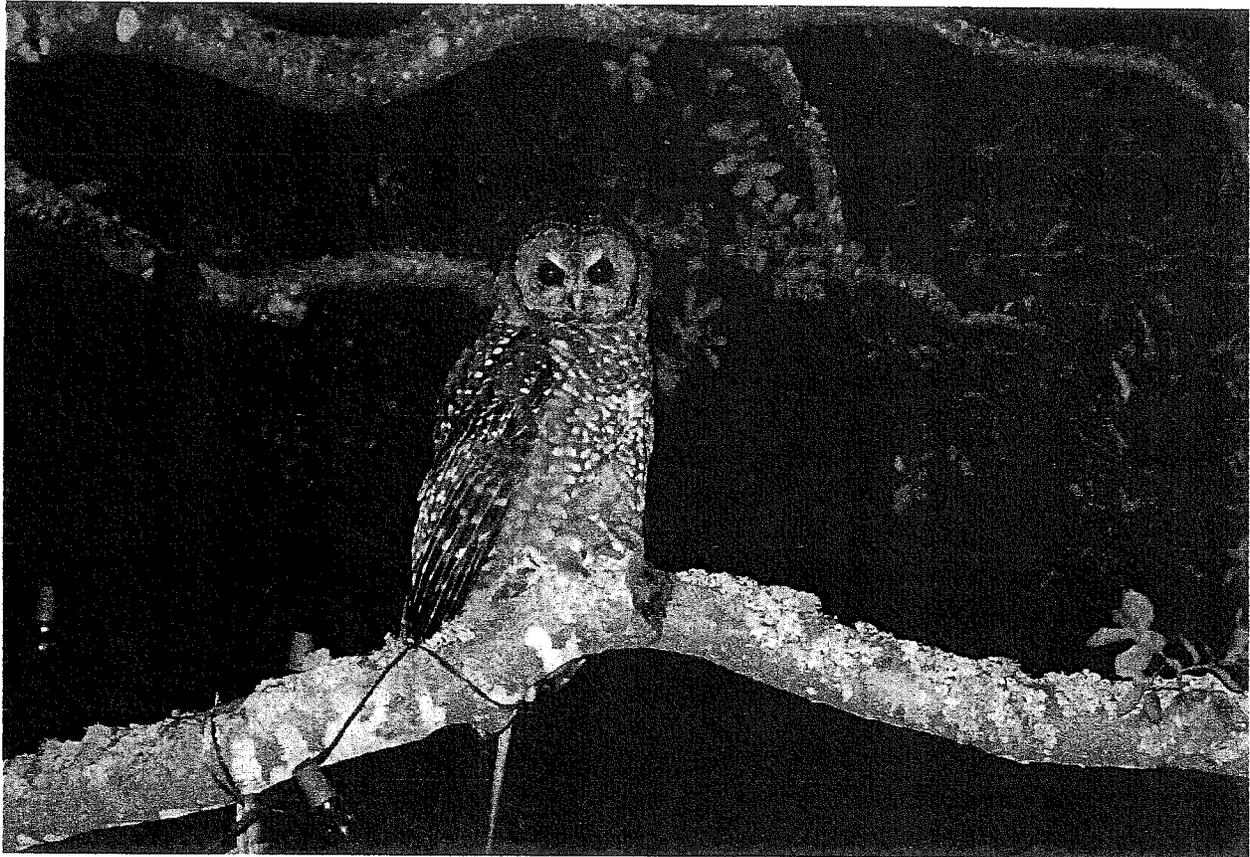
City staff says the constraints are:

Access from Woodward; PG&E substation across street, requires vacation of right-of-way.

