3 PROJECT DESCRIPTION

The Valhalla Residential Condominium project (Project) includes redevelopment of the former Valhalla site and building on the parcel at 206 Second Street and 201 Bridgeway in Sausalito. The Project would maintain an existing single-family home located at 206 Second Street and renovate and expand the Valhalla structure to accommodate seven new residential condominium units. The Project would subdivide the Project site to create a separate lot for the single-family residence. Project plans indicate that the subdivision map for the Project will be followed by a condominium plan identifying air space condominium ownership areas for the seven residential units, exclusive use common areas, and common areas. The proposed Project includes on-site parking and landscaping components.

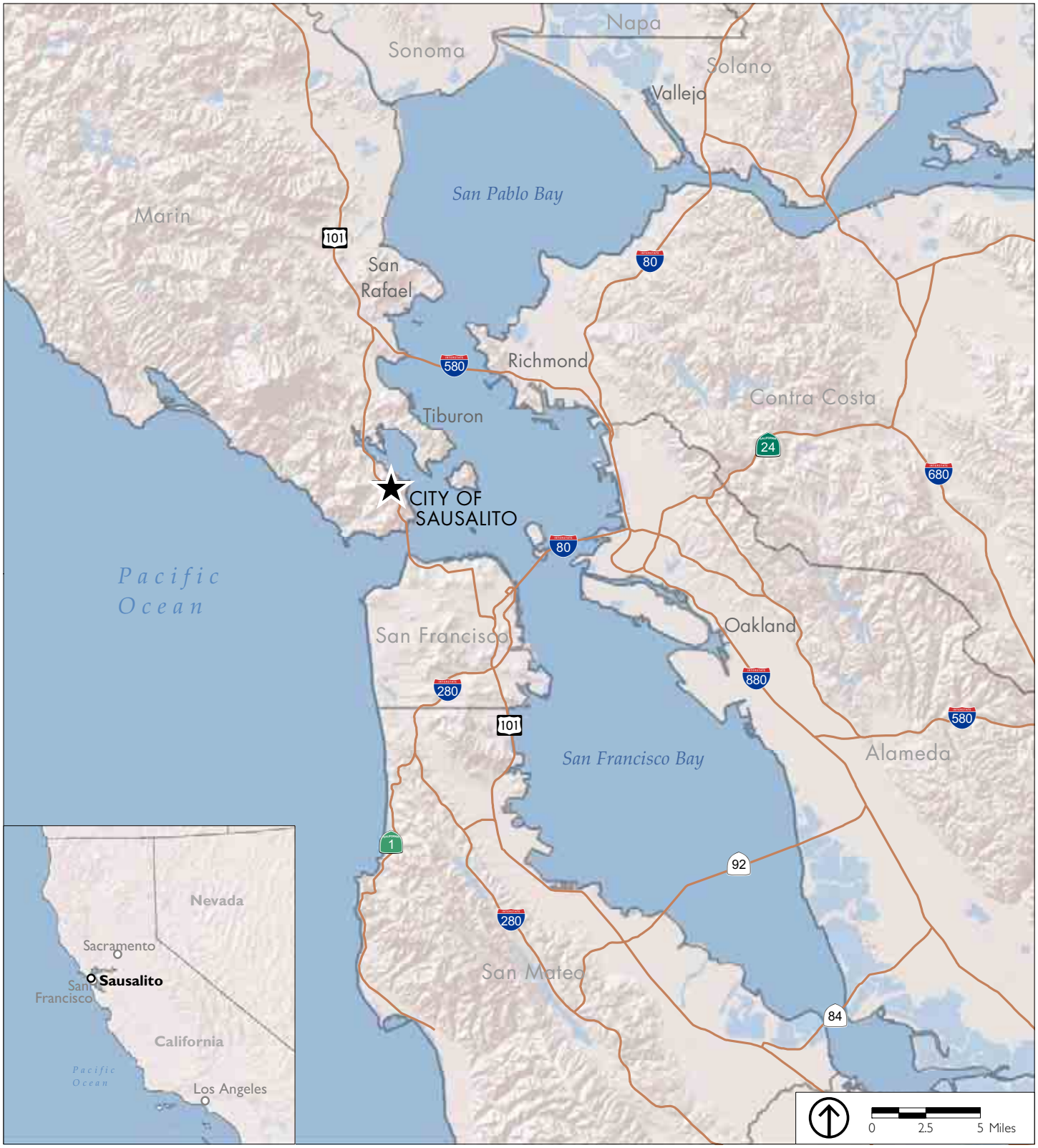
A. History of The Valhalla

The Valhalla was initially opened as a German beer garden in 1893 as the "Walhalla." Since then, the building has been used as a prohibition-era bootlegging operation and later as a restaurant and banquet facility. The Walhalla was renamed as The Valhalla under the ownership of Sally Stanford, a former owner of a San Francisco bordello who later served three terms (1972-1982) on the Sausalito City Council and was elected as mayor of Sausalito in 1976. Since her death, the Valhalla structure has hosted numerous restaurant operations, the last of which closed in 2008. Since that time, the building has remained vacant.

B. Project Site Location and Characteristics

The Project site is bound by Second Street to the west, Main Street to the south, and the Bridgeway boardwalk and San Francisco Bay to the east. The regional and local locations of the Project site are shown in Figures 3-1 and 3-2, respectively. The Project site is located approximately one-half mile east of Highway 101, in southern Sausalito, along the San Francisco Bay shoreline. Swede's Beach is a small public beach located south of the Project site, accessible via a stairway at the end of Valley Street. An extension of Swede's Beach is located along the Bay frontage of the Project site and extends north to Richardson Street.

The Project site consists of a single parcel (Assessor's Parcel Numbers [APNs] 065-242-06 and 065-242-17) containing four structures. Historically, the Project site consisted of two separate parcels that were merged into one parcel in 1984. Although the Project site is a single parcel, the former separate parcels have separate street addresses (206 Second Street and 201 Bridgeway), maintain separate APNs,



Source: City of Sausalito, 2013; The Planning Center | DC&E, 2013; ESRI 2010.

FIGURE 3-1
REGIONAL LOCATION

Source: City of Sausalito, 2013; The Planning Center | DC&E, 2013; ESRI 2010.

FIGURE 3-2
LOCAL LOCATION

lie within separate zoning districts, and are treated as separate parcels for planning purposes.

The northwestern portion of the Project site, located at 206 Second Street, contains the existing single-family residence and is located in the City's Multiple-Family Residential (R-3) Zoning District. The remainder and majority of the Project site, located at 201 Bridgeway, contains the Valhalla building, a banquet hall building, a parking lot, and a carport and is located in the City's Neighborhood Commercial (CN-1) Zoning District. A parking easement on 201 Bridgeway serves an adjacent property at 207 Bridgeway.

The portion of the Project site located at 206 Second Street is located within the City's Multiple-Family General Plan land use designation. The remainder of the Project site is located within the City's Neighborhood Commercial General Plan land use designation.

The remainder of the Project site apart from the existing structures contains a parking lot. The Project site does not contain existing landscaping.

The existing Valhalla and banquet hall structures are in a deteriorating condition. A previous owner demolished portions of the interior structure, including structure supports, without permits.

C. Surrounding Uses

The surrounding neighborhood is primarily residential, although scattered businesses exist along the west side of Second Street. A dry cleaner is located across Second Street west of the Project site, and several offices, a neighborhood market, and a restaurant are located within one block south of the Project site. The properties immediately adjoining the Project site are residential.

Downtown Sausalito is located about one-half mile north of the Project site. The Bridgeway boardwalk along which the Project site is terminates at the southern edge of the Project site and provides access northward to Bridgeway, which continues north into downtown Sausalito.

D. Project Components

In total, the proposed Project adds 610 square feet of new floor area to the existing 9,290 square feet of building space on the Valhalla property, for a total of 9,900 square feet of floor area, and removes 567 square feet in floor area from the existing 2,018 single-family house. Overall, the proposed Project would result in 43 square feet of net new square footage. A summary of the proposed development is provided in Table 3-1. The Project site plan is shown in Figure 3-3. Proposed unit floor plans are shown in Figures 3-4a through 3-4c.

1. Demolition and Site Preparation

More than 68 percent of the existing structure's exterior walls and 34 percent of the existing roof will be voluntarily demolished. Areas to be demolished would include the kitchen area, portions of the dining room, and the carport.

