

**SAUSALITO PLANNING COMMISSION
RESOLUTION NO. 2025-16**

**APPROVAL OF DESIGN REVIEW WITH HEIGHTENED DESIGN REVIEW,
ENCROACHMENT AGREEMENT, TREE REMOVAL PERMIT AND VESTING
TENTATIVE MAP AS CONDITIONED FOR NINETEEN UNIT CONDOMINIUM
COMPLEX AT 1755 BRIDGEWAY (CURRENTLY 1751,1757 BRIDGEWAY AND
160 / 170 FILBERT AVENUE) (APN: 064-151-02 AND 064-151-03)
DR/HDR/EA/VTM 2018-00413**

WHEREAS, an application has been filed by Amy Chan and BDE Architecture on behalf of property owner SY Jardines Look Out LLC, requesting Planning Commission approval of a Design Review Permit with Heightened Design Review, Encroachment Agreement, Heritage Tree Removal Permit and Vesting Tentative Map to redevelop a .59 acre site and construct two four-story buildings containing 19-residential condominium units, and associated street frontage and site improvements at 1755 Bridgeway (the Project), (APN 064-151-02 & 03); and

WHEREAS, the project site is located within the General Plan High Density Residential land use designation and the Multi-Family Residential (R-3) zoning district; and

WHEREAS, during the June 25, 2025, Planning Commission meeting, the Commission considered the information contained in the staff report as well as any and all oral and written testimony from the applicant and all interested persons regarding the proposed application; and

WHEREAS, the Planning Commission has reviewed and considered the applicants plans titled "Bridgeway Commons 1755 Bridgeway, Sausalito – Planning Application Resubmittal May 4, 2022", prepared by BDE Architecture and received stamped May 13, 2022 (see Exhibit 3); and

WHEREAS, the Planning Commission finds that the proposed project, as conditioned herein, is consistent with the General Plan and complies with the requirements of the Zoning Ordinance as described in the staff report;

NOW, THEREFORE, THE PLANNING COMMISSION HEREBY RESOLVES AS FOLLOWS:

SECTION 1. CEQA Determination. Based on the Initial Study (IS) and Mitigated Negative Declaration (MND) and the entire administrative record including all written and oral evidence presented to the Planning Commission, the Planning Commission finds that all environmental impacts of the Project are either insignificant or can be mitigated to a level of insignificance pursuant to the mitigation measures outlined in the MND and the Mitigated Monitoring and Reporting Program (MMRP). The Planning Commission further finds that there is no substantial evidence in the administrative record supporting a fair argument that the Project may result in significant environmental impacts and has adopted Resolution 2025-15 adopting the IS/MND and MMRP for application DR/HDR/EA/HTR/VTM 2018-00413.

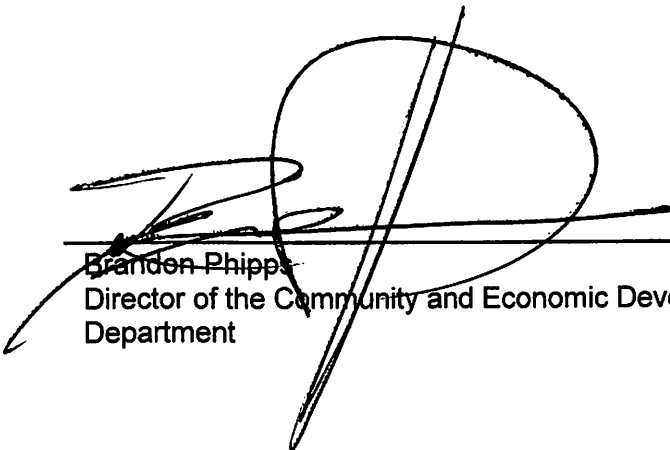
SECTION 2. Pursuant to Public Resources Code section 21080, subdivision (c)(2) Pursuant to Public Resources Code section 21081.6, the Mitigation Measure(s), including the Reporting/Monitoring Program., set forth in the MMRP are hereby imposed as conditions of approval as if fully set forth herein.

SECTION 3. The Design Review Permit, including Heightened Review Findings, Heritage Tree Removal Permit and Vesting Tentative Map are approved based upon the attached Findings (**see Exhibit 1**), subject to the Conditions of Approval (**see Exhibit 2**) and the project plans titled "Bridgeway Commons 1755 Bridgeway, Sausalito – Planning Application Resubmittal May 4, 2022", prepared by BDE Architecture and received stamped May 13, 2022, and revised plan sheet A0.10 Permeability Diagram 2 also prepared by BDE Architecture and received July 18, 2024, and Civil Plans prepared by ILS Associates Inc. incorporated into the project plans referenced above (**see Exhibit 3**). Further, the Planning Commission recommends approval of the Encroachment License Agreement and makes the findings required under SMC Section 10.56.060 as further provided in attached Exhibit 1, subject to the requirement that the property owner shall be responsible for the on-going maintenance, and replacement when needed, of all landscaping and trees installed in either the Bridgeway or Filbert Avenue rights-of-way.