Residents add:

- cliff side potentially unstable over high traffic Bridgeway.
- steep cliff, potentially dangerous, over high traffic Bridgeway.
- UNSTABLE SOIL: Bridgeway frontage is a steep slope caused by the 1938 road cut to build Bridgeway, unsupported by any sort of retaining wall, which would preclude building within a large area due to soil movement. The parcel would not pass any sort of test for soil stability.
- Environmental impact study a must BEFORE consideration of high density development.
- narrow streets which are almost 1 way now. Streets could not accomodate dwellers of multi plex housing 25 additional units (25-75 additional residents with cars).
- original intent was it be a park by the original developer
- This is a single lot squeezed between very mature single family residential development on either side, with the exception of one adjacent 4-unit apartment building.
- Property sits on a 15-20 ft high hill – extensive excavation required to reduce to street level.
- Property sits on a blind curve and hill when approached from Woodward or Marin Ave.
- Woodward is a very narrow street. Many residents' cars parked curbside. Better route is via Marin Ave– a one-way circle. Adding 25 family units comes close to doubling the entire population of Marin Ave single family townhouses, and accompanying traffic..
- Hooting owls (protected species) suspected of living in eucalyptus grove. Hoots clearly heard on late Fall/Winter evenings.
- Location can only be accesses by foot traffic from Bridgeway via very long staircases – close to 100 steps. Quite a hike even for younger folk to get to the bus stop on Nevada/Bridgeway. Even more so when carrying groceries from e.g. Mollie Stones, a long block further north on Bridgeway.
- Very limited if any parking for construction equipment on Marin Ave. None on Woodward.
- Construction will result in an extended period of unpleasant living and traffic conditions for current residents.
- It is the only open space for some distance in either direction, highly valued by residents walking their dogs or just for the joy of enjoying the beautiful view overlooking the Bay.
- High density is totally out of character for this mature area.

And if you doubt that spotted owls and other special species live amongst us:



Taken by a resident living on Woodward Avenue from their deck.

Butte/Lincoln property: (V-5)

City staff says the constraints are:

Steep slopes, heavily wooded.

Residents add:

- 1). Butte Street is not wide enough to support additional traffic and can't be widened because it has set backs from the top of the creek bank.
- 2). The adjacent year round stream is a blue line stream that restricts development.
- 3). Endangered species and other animals live on that site.
- 4). The average slope density on the parcel is greater than 30-degrees - it's too steep to develop.
- 5). Significant erosion control measures would need to be taken during and after development to ensure that the neighboring parcels are NOT affected including landslides. During the rainy season, the creek becomes a raging river. The clearing of all existing vegetation off the parcel will create an enormous runoff and erosion problem.
- 6). The cost to develop a bridge from Butte Street across the creek to the subject property would not be cost effective.
- 7). Access to the subject property from Butte Street is situated at a blind curve and there are cars coming down the hill from the Anchorage Condominiums at 30+mph
- 8). No senior transportation or public transportation is available
- 9). The subject property is not a "Walking Friendly Site" for seniors due to 30-degree slope
- 10). The existing Rotary Housing development located at the corner of Butte and Olema does NOT have enough adequate on-site parking as it stands. Tenants are charged for on-site parking space and therefore many of the tenants park on the street.
- 11). Olema Street is too narrow for a fire truck to pass.
- 12). The Sausalito Police Department park at the bottom of Butte and Lincoln waiting for speeding drivers coming down either hill. Increased traffic will only make the speeding issue worse.
- 13). Butte Street neighborhood is already hosts the home of the existing Rotary Housing on the corner of Olema.
- 14.) CALTRANS is responsible for slide repair related to Highway 101 and it can take years for them to respond and repair a slide incident.
- 15.) The site is too remote and too far off Bridgeway to allow access and services WITHOUT a car. The elderly that do not drive will be left out. There is already too much traffic and congestion on Olema caused by poor design and planning of the Rotary Housing Project. The site is a DOG as it was 5 years ago.
- 16.) The parking situation would be awful. I have been told by Olima Street residents that mail won't be delivered on the east side of Olima if cars are parked by mailboxes.
- 17.) The roads, including Tolmales, do not have enough room for additional traffic. Tomales is at the bottom of Butte Street. It is too narrow to handle the additional traffic that would come down Butte Street.

18.) The site is home several grand, stately old oak trees which should not under any circumstances be removed. The only relatively flat spot in the entire valley has a HUGE oak tree growing from the center of it.