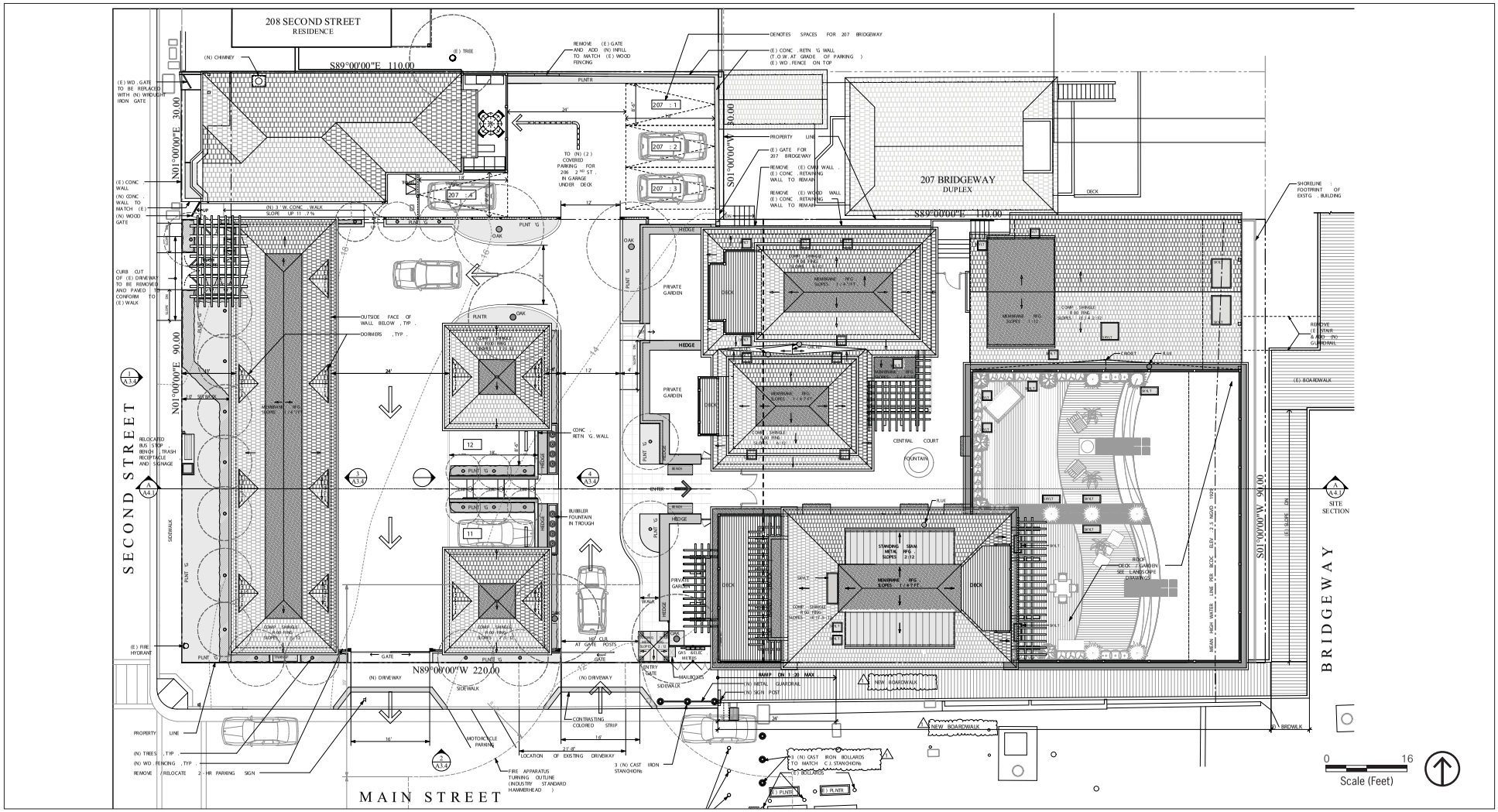
The Project site would be graded for parking lot and building foundation improvements. Grading activities would involve 985 cubic yards (CY) of grading cut export. If no local job sites are accepting soil, the export materials will be brought to Redwood Landfill in Novato in haul trucks with 15 CY capacity. The haul route for these estimated 67 truckloads would likely consist of empty trucks exiting US 101 southbound just prior to the Golden Gate Bridge and proceeding downhill to the Project site with loaded, covered trucks departing the Project site and proceeding northbound through downtown Sausalito on Bridgeway Avenue to US 101 just north of the City limits.

The existing foundation and new footings for the Project are standard spread footings and pad footings bearing on bedrock. The Project would construct formwork from below the existing flooring system, and any areas that are only accessible from inside the building would have some floor sheathing removed to create an access hole and room to work. The removal of existing sheathing, if required, would be kept to only the minimum amount required. Concrete would be pumped through a hose from above and directed down into the crawl space. The existing floor sheathing along the entire eastern length of the building would be removed and new wood decking would be installed in conformance with City Floodplain Management Code and the California Building Code for accessibility (among others). Certain portions of the demolition will occur within the public right of way (frontages), over the waters of San Francisco Bay (Bridgeway frontage), and or within the 100-foot shoreline band of San Francisco Bay Conservation and Development Commission jurisdiction. .

TABLE 3-1 SUMMARY OF THE PROPOSED PROJECT

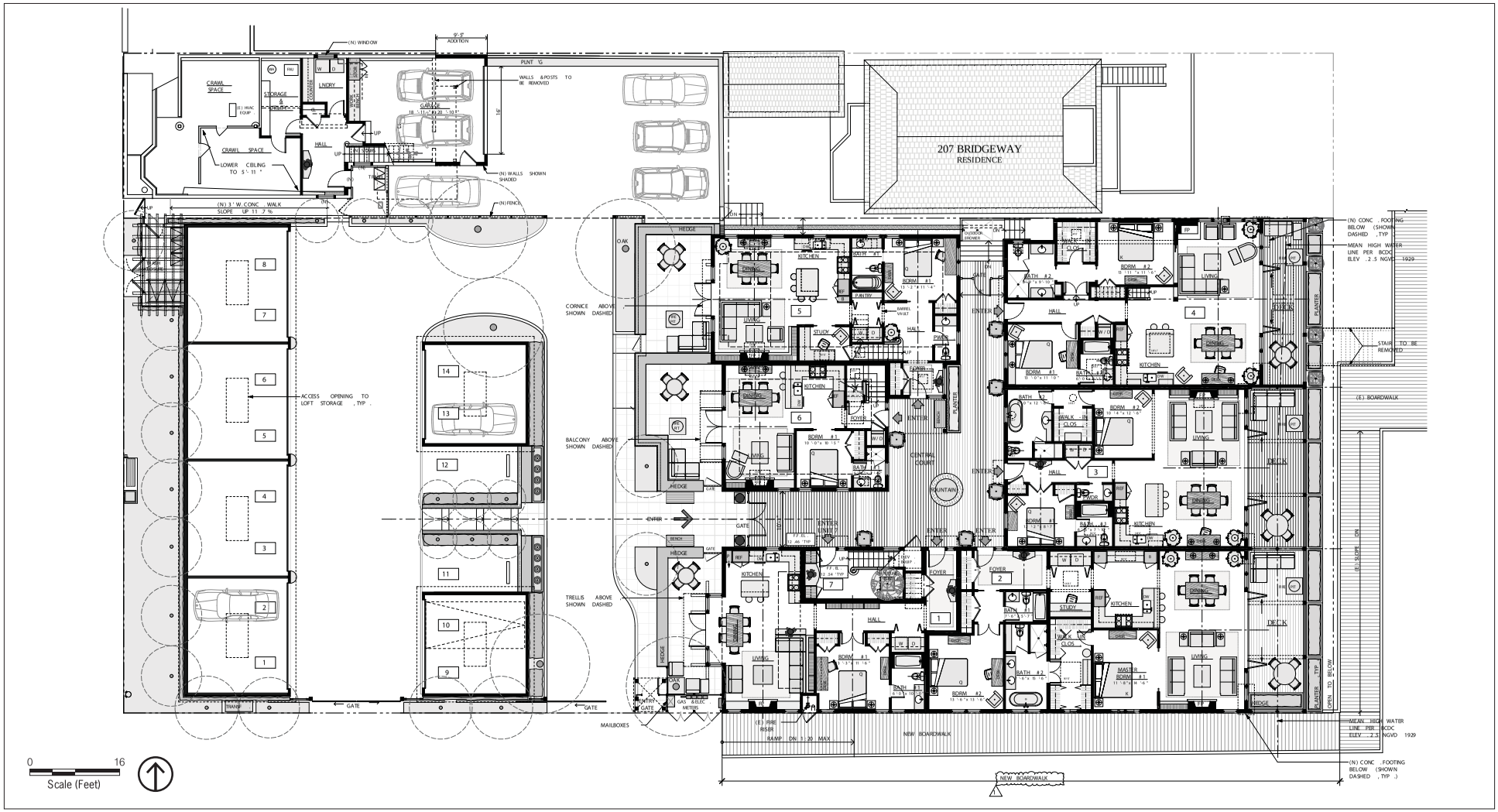
Unit Number	Square Footage	Number of Bedrooms/ Bathrooms	Location
201 Bridgeway			
1	958	1 bed/1 bath	Valhalla ground floor (west side)
2	1,581	2 bed/2 bath	Valhalla ground floor (east side)
3	1,253	2 bed/2.5 bath	Valhalla ground floor (east side)
4	1,600	2 bed/2 bath	Banquet hall
5	1,512	2 bed/2.5 bath	New building
6	1,007	2 bed/2 bath	New building
7	1,989	3 bed/3 bath	Valhalla second story and attic
Total New Square Footage	9,900		
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	**11,351**		
Net New Square Footage	**43**		

Source: Michael Rex Associates, 2013.