SECTION 4. The documents and materials that constitute the record of proceedings on which these findings have been based are located at 420 Litho Street, Sausalito, CA. The custodian for these records is The Community Development Department.

RESOLUTION PASSED AND ADOPTED, at the regular meeting of the Sausalito Planning Commission on the 25th day of June 2025, by the following vote:

AYES:	Commissioner: Saad, Junius, Luxenberg, Marlatt, Moore
NOES:	Commissioner:
ABSENT:	Commissioner:
ABSTAIN:	Commissioner:



Brandon Phipps
Director of the Community and Economic Development
Department

Exhibits:

1. Findings
2. Conditions of Approval
3. Project Plans

**SAUSALITO PLANNING COMMISSION
RESOLUTION NO. 2025-16
MAY 28, 2025
1755 BRIDGEWAY - APN: 064-151-02 AND 064-151-03
DR/HDR/EA/VTM 2018-00413**

EXHIBIT 1:

FINDINGS FOR APPROVAL

DESIGN REVIEW

The Sausalito Planning Commission has determined the project is in conformance with the required Design Review Findings and Heightened Design Review Findings as follows:

- 1. The proposed project is consistent with the general plan, any applicable specific plans, any applicable design guidelines, and this chapter.***

The subject site is located in the R-3 (Multi-Family) Zoning District which permits a range of densities from single-family to multifamily and high density residential in the Sausalito General Plan. Both the zoning and the general plan permit a density of 29 units per acre. This site is listed as an Inventory site in Appendix D1 of the adopted 2023-2031 Housing Element which has identified the proposed 19-unit development and its affordable component as an inventory site. The proposed units will assist the city in meeting its overall RHNA allocation, and in providing four moderate income units toward the 114 moderate-income units proposed in the Housing Element.

There is no applicable specific plan or applicable design guidelines that are applicable to the subject site.

- 2. The proposed architecture and site design complements the surrounding neighborhood and/or district by either:***

b. Introducing a distinctive and creative solution which takes advantage of the unique characteristics of the site and contributes to the design diversity of Sausalito.

The site is located in the R-3 zoning district and the immediate neighborhood has been developed with a combination of single, two-story, three-story residential structures, most above a raised basement/crawlspace due to the moderately steep grades. Densities range from single family to apartment buildings. Architectural styles range from Victorian cottages to contemporary apartments. Exterior finishes include a range of flat, hipped and gabled rooflines, horizontal wood siding, shingles, and stucco.

The subject site is comprised of two lots with a combined area of 25,264 square feet (0.58 acre) that run uphill from Bridgeway to Filbert Avenue with an elevation increase of approximately 40 feet (Elevation 30 to Elevation 70). The topography is somewhat concave or bowl shaped, and the angled front lot line on Bridgeway is set back from the improved roadway by approximately 39 feet, and the lot line abutting Filbert Ave. (above) is set back from the paved roadway by approximately 19 feet.

As depicted in the project plans, the proposed 19 residential units would be divided into two buildings with 13 units in Building One fronting Bridgeway, and 6 units in Building 2 which backs to the Filbert Avenue frontage. Both buildings present a contemporary flat-roofed four-story design with staggered components that are stepped back with the angle of the two front lot lines (Bridgeway and Filbert Ave frontages). Exterior finishes are a mix of shingles, horizontal siding, and smooth plaster, finished in an earth tone pallet.

On the Bridgeway frontage the ground story parking garage projects forward to the front lot line and the upper floor residential levels are stepped back 15 feet at their closest points. Building Two (above) would be provided with a 15-foot setback from the lot line abutting Filbert Avenue. Parking is partially subterranean beneath each structure and secured with roll up doors. The setbacks to the residential floors combined with the distance of the property lines from the improved roadways meets the objective intent to reduce the visual impact of the proposed building height by insuring adequate separation.

The flat roofline for both buildings would be screened from view by a two-foot-tall parapet wall around the perimeter. This will minimize views of rooftop equipment and proposed solar arrays. Partial 4-foot rooftop screen walls are proposed around air condensing units and additional rooftop projections include an elevator penthouse on each rooftop enclosed within a 4-foot screen wall.