19.) Anchorage is already home to several seniors with their entire savings invested in their condo units there. They would suffer as others benefit from this development. Also, a few of these seniors told me they would rather dump their units on the market and move away, than deal with the disruption to their lives.

Spencer Fire Station: (U-2)

City staff says the constraints are:

Very steep slopes on undeveloped portion.

Residents add:

Reason 1- Deed Restrictions:

The City acquired the property from the State of California by a "Director's Deed" in June of 1966 (*Marin County Recorder's book 2066 \- page 156*). The Deed specifically restricts any right of access to the abutting State Highway property (U.S. Highway 101); all public access must be via Spencer Ave. A copy of the Deed is available.

Reason 2 - PG&E Gas Pipeline:

There is a major PG&E gas line that lies in the shoulder of the Highway 101 Freeway (and probably extends under the commuter parking lot adjacent to the Firehouse Property). Observation of this pipeline shows vivid evidence of lack of maintenance. The obvious lack of maintenance was brought to the attention of PG&E by Jonathon Goldman, Sausalito Director of Public Works, in October of 2010.

Reason 3 - Impaired Traffic Sight-Distance:

Public Access from the Firehouse parcel would be onto Spencer Ave. --- at a point less than 100 feet from the Northbound Freeway off-ramp. This entire intersection has a much less than desirable geometric configuration, both horizontally and vertically. Several years ago a lady died as the result of a one-car rollover accident at the intersection.

The problem of impaired traffic sight-distance at the intersection was brought to the attention of the State Division of Highways about three years ago. Some helpful parking restrictions were subsequently imposed by the State; but the basic undesirable geometric configuration remains unchanged. Copies of pertinent correspondence is available.

Reason 4 - Difficult Topography:

"Letters of Comment" regarding the engineering and financial feasibility of developing the parcel for residential use are available.

Items mentioned above as being available have been submitted in the past to the City of Sausalito.

Valhalla property: (U-1)

City staff says the constraints are:

Commercial building is a noteworthy structure.

Residents add:

- The high density will cause overcrowding to the area.
- The high density will cause traffic problems especially with the cars entering into sea of tourist on rental bicycles coming from the SF/Golden Gate Bridge. The 2nd and Main st. intersection is already severely overcrowded.
- Given overhang of existing building over water, BCDC will need to be brought in. In a 24-0 vote recently the BCDC amended its guiding Bay Plan document with new language on climate change in the Bay Area. The new plan requires public agencies or private developers to do a cost-benefit analysis of building in low-lying areas and to submit a plan to cope with sea level rise and other climate change eventualities. While the BCDC has jurisdiction over permitting of development projects within 100 feet of the Bay shoreline, the new Bay Plan amendment guidelines are meant to influence decision-making affecting a much larger area—180,000 acres potentially vulnerable to predicted sea level rise by mid-century.
- The City does not have the infrastructure, especially sewer capacity to handle the high density. They have dug up Main Street several times for the sanitary district and other utilities. This will have to be done again to bring underground utilities to the site. How is the sanitary district going to handle the increased flow of sewage with 22 additional dwelling units?
- How does this work get coordinated with the ongoing work at the Main Street pumping station? Currently, there are and have been noise issues coming from the Main Street pumping station that affects residents. How would higher demand impact existing problems?
- The City does not have the infrastructure to handle the current run-off. A high density structure is only going to add to the flooding that already occurs many times a year.
- Building a large block building will do grave damage to the residential quality of the Old Town neighborhood.
- The development will cut off the only access Old Town residents have to the historic waterfront.
- The excavation of the Valhalla parking lot which is located on bay fill (see old photos) may cause problems with bay seepage into the new foundations that will have to be dug deep into the bay mud for this high of density.
- The decreased off-street parking requirement will cause damage to the locally zoned business. There will be no where for customers to park. This lack of parking will result in decrease business for the local shop owners/restaurants and will

decrease the City's sale tax base. May cause the businesses in that end of town to close due to lack of customers.