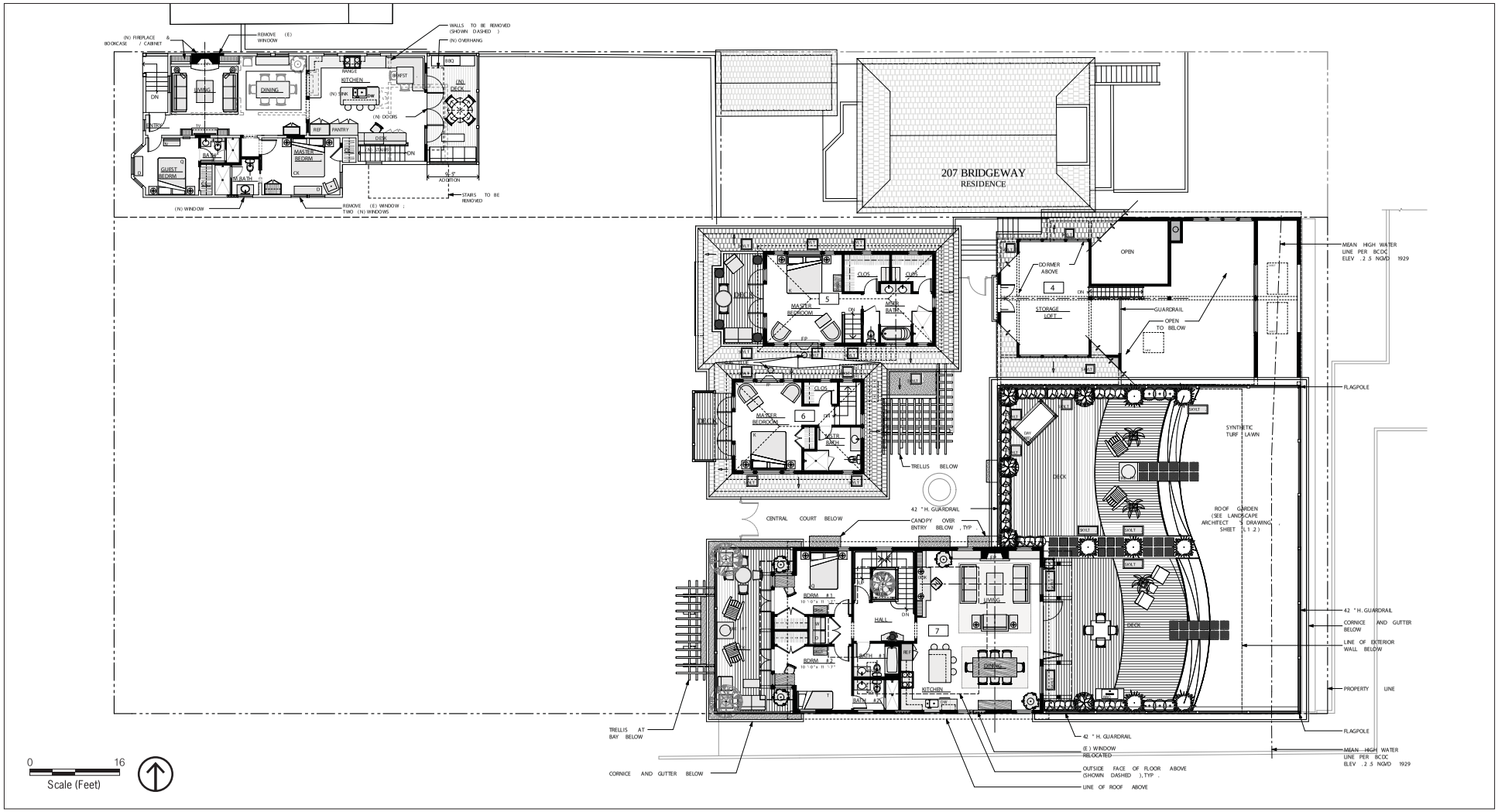
Source: Michael Rex Associates Architecture & Design.

Figure 3-3
Project Site Plan



Source: Michael Rex Architects .

Figure 3- a
First Floor Plan



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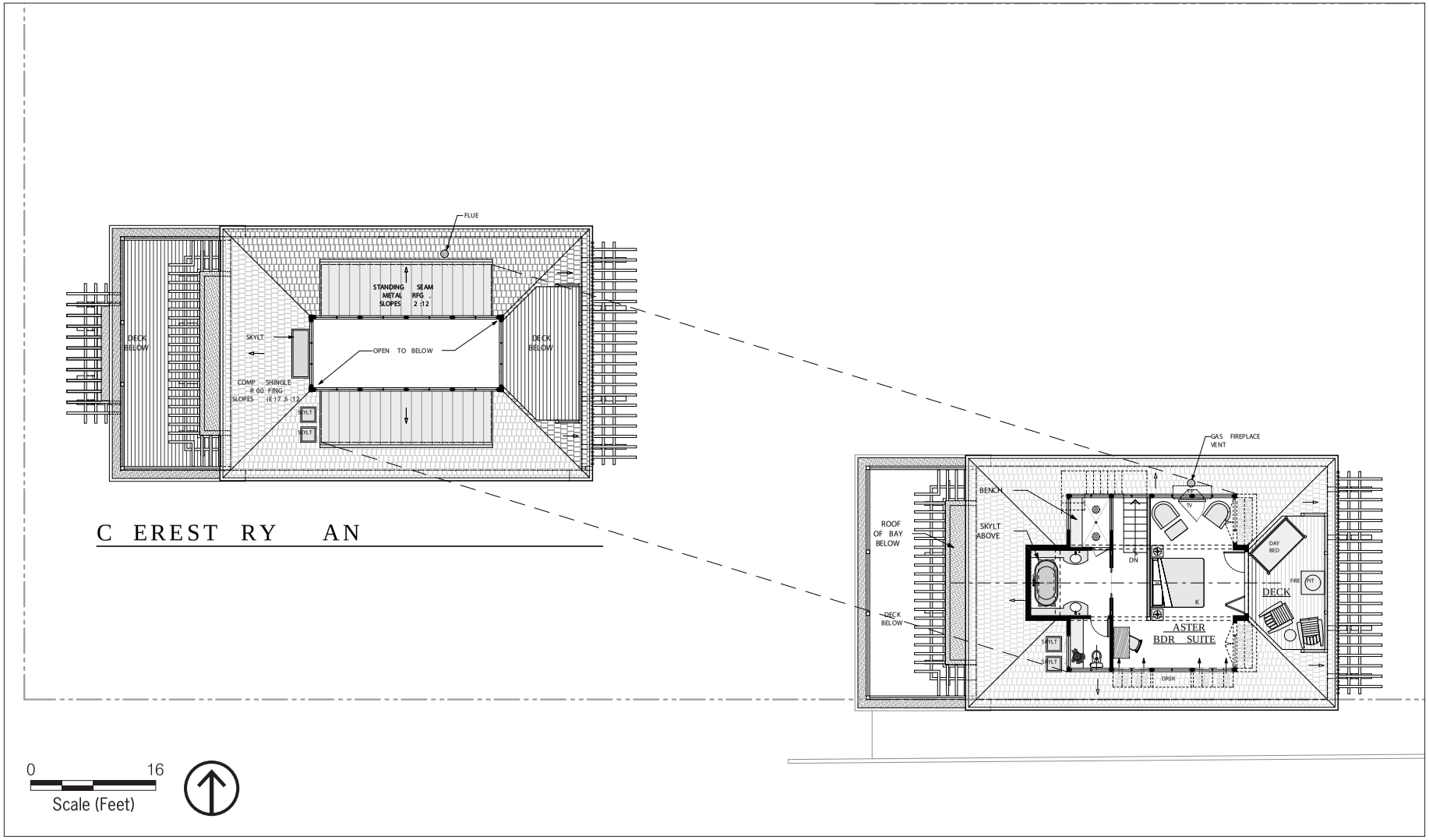

Source: Michael Rex Architects .

Figure 3- c
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2. Subdivision

a. Valhalla Condominiums

i. The Valhalla Structure

The Project would renovate the existing Valhalla structure to accommodate four residential condominium units, including an existing unit on the second floor. The existing unit would be expanded into the attic of the existing structure. Two metal dormers would be constructed on the north and south sides of the attic.