The proposed design compliments the surrounding neighborhood by utilizing a contemporary architectural style and exterior finishes that reflect surrounding multi-story multi-family structures.

3. The proposed project is consistent with the general scale of structures and buildings in the surrounding neighborhood and/or district.

The four-story design of the two structures, stepped up the hill with the garage level tucked into the grades reflects a similar scale and layout of other structures in the surrounding neighborhood. Surrounding buildings are also three stories, or two stories with steep rooflines or raised understories. When viewed from the street, the scale would be mitigated by large setbacks from the street frontages, and increased side setbacks on both sides.

4. The proposed project has been located and designed to minimize the obstruction of public views and primary views from private property.

As designed, the project has been located on the site to minimize potential massing and obstruction of public views and primary views from private property. Factors that reduce impacts on views include the separation of the proposed 19 units into two structures with the ground floor placed into the grades and partially subterranean, the contemporary flat roofed design, the placement of Building 2 downhill 15 feet from the lot line abutting Filbert Avenue, and 34 feet from the improved roadway, and increased side setbacks to offset the length of the buildings.

More specifically, with regard to public views the roofline of Building 2 (placed uphill and closest to Filbert Avenue) would have a finished elevation of 88 feet 4 inches and 91 feet to the small elevator penthouse. Grades drop steeply downhill from Filbert Avenue and the structure is placed downhill from this street and approximately 34 feet from the improved roadway. Based on finished grades provided in the engineering plans, the finished elevation of Filbert Avenue fronting the project site ranges from elevation 82.67 down to 74.13 feet. This results in the building height above street elevation which ranges from 5.5 feet to 14 feet, where code permits an elevation of up to 24 feet above street elevation. As existing foliage and structures currently

obstruct views over this site from the roadway, the proposed project will not result in the obstruction of public views from Filbert Avenue.

Additionally, with regard to private views, finished grade at the front of the lots located uphill and across Filbert Avenue are at elevation 90. Finished floors of the residences are built up above this elevation and therefore, above the tallest projecting feature (91 feet) of Building 2. Based on site observations, three structures located at 148, 161 and 163 Filbert Avenue, appear to maintain views directly over the subject site and two others at 8 Marie Street and 169 Filbert are set at oblique angles with primary views oriented over lots on either side of 1755 Bridgeway. These residences at 161 and 163 Filbert Ave. are centrally placed on their lots at grade elevations of approximately 100 or 104. As the finished floor elevations of the residences are above grade, and finished grades begin approximately 10 feet above the elevator penthouse and 12 feet above the finished roofline of Building 2, views from these structures will not be significantly impaired and, therefore, the proposed structure is located and designed to minimize the obstruction of views.

With regard to 148 Filbert Avenue, this building is located on a raised foundation/crawl space with three floors above. A site inspection of the story poles indicates that the elevation of the lowest residential floor is at the same approximate height of the proposed roofline of Building 1 and view out over the horizon will be retained. Therefore, views from this structure will not be significantly impaired.

5. The proposed project will not result in a prominent building profile (silhouette) above a ridgeline.

The proposed project will not result in a prominent building profile above a ridgeline. The building site is located well below and away from surrounding ridgelines.

6. The proposed landscaping provides appropriate visual relief, complements the buildings and structures on the site, and provides an attractive environment for the enjoyment of the public.

Flat work and yard areas throughout the site include decorative concrete paving, pavers set in gravel, precast planters and passive outdoor areas to add visual interest around the buildings. Both street frontages would be extensively planted, including a small stand of four fruitless olive trees to the south of the driveway entry on the Bridgeway frontage and three along the Filbert Avenue frontage inside of the new sidewalk and fence. The proposed plant pallet includes a variety of drought tolerant shrubs, ground cover, succulents, mixed grasses, climbing vines and trees. These features will soften the new development, provide visual relief and complement the four-story contemporary design. The new accessible sidewalk, planters, grasses, shrubs, trees and decorative patterned pavement will provide an attractive front yard environment along Bridgeway for passersby. Further, the new accessible sidewalk, plantings, low fence and replacement trees along the Filbert Avenue right-of-way will provide a more finished, safer, and visually appealing frontage.

7. The design and location of buildings provide adequate light and air for the project site, adjacent properties, and the general public.