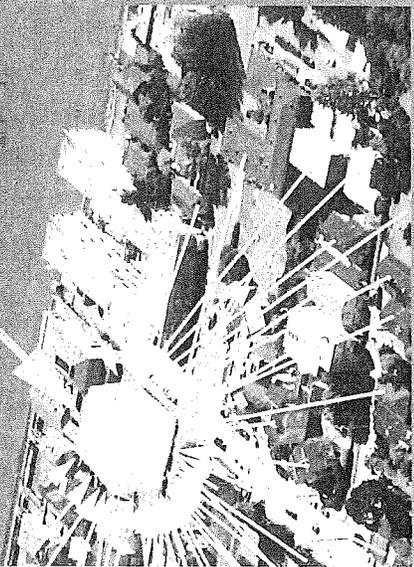
- The increase in density will cause air pollution from vehicles, BBQs, and natural gas off gassing of heaters etc likely used by tenants.
- The higher density will add additional noise to the quiet and peaceful historic waterfront area. Noise from cars coming and going, parties, and 70 plus more residents will ruin the tranquility of the area.
- The higher density will be a loss of the open space feeling that wide open parking lot gives to the area.
- The higher density will increase the housing supply will adversely affect the prevailing character of existing historic neighborhood.
- The higher density structure will block the views of the bay and sea birds from many different properties. This view blockage will severely decrease the value of the affected properties causing property tax revenues to fall.
- The higher density structure is incompatible with neighborhood historic character, and will transform this unique historic neighborhood into 'high-walled canyon.' with the 4 story Portofino on one side on Main St. and the potential 3.5 story new structure on the other side.
- This historic structure will be modified which will destroy its character. Is this on the List of Historic Buildings in Sausalito? If not, it should be. See history of the building on this website. This building represents Old Town Sausalito which will be destroyed.
- Sanitary system will need to be expanded to accept increased sanitation.
- Increased people on boardwalk will ruin homeowners view, privacy, smoking on wood boardwalk would be a fire danger, etc.
- Environmental impact on birds, fish, seawater, jellyfish, silt, pelicans, seagulls, seaweed, etc.
- This would affect historic wharf and marina, and world war II bombing site
- 2,000 bicycles each weekend would be endangered by traffic and people in high density units causing lawsuits, traffic problems, etc.
- Sausalito could no longer be called a picturesque town with this high density huge imposing structure preventing view of the bay and San Francisco
- Sand on the beaches will be full of cigarettes, suntan lotion, food, wrappers, washing into the bay.
- People talking on phones, and lots of people would prevent hearing of the waves and peaceful atmosphere. The beachside community will be permanently changed with congestion, noise, etc.
- Insurance rates for adjoining homes will be increased due to density increase, fire danger, etc.
- Limited space and very small, heavily traveled streets: significant transportation problems will occur during construction. Close proximity of neighbors will impact neighbors significantly: noise, dirt, dust and debris on neighboring properties.
- If built, low income residents would not have an affordable grocery store close by. Pricing at both grocers in Sausalito are substantially higher than options outside of

town. Careless low income residents may find cost of living too high to live in the units.

- How are they going to control this increased sound - who is going to pay for this noise abatement?
- LETS NOT FORGET ABOUT SEWAGE FOR 82 NEW UNITS, APPROXIMATELY 250 NEW RESIDENTS AT THAT SITE ALONE, HAVING TO BE TREATED BEFORE GOING INTO OUR BAY! WE ALL PAY ALMOST \$1000 PER HOUSE RIGHT NOW BECAUSE OF OUR TOWN ALREADY BEING OVERBUILT "BUILT OUT

Blocked By High Density
Valhalla Overlay Proposal

38 Feet Tall
6000 SQ Feet



OCT 10 2011

CITY OF SAUSALITO
COMMUNITY DEVELOPMENT

Properties Impacted By Zoning Overlay At Valhalla Site

Dear Sausalito Neighbor,

Did you know that plans are being considered to bulldoze and pave much of Sausalito's last remaining green space and sensitive shoreline?

If you haven't heard about this until now, you're not alone. Certain members of the City Council would just as soon adopt this measure quickly and quietly, without your approval or public scrutiny.