The ground floor of the Valhalla structure would contain three units. The roof of the first floor would be converted to a large deck and roof garden serving the second-story unit. The westernmost unit on the ground floor would include a west-facing private garden.

The windows on the ground floor along the east side of the Valhalla structure would be removed and a portion of the interior space would be converted to outdoor verandas.

ii. Banquet Hall

The existing banquet hall structure would be retained and renovated into a single residential unit. The windows on the ground floor along the east side of the building would be removed and a portion of the interior space would be converted to an outdoor veranda.

iii. New Building

A new two-story building located in place of the Valhalla's kitchen, carport, and service area would provide two additional condominium units. Each of these units would have a west-facing private garden.

b. Single-Family Residence

A subdivision is proposed to place the existing single-family residence on the Project site on its own separate fee-simple parcel. The Project would add a two-car garage at the rear/east end of the home. The existing enclosed rear porch would be demolished and a new roof deck would extend over the top of the new garage. The existing exterior stairway at the rear of the house would be removed to provide a parking space serving 207 Bridgeway. The interior of the home would be renovated to accommodate a new interior stairway providing interior access between the garage and the living space. No other changes are proposed to the existing structure in terms of mass, height, or appearance. Any new exterior work would match the existing materials, finishes, and colors of the existing building.

Along the southern side of the residence, the Project proposes a low concrete wall that would be a close match to the size, color, material, pattern, and texture of the existing wall along the residence's Second Street frontage. A new white painted wooden gate would be installed, as well as a new ramped walkway that would provide emergency access both to the rear of 206 Second Street and to the trash enclosure for the Valhalla's residential units.

3. Parking

The parking plan for the proposed Project is summarized in Table 3-2 and proposed parking is illustrated on Figure 3-3. The Project includes a total of 20 parking spaces. Twelve of these spaces would be in garage buildings serving six of the seven the condominium units. Two uncovered parking spaces would serve the remaining condominium unit. Two parking spaces would be located in a new garage serving the existing single-family residence. Four parking spaces would be located at 206 Second Street serving the property at 207 Bridgeway as part of the parking easement (described further below).

Two of the new garages serving the condominiums would be free standing buildings located near the center of the parking area. The other four garages would be ganged together into one low building located along Second Street. This garage structure would be set back 11 feet from the property line along Second Street per the special 10-foot setback along Second Street required by the Zoning Ordinance. Storage lofts would be provided in each garage.

The current Project site parcel has a parking easement recorded against it that serves the neighboring parcel at 207 Bridgeway. The easement requires that four parking spaces be provided on the parcel to serve the duplex at 207 Bridgeway. The spaces need to be adjacent to the property line in an area approximately 20 feet by 30 feet in size. Access to these parking spaces from the street must be provided, but in an undefined manner, providing the owner of the Project site with flexibility in defining the route. The Project would provide these parking spaces on the proposed new parcel on Second Street.

4. Site Access

Access to the seven condominiums would be through a central courtyard. Access to the beach along the Bay would be through a gate at the north end of the courtyard and through a passageway under the former banquet hall building. Further, the Project proposes to rebuild and enhance the portion of the public boardwalk along Main Street, adjacent to the south side of the Valhalla, as described in more detail below.

TABLE 3-2 PARKING SUMMARY

Unit Number	Number of Spaces Proposed	Location
1	2	Uncovered in 201 Bridgeway parking lot
2	2	In garage at 201 Bridgeway
3	2	In garage at 201 Bridgeway
4	2	In garage at 201 Bridgeway
5	2	In garage at 201 Bridgeway
6	2	In garage at 201 Bridgeway
7	2	In garage at 201 Bridgeway
Single-Family Residence	2	206 Second Street garage
207 Bridgeway	4	Uncovered in 206 Second Street parking lot
Total Spaces Proposed	**20**	

Source: Michael Rex Associates, 2013.

Currently, the on-site parking lot has two driveways, one entering the lot from Main Street and one exiting the lot onto Second Street. The Project proposes to relocate the exit driveway to Main Street, as shown in Figure 3-3.

In reviewing the proposed site plan, the Southern Marin Fire Protection District staff has informed the Project applicant that the District would require a "hammer-head" (T-shaped) turnaround at the foot of Main Street for a fire truck turnaround. The Project site plan includes the removal of an existing on-street parking space on Main Street to accommodate the proposed exit driveway on Main Street and the fire truck hammerhead turnaround. The removed parking space on Main Street would be replaced with motorcycle parking spaces.

To preserve the two remaining parallel parking spaces on Main Street, the space closest to Second Street would be shifted 4 feet to the west and the east parking space would be moved to the east side of the new entry driveway. To shift the

space closer to Second Street would require either shortening or removing the red zone at the corner. To shift the east parking space to the east side of the Valhalla's entry drive would require removing a concrete arch over the existing catch basin and relocating the bollards at the foot of Main Street closer to the existing electrical transformers.

Entry thresholds would be beveled to allow wheelchair access into the ground floor main living levels of Units 1 through 6. Space is included on the Project site plan to accommodate an elevator to provide, if needed in the future, access by disabled persons to the main living level on the second floor of Unit 7. Inclusion of an elevator is considered part of the proposed Project for the purposes of this environmental analysis.

As mentioned above, the public boardwalk along Main Street would be rebuilt to comply with FEMA's new regulations regarding minimum Base Flood Elevation, anticipated for adoption in summer 2014. The proposed improvements would include extending the public boardwalk between the concrete sidewalk at the west end and the portion of the boardwalk over and parallel to Bridgeway at the east end. Given that the boardwalk over Bridgeway is in relatively good condition, no new work is being proposed to this portion of the boardwalk east of Valhalla, with the exception of removing the existing stairway and landing providing access between the Banquet Hall and the boardwalk. Additionally, this area would be closed off with a proposed guardrail similar to the adjacent guardrail. Figure 3-5 shows proposed improvements to the public boardwalk. As shown, the east end of the sidewalk along Main Street where it meets the boardwalk would be lowered by approximately 1 foot in order to provide a more level public boardwalk.

5. Building Materials and Features

Building material details are identified on Figures 3-6a through 3-6e, which show proposed building elevations. Renderings of the proposed Project are shown in Figure 3-7.

The Valhalla structure would retain its architectural style, including its hipped roof shape and cornice, plus some of the window patterns and locations. The existing shingles, which were added in the 1960s, would be removed and the building would be re-sided with horizontal dropped cove lapped wooden siding similar to the building's original siding. The wood siding, roof overhangs, trim, and door and window sash would be painted white. Further, the proposed guardrail as part of the public boardwalk improvements along Main Street would consist of white

painted wood, similar to those found along the Sausalito Yacht Harbor's boardwalk and docks in downtown Sausalito. The proposed guardrail would have approximately 6 inch by 6 inch wooden stanchions with beveled chamfers on the four outside corners, all painted white to match the Valhalla.

The original open veranda on the Bay side, while now gone, would be re-created to express, but not replicate, the original. The new veranda would contain curved brackets at the top of the posts, instead of the original diagonal brackets. The deck guardrails would remain wooden, but would paneled instead of having the original "X" pattern, which do not meet current building code safety requirements.

The large double hung windows on the east wall of the Valhalla structure's second floor would be retained and restored. Two new bay windows crowned with wisteria-draped trellises are proposed to replace the westward facing walls of the building. All new windows and doors would have the same vertical proportions of the original building. Most would be double hung windows like the original windows on the building.

The new two-story building proposed to replace the Valhalla kitchen, service yard, and carport would have hipped roofs that conform to the shape of the larger original roof. The eave line would feature a cornice, similar to the cornice on the original Valhalla, but without the vertical molding found on the original frieze.

The proposed garage buildings would be constructed of concrete block. The garage buildings would have truncated hipped roofs similar to the original Valhalla building. The garages would have gabled-shaped vents on the west and east roofline to add interest and extra headroom in the storage lofts.

The trash enclosure walls would be constructed of concrete block of a neutral earth tone. The enclosure's double doors would be designed and painted white to match the Project's paneled entry gates, but constructed of metal rather than wood to better resist weathering and damage. The enclosure would be covered with a wooden trellis with vine cover. The floor of the enclosure would be concrete sloped to an area drain that would be connected to the site's sanitary sewer line.

The central courtyard and private verandas and decks would have weathered teak decking. The entry gate to the courtyard and upper rails on deck guardrails would be black wrought iron.