As depicted in the project plans, the proposed 19 residential units would be divided into two buildings with 13 units in Building One fronting Bridgeway, and 6 units in Building 2 which backs to the Filbert Avenue frontage. The angled front lot line on Bridgeway is set back from the improved roadway by approximately 39 feet, and the lot line abutting Filbert Ave. (above) is set back from

the paved roadway by approximately 19 feet. Building footprints are angled with the lot lines and components are staggered forward and back to break up massing and add visual interest. Further, Building One is designed such that the single-story garage level steps forward to the lot line, but the residential levels step back 15 feet with staggered components further increasing the physical separation between the building's taller elements and the improved portion of the Bridgeway right-of-way. Additionally, based on the length of building walls, both buildings are provided with larger side yard setback in compliance with code ranging from 10 to 11 feet from the south side and 9'8" to 26 feet from the north side. The combination of staggered building components, larger than standard distances from the improved right-of-way, and larger than standard side yard setbacks combine together to ensure the design will permit adequate light and air to the site, surrounding properties and general public.

8. Exterior lighting, mechanical equipment, and chimneys are appropriately designed and located to minimize visual, noise, and air quality impacts to adjacent properties and the general public.

The flat roofline for both buildings would be shielded from view by a two-foot-tall parapet wall around the perimeter. This will minimize views of rooftop equipment and proposed solar arrays. Partial 4-foot rooftop screen walls are proposed around air condensing units and additional rooftop projections include an elevator penthouse on each rooftop enclosed within a 4-foot shield wall. Any and all equipment is required to comply with chapter 12.16 Noise Control. Subject to the conditions of approval, the exterior lighting shall be downlit and shielded.

9. The project provides a reasonable level of privacy to the site and adjacent properties, taking into consideration the density of the neighborhood, by appropriate landscaping, fencing, and window, deck and patio configurations.

The subject neighborhood is located in the R-3 (Multi-Family) Residential zoning district and is relatively densely developed with a range of single family, duplex and multi-family housing stacked above each other on sloping lots. As demonstrated by the project plans, and during the public hearing, the proposed project provides a reasonable level of privacy to the site and to adjacent properties through a series of design techniques, including breaking up the proposed units into two separate structures, location and orientation of primary windows and decks toward the street frontages and internal courtyards, minimal windows facing toward adjacent buildings at the east side and larger than required setbacks of 20 to 26 feet to the residential levels facing to the west side.

10. Proposed entrances, exits, internal circulation, and parking spaces are configured to provide an appropriate level of traffic safety and ease of movement.

Vehicular and driveway access would be provided via a 24-foot-wide two-way driveway off the Bridgeway frontage. Vehicles entering the site would proceed up the driveway into the parking garage beneath Building One or veer to the right and proceed up a gated driveway along the northeasterly side of the property to access parking between the two structures and beneath Building Two. No vehicular access would be provided from Filbert Avenue. Generally, all units would be provided with on-site parking in accordance with SMC 10.40.110, and the parking design, layout and circulation have been evaluated by the city engineer and found to allow vehicles to maneuver safely around the site, and to meet code and circulation requirements. Although the driveway entry/exit and vehicular site lines have generally been determined to be adequate, as conditioned, the City Engineer will further evaluate site lines during review of the final construction level plans to ensure traffic safety by managing installation of features, plantings and placement on-street parking spaces that may obstruct site lines and reduce traffic safety.

11. The proposed design preserves protected trees and significant natural features on the site to a reasonable extent and minimizes site degradation from construction activities and other potential impacts.

As proposed, all 25 on-site trees will be removed, and the site will be graded to accommodate the proposed development. The developed will step uphill with the natural topography and the grading and drainage plans have been reviewed by the City Engineer and determined to incorporate best practices to ensure site stability and minimize site degradation.

As shown in the arborists Table (Sheet L5.1) and based solely on their D.B.A, there are eight (8) Heritage sized trees and seventeen (17) Protected Trees on the two subject lots and adjacent rights-of-way. However, based on the identified tree species there are four (4) desirable/native protected or heritage-sized trees in the project area. The remaining trees include fourteen (14) domestic fruit trees of varying species (apple, plum avocado, loquat), and seven (7) are overgrown shrubs and small trees (Privett, New Zealand Cabbage Tree, Ceanothus).

A robust landscape plan is proposed to revegetate the site and includes the planting of 12 replacement trees around the project site which would equate to a three to one (3-1) replacement plan.

12. The project site is consistent with the guidelines for heightened review for projects which exceed 80 percent of the maximum allowed floor area ratio and/or site coverage, as specified in subsection E of this section (Heightened Review Findings).

As proposed, the project is consistent with the guidelines for Heightened Review as addressed below in the Heightened Review Findings.

13. The project has been designed to ensure on-site structures do not crowd or overwhelm structures on neighboring properties. Design techniques to achieve this may include, but are not limited to, stepping upper levels back from the first level, incorporating facade articulations and divisions (such as building wall offsets), and using varying rooflines.