They'll tell you they have no choice; that these developments need to happen because someone in Sacramento said so. What they might not tell you is that there's a cleaner, simpler option that doesn't require senseless over-development.

We at TH!NK SAUSALITO believe that you deserve to know what could happen in your town, who stands to gain, and who stands to lose. (Hint: That's all of us, unless you happen to be a developer who's favored by the City Council.)

Here are the facts:

The Regional Housing Needs Allocation (RHNA) states that each municipality must provide its share of low- and moderate-income housing. Sure, that's fair enough!

But what isn't fair is the disproportionate amount of units allocated to the relatively tiny city of Sausalito---meaning we have to cram them in wherever they'll fit. In other words, we "have no choice" but to clear-cut and pave our cherished woodland groves and historic shoreline.

(You can see maps and photos of the threatened sites at ThinkSausalito.com.)

Sausalito isn't like other towns. We don't have an endless expanse of flat, easily developable land like, say, cities in the Central Valley. Yet the same standards that apply to Modesto, Lodi and Stockton are now being forced onto our little burg wedged tightly between the hills of the GGNRA on one side and the protected waters of the Bay on the other. It's like comparing apples to oranges or, more aptly, forcing a big bureaucratic square into a tiny delicate circle.

For comparison, the city of Belvedere was only required to provide XXX additional units of housing. Woodside, another unique community, only had to come up with XXX. Yet members of our own City Council are now considering adding 372 (!!!) new housing units in a town which already suffers from tight, narrow streets, traffic congestion and a dire lack of parking spaces. Not to mention the impact this will have on endangered species of owls, deer, foxes, nesting birds and the streams that flow directly into the Bay ecosystem.

And guess what... It's all being considered without the proper environmental impact studies, wildlife impact surveys, traffic congestion outlooks and the other reports that are standard in any development

proposal of this kind.

BUT IT DOESN'T HAVE TO BE THAT WAY!

By counting second units and liveboards, Council Members Linda Pfeiffer, Carolyn Ford and others have calculated that Sausalito is **ALREADY IN COMPLIANCE** with the state mandate. (Again, you can view the actual numbers by visiting ThinkSausalito.com.) And officials in Sacramento have approved the inclusion of these units in our count.

Yet for some reason, even though they have nothing to lose by doing so, our own City Council majority refuses to submit them as part of our proposal to the State.

Why? ...

Without accusing anyone of wrongdoing or cataloguing the rumors of illicit side dealings, we want that question answered. More urgently, we want our City Council to represent the best interest of Sausalitoans by submitting the smarter, low-impact solution for consideration.

It's not too late to save our town from over-development, but we have to act **NOW!**

PLEASE take a moment to email your elected officials and make sure your voice is heard concerning this critical issue.

Respectfully inform them that you want a fair representation of the Sausalito citizenry by the selection of a "minority opinion for a minimal impact solution."

The time is at hand. Please visit ThinkSausalito.com for more information and tell your City Council how you feel about this issue **THIS WEEKEND**. Again, there's nothing to lose if we submit a minority report, and very, very much to lose if we don't.

Urgently,

THINK SAUSALITO

List of Constraints – Historic Valhalla

The Sausalito-Marín City Sanitary District will be unable to absorb the increased flow of sewage that will come from the addition of 22 dwelling units. Please see flyer being sent out by the district to allow a portable emergency pump for winter months to “maintain reliability” for 2011.

The City of Sausalito is unable to handle storm water run-off with its existing storm water sewers. Please see the straw wattle that was just placed in front of the Main Street pumping station. If storm water were not an issue, there would be no need for the straw wattle. This is put in place to stop contaminants from the storm water run-off flow into San Francisco Bay. How will 22 additional dwelling units help this problem?

Traffic problems 2nd street created by 2500 cyclists daily, tour buses and cars will only be exacerbated on a street that cannot be widened.

The Valhalla is in BCDC jurisdiction. BCDC issued the Valhalla a permit for “minor” deck repair in 1974. The Valhalla is also in the City’s jurisdiction as well – so a fair amount of stretch – perhaps 25% - 33% is in the bay or over a portion of this “historic bay”. Anything that is proposed would result in a potential “reduction in size”. Whatever is proposed would have to be approved by BCDC.