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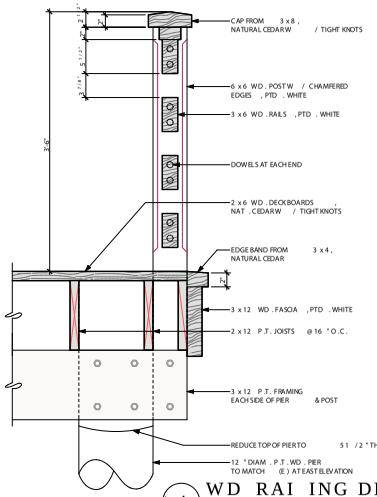

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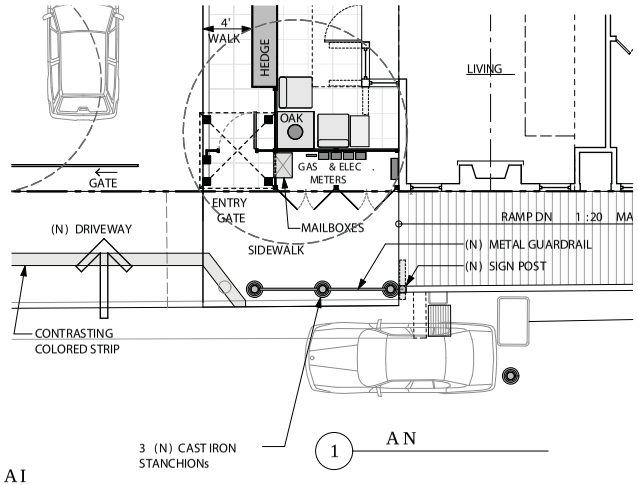

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Source: Michael Rex Architects .

Figure 3-
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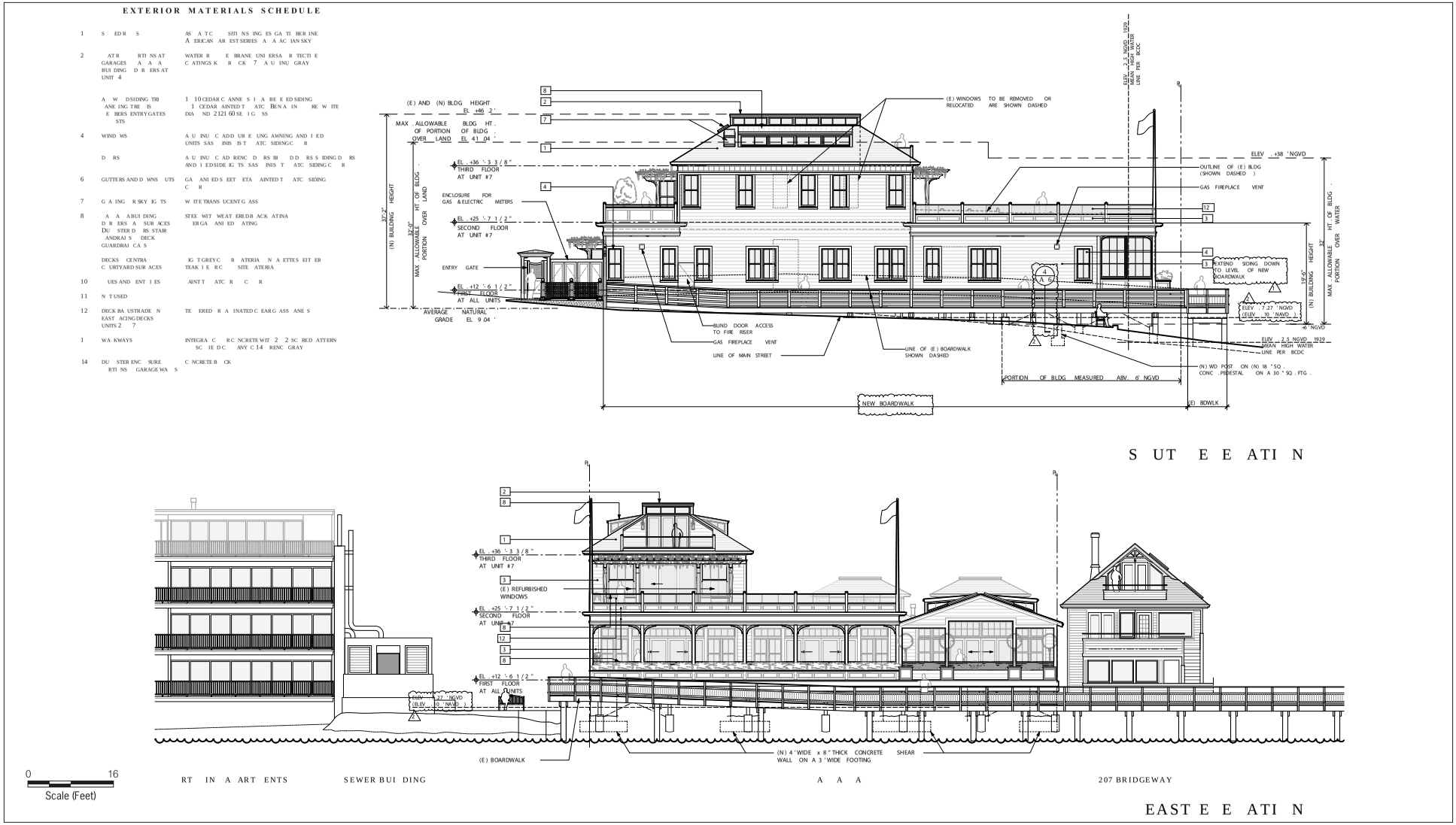

Source: Michael Rex Architects .

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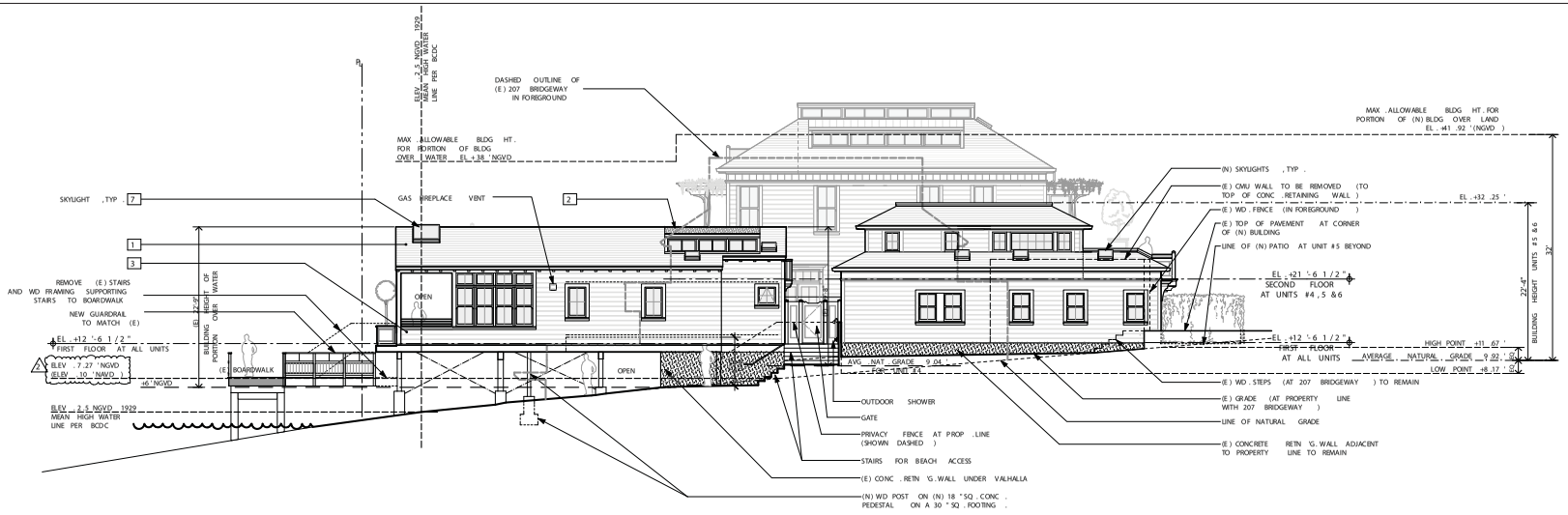

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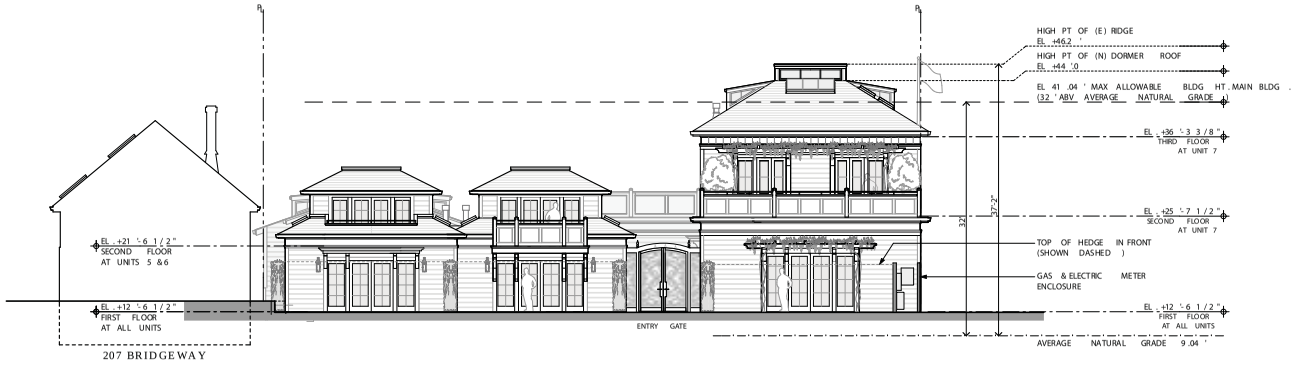

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Source: Michael Rex Architects .