The project has been designed to ensure on-site structures do not crowd or overwhelm structures on neighboring properties. Design techniques to achieve this include stepping the residential floors of building one back from the ground floor garage, staggered components, flat rooflines to minimize height and increased side yard setbacks as discussed above under Findings No. 7 and 9.

HEIGHTENED REVIEW FINDINGS

1. Proposed development of the site maximizes preservation of protected trees.

As noted below under findings for Tree Removal Permit, the applicant has proposed to remove all trees located on the site and in the adjacent rights-of-way. The subject site is zoned R-3 and is intended for high density residential development. Removal of all trees on site is necessary to ensure reasonable development of the site. As shown in the arborists Table (Sheet L5.1) and based solely on their D.B.A, there are eight (8) Heritage sized trees and seventeen (17) Protected Trees on the two subject lots and adjacent rights-of-way. However, based on the identified tree species there are four (4) desirable/native protected or heritage-sized trees in the project area. The remaining trees include fourteen (14) domestic fruit trees of varying species (apple, plum avocado, loquat), and seven (7) are overgrown shrubs and small trees (Privett, New Zealand

Cabbage Tree, Ceanothus). A robust landscape plan is proposed to revegetate the site and includes a the planting of 12 replacement trees around the project site which would equate to a three to one (3-1) replacement plan.

2. *The site is configured with adequate width and depth to provide yard spaces and setbacks, proportional to the size of the structure.*

The subject site would be provided with approximately 178 feet of street frontage on Bridgeway, is over 300 feet in depth at the center, and maintains approximately 122 feet of frontage along Filbert Avenue. As depicted in the project plans, the proposed 19 residential units would be divided into two buildings with 13 units in Building One fronting Bridgeway, and 6 units in Building 2 which backs to the Filbert Avenue frontage. The angled front lot line on Bridgeway is set back from the improved roadway by approximately 39 feet, and the lot line abutting Filbert Ave. (above) is set back from the paved roadway by approximately 19 feet. Building footprints are angled with the lot lines and components are staggered forward and back to break up massing and add visual interest. Further, for Building One, the single-story garage level steps forward to the lot line, but the residential levels step back 15 feet adding to the physical separation between the buildings taller elements and the improved portion of the Bridgeway right-of-way. Additionally, based on the site design and length of building walls, both buildings are provided with larger side yard setback in compliance with code ranging from 10 to 11 feet from the south side and 9'8" to 26 feet from the north side. The combination of the property dimensions, building designs, larger than standard distances from the improved right-of-way, and larger than standard side yard setbacks demonstrates that the lot is provided with adequate width and depth to provide yard spaces and setbacks proportional to the structures.

3. *The site will be developed in a manner that minimizes the obstruction of views from surrounding properties and public vantage points, with particular care taken to protect primary views.*

As designed, the project has been located on the site to minimize potential massing and obstruction of public views and primary views from private property. Factors that reduce impacts on views include the separation of the proposed 19 units into two structures with the ground floor placed into the grades and partially subterranean, the contemporary flat roofed design, the placement of Building 2 downhill 15 feet from the lot line abutting Filbert Avenue, and 34 feet from the improved roadway, and increased side setbacks to offset the length of the buildings.

More specifically, the roofline of Building 2 (placed uphill and closest to Filbert Avenue) would have a finished elevation of 88 feet 4 inches and 91 feet to the small elevator penthouse. Grades drop steeply downhill from Filbert Avenue and the structure is placed downhill from this street and approximately 34 feet from the improved roadway. Based on finished grades provided in the engineering plans, the finished elevation of Filbert Avenue fronting the project site ranges from elevation 82.67 down to 74.13 feet. This results in the building height above street elevation which ranges from 5.5 feet to 14 feet, where code permits an elevation of up to 24 feet above street elevation. As existing foliage and structures currently obstruct views over this site from the roadway, the proposed project will not result in the obstruction of public views from Filbert Avenue.

Additionally, finished grade at the front of the lots located uphill and across Filbert Avenue are at elevation 90. Finished floors of the residences are built up above this elevation and therefore, above the tallest projecting feature (91 feet) of Building 2. Based on site observations, two structures located at 161 and 163 Filbert Avenue, appear to maintain views directly over the subject site and two others at 8 Marie Street and 169 Filbert are set at oblique angles with primary views oriented over lots adjacent to 1755 Bridgeway. These residences at 161 and 163 Filbert Ave. are centrally placed on their lots at grade elevations of approximately 100 or 104. As the

finished floor elevations of the residences are above grade, and finished grades begin approximately 10 feet above the elevator penthouse and 12 feet above the finished roofline of Building 2, primary views from these structures will not be significantly impaired and, therefore, the proposed structure is located and designed to minimize the obstruction of views.