The California Office of Historic Preservation’s CHRIS system, (California Historic Resources Information System) lists the status of the Valhalla 201 Bridgeway as “3S” which means the property appears eligible for the National Register of Historic Places as an individual property. As such, any proposed modifications, etc., would require full CEQA and more than likely have to be reviewed in compliance with Section 106. (See site below for more history): http://www.jexos.com/research/valhalla/Valhalla_DPR_10-08-1977.pdf

The increased density on this proposed site will surely block the views of the bay and discourage many birds that use it as their habitat. This bastardization of the charming, natural view will not only decrease the value of surrounding properties in the neighborhood, but it will also negatively impact on the present magnificent, scenic shoreline that contributes to the residents enjoyment of the view and enhances their quality of life. .

The increased density on this proposed site will allow a structure to be as tall as 39 feet and will also reduce the setbacks for the site as well. The increased height and reduced setbacks will also impact the views for the public who choose to visit the area and for the neighbors who call this part of town home. These tall buildings could create a “canyon type” atmosphere on Main Street.

In a 24-0 vote the BCDC amended its guiding Bay Plan document with new language on climate change in the Bay Area. The new plan requires public agencies or private developers to do a cost-benefit analysis of building in low lying areas and to submit a plan to cope with sea level rise and other climate change eventualities. While the BCDC has jurisdiction over permitting of development projects with-in 100 feet of the Bay Shoreline, new Bay Plan amendment guidelines are meant to influence decision making affecting a much larger area—180k acres potentially vulnerable to predicted sea level rise by mid-century.

If a project of this scale were to be allowed on this site, Sausalito may no longer be viewed as the picturesque town that it’s the known the world over for.