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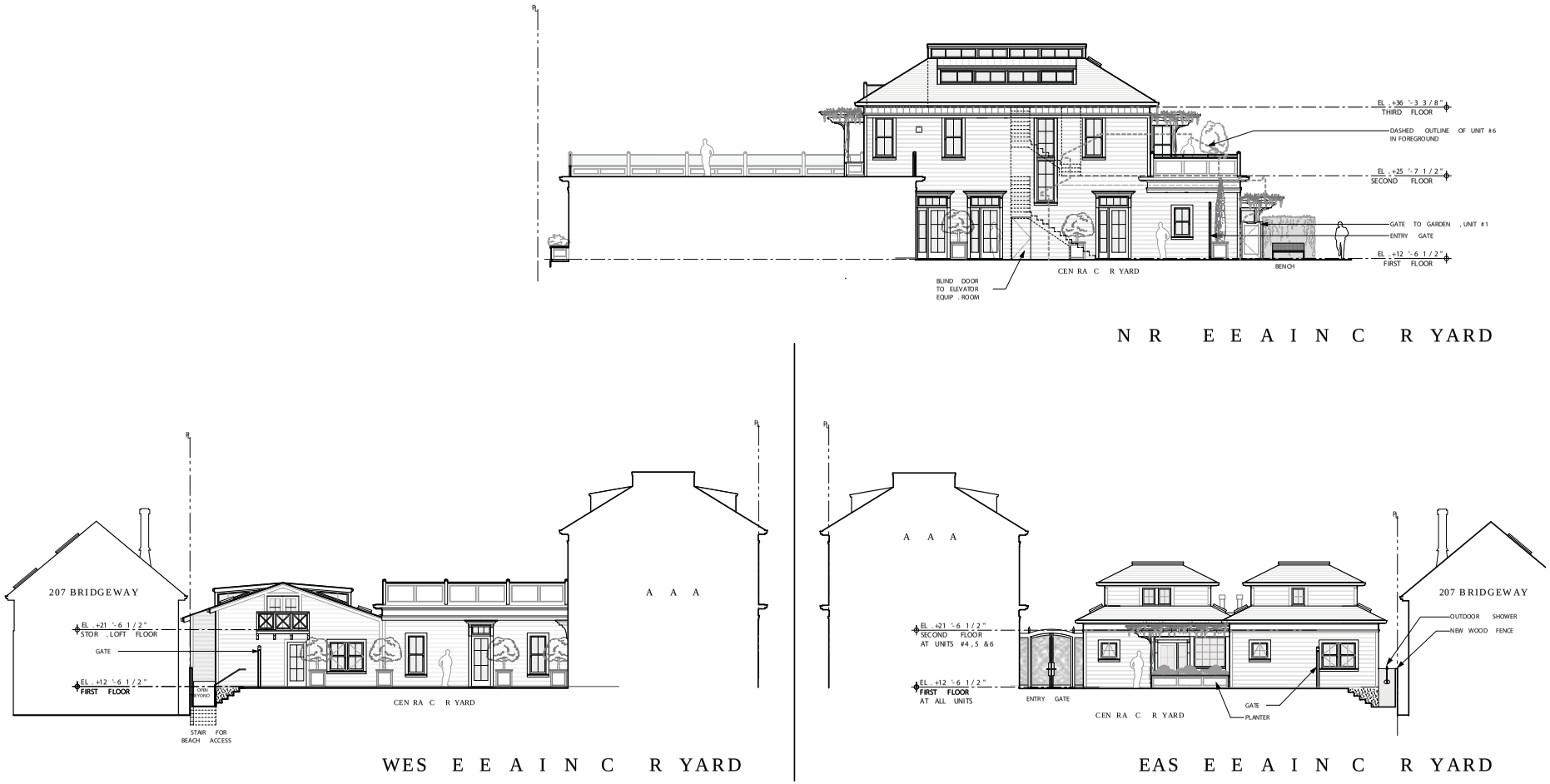

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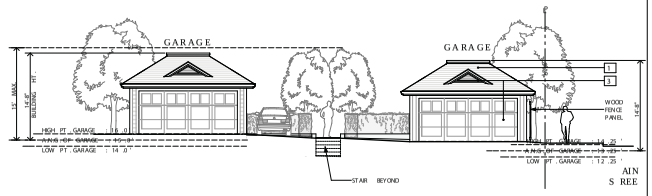

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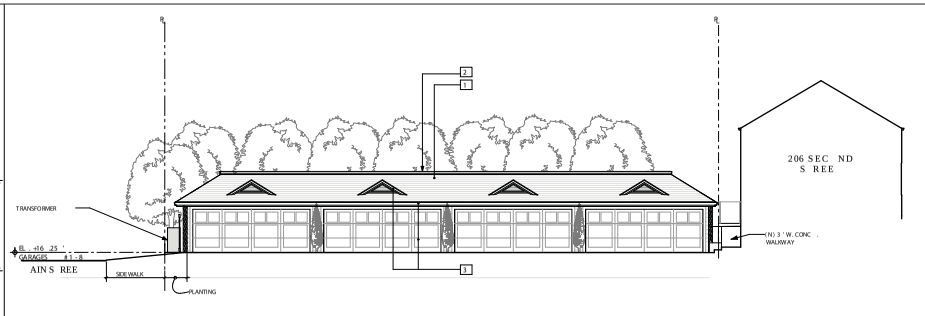

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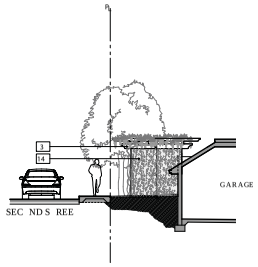

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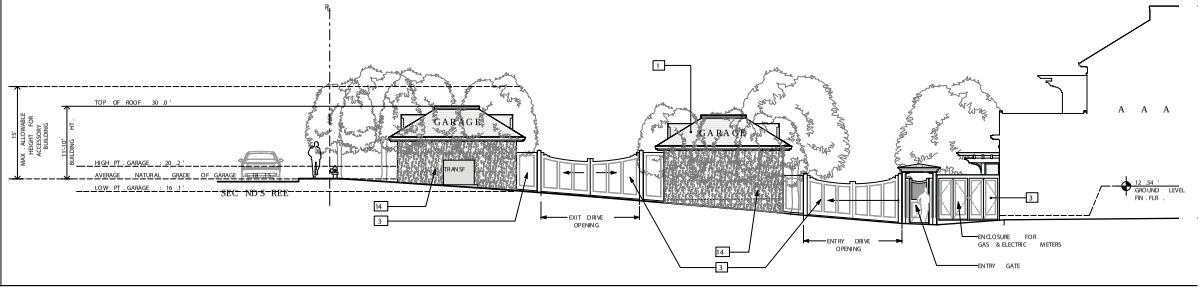

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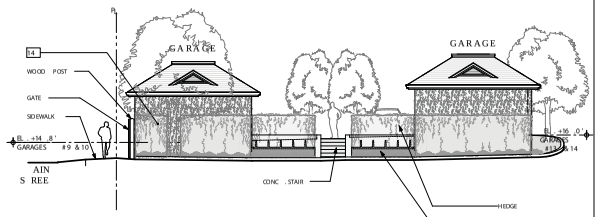

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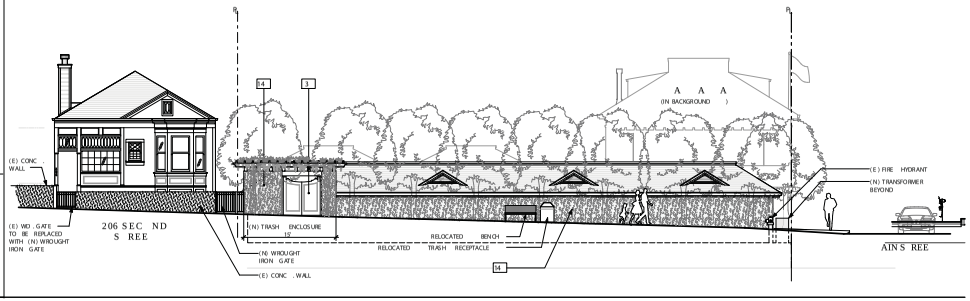