4. *The proposed development of the site presents no potential hazard to public safety in terms of vehicle traffic, pedestrian circulation, slope and tree stability, runoff, and public utilities.*

Vehicular and driveway access would be provided via a 24-foot-wide two-way driveway off the Bridgeway frontage. Vehicles entering the site would proceed up the driveway into the parking garage beneath Building One or veer to the right and proceed up a gated driveway along the northeasterly side of the property to access parking between the two structures and beneath Building Two. No vehicular access would be provided from Filbert Avenue. Generally, all units would be provided with on-site parking in accordance with SMC 10.40.110, and the parking design, layout and circulation have been evaluated by the city engineer and found to allow vehicles to maneuver safely around the site, and to meet code and circulation requirements. Although the driveway entry/exit and site lines have generally been determined to be adequate, as conditioned, the City Engineer will further evaluate site lines during review of the final construction level plans to insure traffic safety and restrict installation of utility features, plantings, and on-street parking that may obstruct site lines.

Site improvements include pathway and stairway access around the site and leading to both street frontages on Bridgeway and Filbert Avenues. Further the installation of new accessible compliant sidewalks on both frontages, which tie into the existing sidewalk network will insure adequate pedestrian circulation and safe reliable emergency ingress and egress.

Based on the submitted Preliminary Grading and Drainage Plan prepared by ILS Associates to accommodate the development proposal, the site would be stripped of existing buildings and vegetation and be substantially graded to prepare the two building pads and driveway access. Buildings would stair-step up the grade, and ground floor parking areas would be tucked into grade. Grading totals to accommodate this plan are estimated at 5,200 cubic yards of cut, and 110 cubic yards of fill. Civil plans include a complete water collection and drainage plan. Water is collected throughout the site and transported to four separate bioretention basins, as well as the city stormwater collection system. To support the feasibility of the proposed grading and development plan, the applicant has submitted a Geotechnical Engineering Study which evaluated the soil and site conditions and has concluded that the site is suitable for the proposed residential development, subject to compliance with the preliminary recommendations provided in the report.

The grading and drainage plans and Geotechnical report have been reviewed by the City Engineer and determined to incorporate best practices and presents no potential hazard to public safety in terms of vehicle traffic, pedestrian circulation, slope and tree stability, runoff, and public utilities.

5. *The slope and topography of the site allow for limited excavation and minimal alteration to the site topography outside the footprint of structures.*

The subject site is comprised of two lots with a combined area of 25,264 square feet (0.58 acre) that run uphill from Bridgeway to Filbert Avenue with an elevation increase of approximately 40 feet (Elevation 30 to Elevation 70). The topography is somewhat concave or bowl shaped. Based on the submitted Preliminary Grading and Drainage Plan prepared by ILS Associates to accommodate the permitted density and required on-site parking, the site would be substantially

graded to prepare the two building pads and driveway access. Buildings would stair-step up the grade, to work with the topography and ground floor parking areas would be tucked into grade. The applicant has submitted a Geotechnical Engineering Study which evaluated the soil and site conditions and has concluded that the site is suitable for the proposed residential development, subject to compliance with the preliminary recommendations provided in the report. The grading and drainage plan and Geotechnical report have been reviewed by the City Engineer and determined to incorporate best practices.

6. *The site will provide adequate guest parking either on site or within the immediate street frontage.*

The project exceeds the parking requirements that the City may impose under State Density Bonus Law. In accordance with Section 10.40.100 B. 4 all off-street parking and vehicular access must be designed to result in a minimum loss of on-street parking due to the construction of a new driveway entry to the property. On the Bridgeway frontage, a large portion of the existing street frontage for the two lots has historically been used for curb cuts and driveway access to the detached parking structures.

The Department of Public Works has determined that there are approximately four compliant-sized on-street parallel parking spaces (outside of the driveway curb cuts and red zones) on the Bridgeway frontage in front of the project site. To realize the new driveway access and necessary improvements in the right-of-way (some required by DPW), and maintain on-street parking, the applicant has proposed an extensive frontage reconfiguration. This would include removing the two existing curb cuts and maintaining one 24-foot driveway entry, a new curb, gutter and sidewalk, and the provision of one on-street van-sized accessible parking space. Based on this plan, DPW has concluded that four parallel parking spaces will be retained (including the new accessible parking space).

With regard to the Filbert Avenue Street frontage, the roadway widens in front of the project site and several parallel parking spaces do exist on the southerly half of the street frontage, but the northerly half is posted as no parking. As part of the project/subdivision improvements, a new curb, gutter and sidewalk will be installed in the Filbert Avenue right-of-way and tie into an existing sidewalk that leads down to Easterby Street. This sidewalk, which is required for public safety by the Department of Public Works, will be installed on the easterly (downhill side of the existing curb) and will not result in the loss of on-street parking spaces.