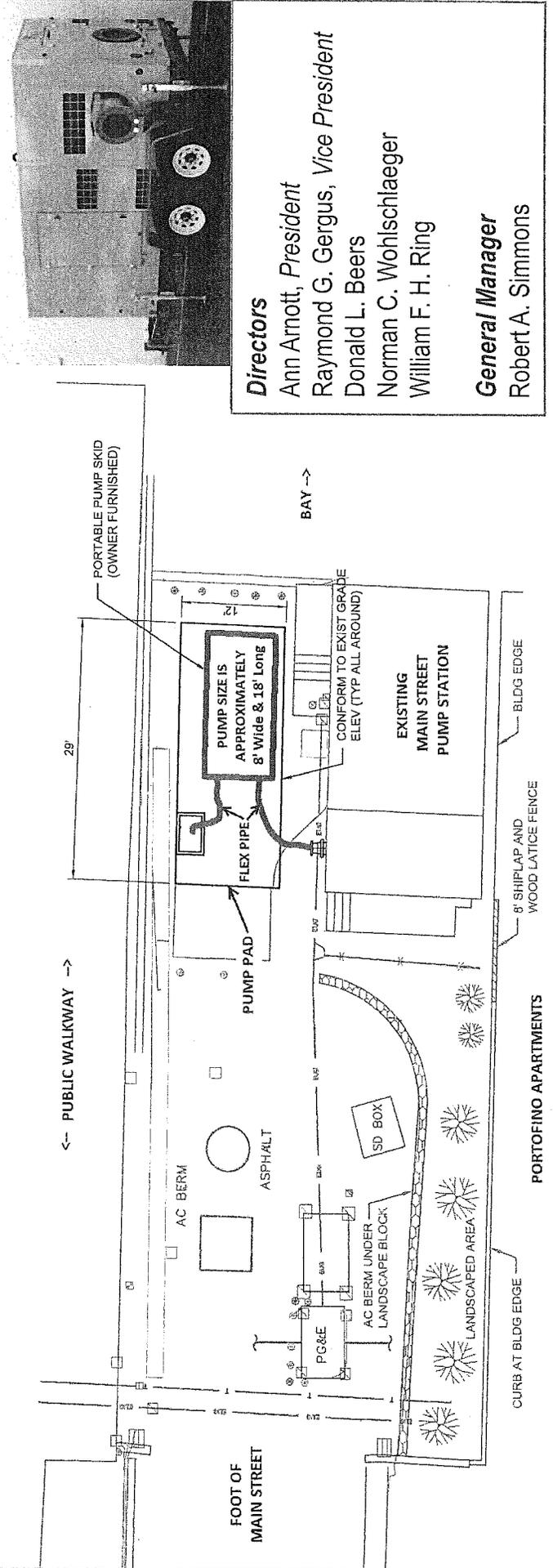
Sausalito-Marin City Sanitary District



Public Notification of Proposed Main Street Pump Station Wet Weather Improvement Project

The District's Main Street Pump Station serves to convey wastewater to the treatment plant. Continuous operation of this pumping plant is critical to prevent sanitary sewer overflows and to protect public health and the bay. To maintain reliability, a portable emergency pump is to be placed adjacent to the existing pump station building during wet weather months. As this is an emergency backup pump, minimal operation is anticipated beyond periodic monthly testing. In addition, the pump will be relocated to storage during dry weather months. The pump and motor will include sound attenuation.

Please direct questions or comments to the District (see Contacts).