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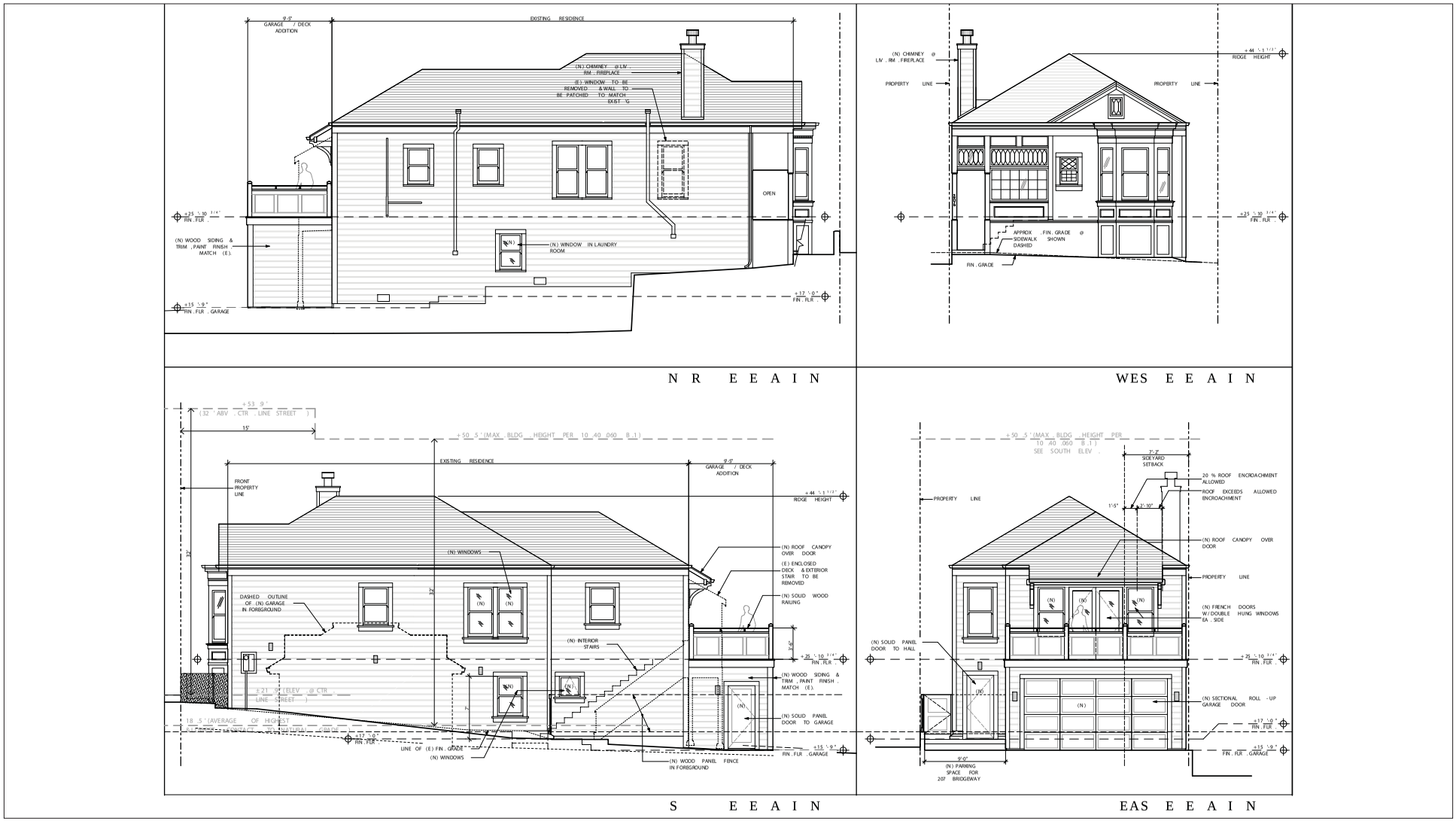

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Source: Michael Rex Architects 3.

Figure 3- a
Project Ren ering - ie ro San Francisco a

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Figure 3-
Project Ren ering - ie ro Main Street an Secon Street

6. Landscaping and Signage

The proposed garage buildings and trash enclosure would be constructed of concrete block that would be concealed by a fast-growing ficus vine. Much of the Valhalla structure would be screened by plant material. The Project includes a plant palette that includes willow-like street trees, vines, hedges, and other plant types. Two trees would frame the entry drive. At the north end of the entry drive, three additional trees would be planted. Rows of plantings would be installed along the site's edges. The proposed landscaping plan is shown in Figures 3-8a and 3-8b.

The Project plans indicate the location of the Project's signage. A comprehensive signage plan would be designed and submitted under a separate application at a later date.

7. Stormwater Management

The Project would increase the overall permeability of the Project site through the addition of landscape planting areas. Approximately two thirds of the site's stormwater would be captured in the parking lot and on rooftops. The "first flush stormwater" would be directed to a subsurface stormwater treatment system. The treatment system would cleanse the water before being discharged into the existing public storm drain in Main Street. The Stormwater Control Plan prepared for the Project is included in this document as Appendix B.

8. Waste Management

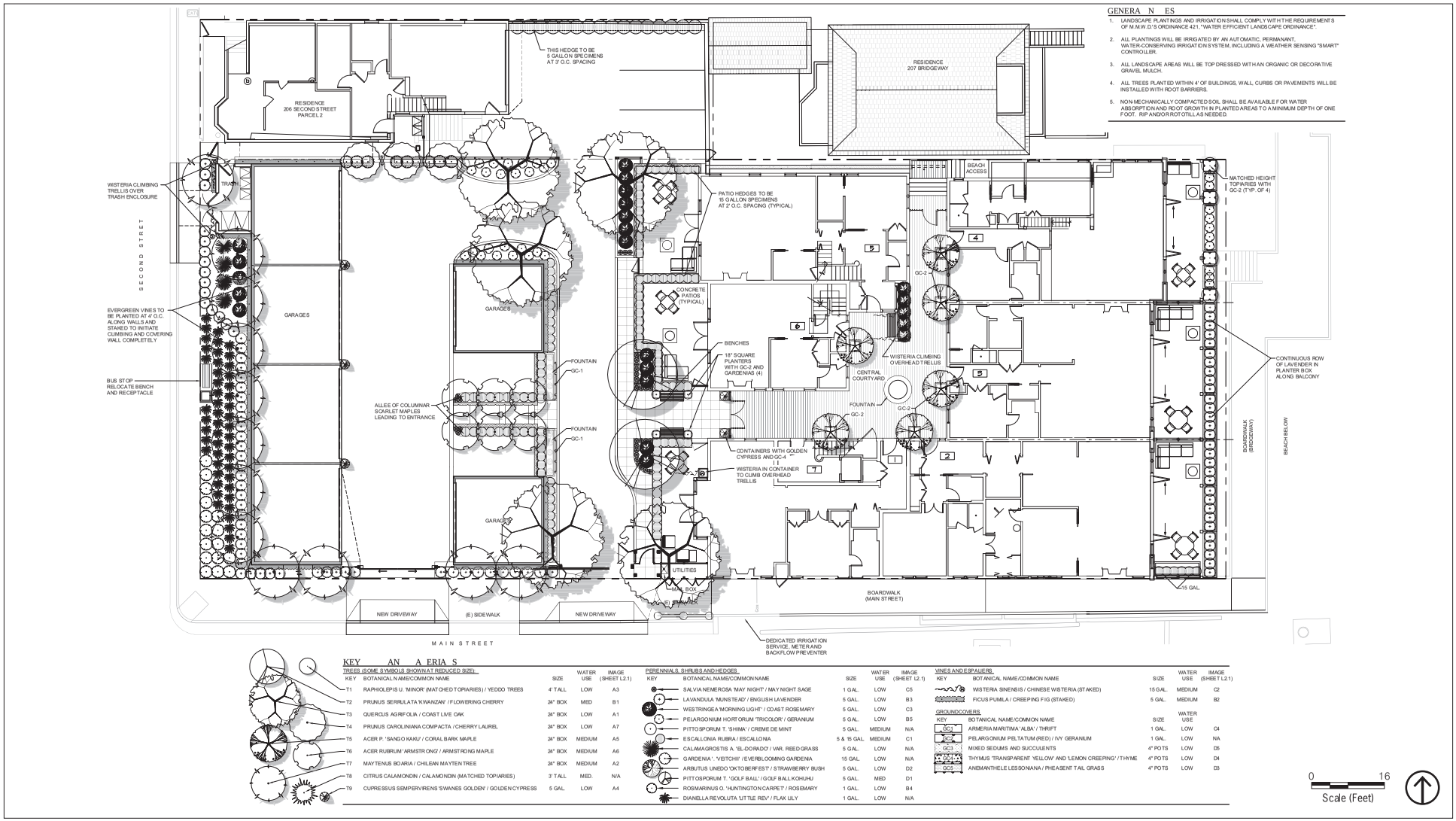
An enclosure is proposed at the northwest corner of 201 Bridgeway to house a dumpster and recycling containers. Access by the sanitary service would be via Second Street. Access by occupants of the Valhalla units would be via a ramped walkway along the southern side of 206 Second Street, for which an access easement is proposed.