7. *The proposed plan provides adequate landscaping to maximize privacy and minimize the appearance of bulk.*

Flat work and yard areas throughout the site include decorative concrete paving, pavers set in gravel, precast planters, side fencing, and passive outdoor areas to add visual interest around the buildings. Both street frontages and portions of the interior and side yards would be extensively planted. Plantings include a small stand of four fruitless olive trees to the south of the driveway entry on the Bridgeway frontage and three along the Filbert Avenue frontage inside of the new sidewalk and fence. The proposed plant palette includes a variety of drought tolerant shrubs, ground cover, succulents, mixed grasses, climbing vines and trees. These features will soften the new development, provide visual relief and complement the four-story contemporary design. The new accessible sidewalk, planters, grasses, shrubs, trees and decorative patterned pavement will provide an attractive front yard environment along Bridgeway for passersby. The new accessible sidewalk, plantings, low fence and replacement trees along the Filbert Avenue right-of-way will also provide an attractive and finished appearance. All of these factors combine to insure the landscaping will minimize the appearance of bulk.

ENCROACHMENT AGREEMENT PERMIT

The Planning Commission recommends approval of an encroachment agreement based on the following findings:

A. The proposed encroachment is compatible with the surrounding area and will either improve or not significantly diminish visual or physical public enjoyment of the streetscape upon which the encroachment is proposed.

Improvements in the Bridgeway frontage would include accessible sidewalks and ADA compliant van accessible parallel parking space, entry walkways, a 24-foot driveway, a handicapped access ramp from the sidewalk to the building frontage, two drainage retention basins, a trash pickup staging area, an electrical transformer box and landscaping. All improvements will preserve the public use of the right-of-way while providing appropriate pedestrian and vehicular access to the property and operation of the residential development.

Two ingress/egress stairways required for site access for emergency services would extend off-site to the proposed Filbert Avenue sidewalk. Sidewalk improvements on Filbert Avenue would extend north past the adjacent lot (1763 Bridgeway) to tie into an existing sidewalk that leads downhill to Easterby Street.

The new accessible sidewalk, planters, grasses, shrubs, trees and decorative patterned pavement will provide an attractive front yard environment along Bridgeway for passersby.

B. The encroachment will not adversely affect the usability or enjoyment of adjoining parcels nor create or extend an undesirable land use precedent.

Encroachments would include accessible sidewalks, an ADA compliant van accessible parallel parking space, handicapped access ramp from the sidewalk to the building frontage, two landscaped site drainage retention basins, a trash pickup staging area and electrical transformer box and landscaping. Two ingress/egress stairways required for site access for emergency services would extend off-site to the proposed Filbert Avenue sidewalk. Sidewalk improvements on Filbert Avenue would extend north past the adjacent lot (1763 Bridgeway) to tie into an existing sidewalk that leads downhill to Easterby Street. None of the proposed improvements will conflict with access to, or usability of, adjoining properties.

All improvements are necessary to ensure appropriate pedestrian and vehicular access to the property and operation of the residential development, are in keeping with improvements permitted for surrounding residential property and will not result in an undesirable land use precedent.

C. The encroachment is necessary to the reasonable use and enjoyment of the property and the extent of the encroachment is justifiable.

The subject site is zoned for high-density residential use and is identified as a building site in the adopted Housing Element with 19 residential units. The proposed project includes development of the anticipated 19 residential condominiums in two structures and associated site improvements. To support the proposed development the applicant has proposed the installation of new code compliant sidewalks on both frontages, an ADA van accessible parallel parking space, as well as encroachments for pedestrian and vehicular access, utilities, trash pick-up and landscaping. All improvements are necessary to support both public safety and the reasonable

use and enjoyment of the property and support the anticipated residential development of this site.

D. The proposed encroachment will not adversely affect the public circulation nor create or constitute a hazard to public safety.

Improvements in the Bridgeway frontage would include a code compliant sidewalks on both frontages, an ADA van accessible parallel parking space, entry walkways, a 24-foot driveway, a handicapped access ramp from the sidewalk to the building frontage, two site drainage retention basins, a trash pickup staging area and electrical transformer box and landscaping. All improvements are necessary to insure appropriate and safe pedestrian and vehicular access past and onto the property and for operation of the residential development. Two ingress/egress stairways are required for site access and for emergency services which would extend off-site to the proposed Filbert Avenue sidewalk. Sidewalk improvements on Filbert Avenue would extend north past the adjacent lot (1763 Bridgeway) to tie into an existing sidewalk that leads downhill to Easterby Street. All new accessible sidewalks, particularly the improvements on Filbert Avenue, will improve public circulation and safety.