Directors

Ann Arnott, President

Raymond G. Gergus, Vice President

Donald L. Beers

Norman C. Wohlschlaeger

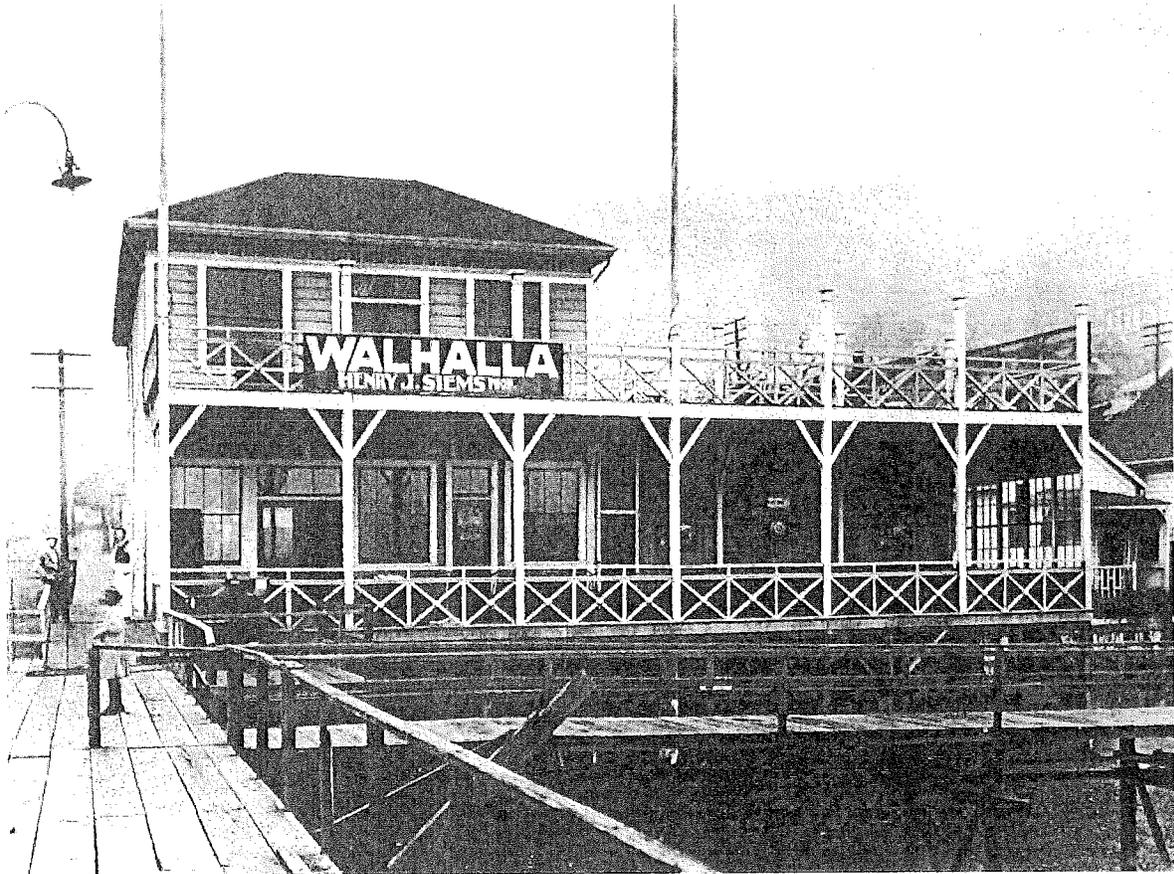
William F. H. Ring

General Manager

Robert A. Simmons

Valhalla

201 Bridgeway, Sausalito



The "Walhalla" Biergarten, as it looked in 1910

Welcome to the historic Valhalla, a colorful piece of Sausalito's past, and until recently the longest running restaurant establishment in Sausalito!

This structure was designed by San Francisco Architect Wildrich Winterhalter and constructed in 1893 by Wheeler and Perry contractors for Joseph "Al" Lowder, a former owner of the Buffalo Hotel, which was located on the waterfront near present day Yee Tock Chee Park. Originally named *Walhalla*, it was designed as a German Biergarten, housing a large bar, restaurant and dance hall inside with an outdoor covered dining terrace where food and drink were also served. Lowder, and later lessee Henry Siems, both owned their own fishing boats which provided ample fresh seafood to serve their patrons. Siems continued running the establishment as a restaurant and bar until Prohibition was passed in 1919.

During Prohibition, Walhalla was a thriving point of in bootlegging trade. Small boats would row into Shelter Cove, usually under the cover of night or heavy fog and bury alcohol containing bundles in the sand under the building. Walhalla by this time was being run as a "*Soft Drink Parlor*" by Lowder's wife, Annie. In 1921, Prohibition officers raided Walhalla after a report of a suspicious trap door in the floor of the building and a large number of small boats hidden among the pilings. In all, officers confiscated 478 quarts of alcohol and arrested Annie Lowder "kicking and screaming."

In 1932, Lester Joseph Gillis, infamously known as Baby Face Nelson, worked at Walhalla as a bartender while evading the law after committing numerous armed robberies. Another prominent bootlegging individual associated with Walhalla was Gillis' partner, John Paul Chase of Sausalito who, along with Gillis, would later join the notorious John Dillinger gang.

With the repeal of Prohibition in 1933, Walhalla re-established itself as a legitimate bar. It became a popular watering hole among all walks of Sausalito, and was colorfully remembered by locals as the "saloon with sawdust covered floors", and not so much as a restaurant. There were numerous rooms upstairs rented by local artists well into the 1940s.

During this period, two movies were filmed at Walhalla: "The Fishing Fleet" (1924) and "The Lady from Shanghai" with Orson Welles and Rita Hayworth (1948).

In 1946, the structure was purchased by Sally Stanford, a former San Francisco madam, who changed the name from Walhalla to Valhalla. Years of neglect had left the structure in a rather dilapidated state and Stanford rehabilitated it, extended and glassed in the original outdoor dining area into a large dining room. In 1975, a large private banquet room was constructed on the northeast side and the original clapboard siding was covered with cedar shingles.

Stanford, born Mabel Janice Busby on May 5, 1903, arrived in California in 1924. By 1940 was madam of one of San Francisco's most elegant bordellos on Nob Hill. After being raided in the late 1940s, she retired to running Valhalla. Stanford would run for Sausalito City Council six times using her pseudonym Marsha Owen before winning in 1972 using Sally Stanford on the ballot. Stanford was appointed Mayor in 1976 after winning re-election by a landslide, and would serve a total of three terms on the Council prior to her death in 1982 at the age of 78.

After Stanford's death, the property was sold and re-opened as the Chart House restaurant and bar, which closed its doors after nearly 15 years in operation. The property was purchased by J.R. Roberts and Jon Boccardo who renovated the building and subsequently leased it to several restaurateurs over the past decade, the last closing over a year ago.

Compiled by: Seth Hodgson
October 6, 2011