E. Required Permits and Approvals

The proposed Project would require the following permits and approvals:

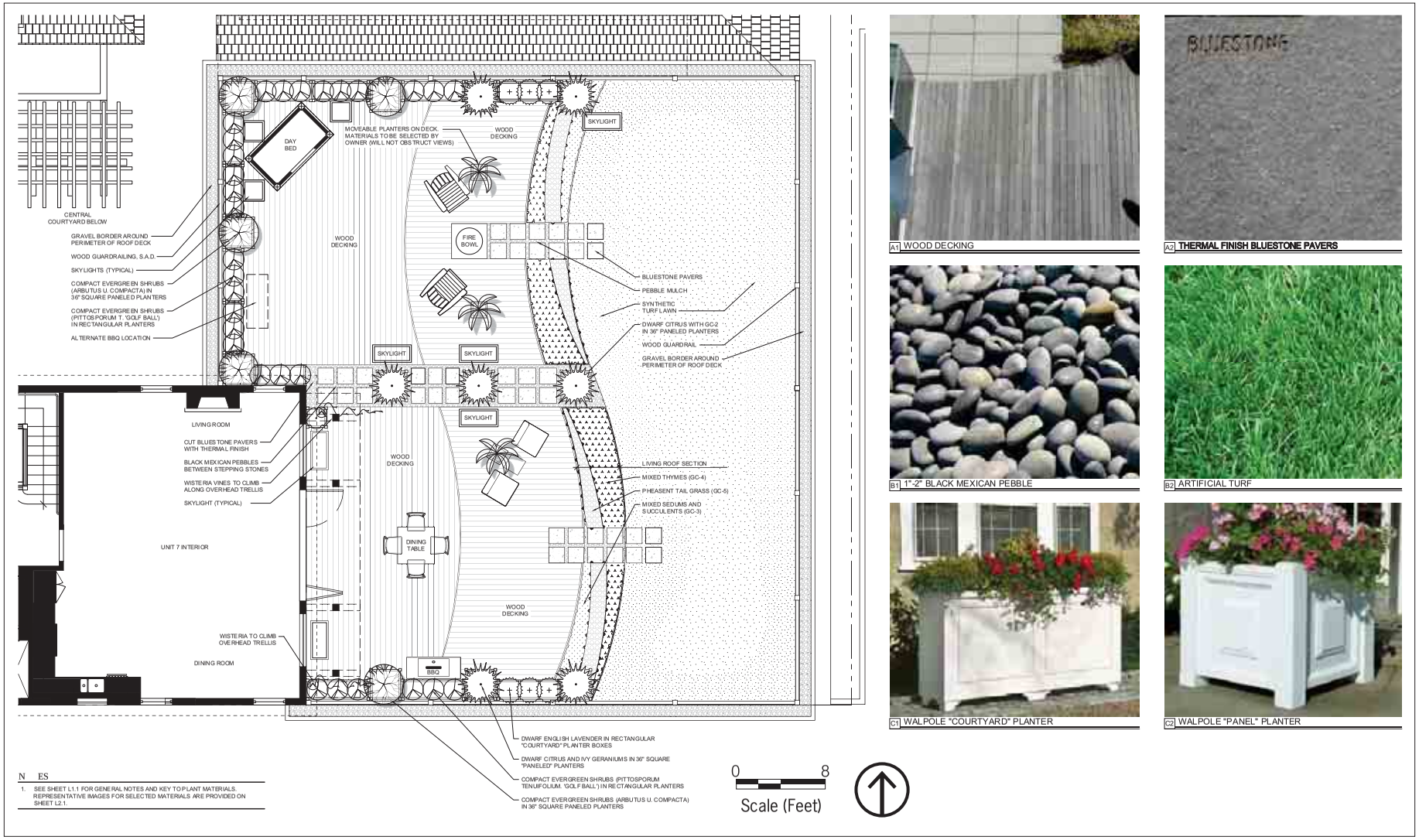
- **City of Sausalito:**
  - *General Plan.* . The Project proposes to redesignate the General Plan land use designation of the site from Neighborhood Commercial to High Density Residential.

- *Zoning Amendments*. Since ground floor residential uses are not permitted within the Neighborhood Commercial (CN-1) Zoning district, the Project proposes to rezone the site from Neighborhood Commercial (CN-1) to Multiple Family Residential (R-3).
- *Planned Development*. The Project requests approval of Planned Development (PD) Overlay to allow flexibility in meeting development requirements. Specifically, the Project requests flexibility for the following:
  - The ground floor of the proposed new two-unit building would be located within a portion of the north side yard setback. Where a 6-foot ½-inch setback is required, the Project proposes an approximate 3-foot setback, thus encroaching into the setback. The second story of this building would be set back approximately 6 feet and 2 inches, and would therefore comply with the setback.
  - The banquet hall building is current built up to the northern property line and this encroachment is covered by an existing variance. The Project proposes to set back approximately 9 feet of the building's length by 4 feet. A proposed dormer on the roof of the banquet hall would encroach approximately four feet into the required 8-foot side yard setback.
  - The new garage building along Second Street would be set back only approximately 1 foot from the parcel's northern property line, where 5 feet is required.
  - At 206 Second Street, an addition would encroach approximately 5 feet 11 ½ inches into the parcel's north side yard setback of 6 feet 3 inches.
  - Proposed dormers on the second story of the Valhalla building, although not as high as the existing room, would extend above the 32-foot height limit.
  - In demolishing 68 percent of the exterior walls of the Valhalla building and 34 percent of the roof, the Project would demolish more than 51 percent of an existing non-conforming structure.
  - Proposed parking spaces would be smaller than the City's required parking size dimension of 9 feet by 19 feet Measured on the interior, the four two-car garages along Second Street would have a depth of approximately 18 feet 3-5/8 inches and a width of approximately 20 feet 10 inches. The two freestanding garages located near the center of the parking area would have the same depth, but a narrower width of



Source: Michael Rex Architects 3.

Figure 3- a
Pro ose an sca ing Plan First Floor



Source: Michael Rex Architects 3.

Figure 3-
Pro ose an sca ing Plan Secon Floor

approximately 18 feet. Proposed uncovered parking spaces would be sized at approximately 8 feet 6 inches by 18 feet.

- The Project requests that the floor area ratio (FAR) of the Project site be limited to 0.5 of the total parcel area.
- Proposed building coverage would be 55 percent of the parcel area, which exceeds the maximum allowed of 50 percent.

- *Design Review Permit.* The Project would require approval of a Design Review Permit by the Planning Commission. (Please refer to Sections 10.54.050.D and 10.54.050.E of the Zoning Ordinance for discussion of the findings.)
- *Tentative Subdivision Map Approval.* Currently, the Project site is one parcel containing the two formerly-separate parcels located at 201 Bridgeway and 206 Second Street. The two addresses were historically on separate parcels, but were merged into one parcel in 1984. The Project would restore the two lots through a subdivision so the single family home will again be on its own fee-simple parcel. The Project site has a parking easement recorded allowing vehicular access to the neighboring parcel at 207 Bridgeway. This easement would be retained.
- *Condominium Conversion Permit.* The Tentative Subdivision Map identifies areas of the Project site that would be held in common and managed by a Home Owners Association.
- *Encroachment Agreement.* An Encroachment Agreement would be required for building features that would extend over the Bridgeway right-of-way and for the curb cut, driveway, sidewalk, and gutter improvements along Main and Second Streets, along with removing the existing stairs and landing connecting the Banquet hall to the Bridgeway boardwalk, and for the proposed guardrail associated with the public boardwalk improvements on Main Street.
- *Historic Landmarks Board Review.* The Historic Landmarks Board would be required to provide a recommendation of the historic significance of the Project site to the Planning Commission.
- *Grading Permit.* A grading permit would be required for work involving more than 50 cubic yards or earth movement.
- *Demolition permits and building permits* for demolition and construction activities.

- **San Francisco Bay Conservation and Development Commission (BCDC) Permit.** The Valhalla property and buildings are within BCDC's 100-foot band around San Francisco Bay and are therefore subject to BCDC's review. A BCDC permit would be required following the conclusion of the City's plan approval process.

- **Army Corps of Engineers and Regional Water Quality Control Board.** Footing improvements may be under the jurisdiction of the Army Corps of Engineers. Permits from the RWQCB may also be required. (See Section 4, Biological Resources, of Chapter 4, Environmental Checklist, for more information.)