A traffic impact assessment of the project was prepared by Parametrix in conformance with current government regulations for evaluation of a project's potential vehicular and circulation impacts. Based on this study, Parametrix concluded that the project would have a less-than-significant impact on Level of Service (LOS) at nearby intersections, and less than significant impact on Vehicle Miles Traveled (VMT)

E. The value of the proposed improvements will not prejudice a policy decision to terminate the encroachment nor preclude or make difficult the establishment or improvement of streets or pedestrian ways.

The front lot line on Bridgeway is set back from the improved roadway by approximately 39 feet, and the lot line abutting Filbert (above) is set back from the paved roadway by approximately 19 feet. Improvements in the Bridgeway frontage would include a new code compliant sidewalk, ADA compliant van accessible parallel parking space, entry walkways, a 24-foot driveway, a handicapped access ramp from the sidewalk to the building frontage, two drainage retention basins, a trash pickup staging area and electrical transformer box and landscaping. Improvements in Filbert Avenue include pedestrian stairways and an accessible code compliant sidewalk. All encroachments are accessory to the proposed development and may be altered if needed. Both streets are currently improved and there are no pending plans for additional public improvements. However, due to the depth of the right-of-way not currently utilized as part of the roadway or for pedestrian sidewalks, adequate areas exist to permit some additional roadway or sidewalk improvements while maintaining adequate access to the site.

TREE REMOVAL PERMIT REQUEST

The Planning Commission may grant approval or denial of the Tree Removal Permit based on the following findings:

B. Criteria for Grant or Denial of Application for Removal or Alteration of Protected Trees.

- 1. In order to grant a tree removal or alteration permit, it must be determined that removal or alteration is necessary in order to accomplish any one of the following objectives:***

- a. To ensure the public safety as it relates to the health of the tree, potential hazard to life or property, proximity to existing or proposed structures, and interference with utilities or sewers;***
- b. To allow reasonable enjoyment of the property, including sunlight, and the right to develop the property;***
- c. To take reasonable advantage of views;***
- d. To pursue good, professional practices of forestry or landscape design.***

To achieve the proposed project, the applicant has proposed to remove all tree located on the site and in the adjacent rights-of-way. The subject site is zoned R-3, is intended for high density residential development and identified as a development site in the adopted Housing Element with a 19-unit density. Removal of all trees on site is necessary to ensure the reasonable development of the site at the density permitted. As shown in the arborists Table (Sheet L5.1) and based solely on their D.B.A, there are eight (8) Heritage sized trees and seventeen (17) Protected Trees on the two subject lots and adjacent rights-of-way. However, based on the identified tree species staff has identified four (4) desirable or native, protected or heritage-sized trees in the project area. The remaining trees include fourteen (14) domestic fruit trees of varying species (apple, plum avocado, loquat), and seven (7) are overgrown shrubs and small trees (Privett, New Zealand Cabbage Tree, Ceanothus). A robust landscape plan is proposed to revegetate the site and includes the planting of 12 replacement trees around the project site which would equate to a three to one (3-1) replacement plan.

2. In order to grant a tree removal permit, it must be determined that one of the following conditions is satisfied:

- a. The tree to be removed will be replaced by a desirable tree; or***
- b. The applicant is required to pay a tree replacement fee in the amount established by City Council resolution; or***
- c. The Planning Commission waives the requirements in subsections (B)(2)(a) and (b) of this section based on information provided by the applicant/owner.***

The proposed landscape plan includes 12 desirable replacement trees around the project site representing a replacement ratio of 3-1 for the four identified desirable and/or heritage sized trees that are not overgrown shrubs and fruit trees.

3. A finding of any one of the following is grounds for denial, regardless of the finding in subsection (B)(2)(a) of this section:

- a. Removal of a healthy tree of a desired species can be avoided by:***
 - i. Reasonable redesign of the site plan, prior to construction;***
 - ii. Thinning to reduce density, e.g., open windows;***
 - iii. Shaping to reduce height or spread, using thinning cuts only (drop crotch);***
 - iv. Heading or topping – this is the least preferable method, due to the tree’s health and appearance and cost of maintenance.***
- b. Adequate provisions for drainage, erosion control, land stability, windscreen, visual screening, privacy and for restoration of ground cover and/or other foliage damaged***

by the tree work have not been made in situations where such problems are anticipated as a result of the removal or alteration.

c. The tree to be removed is a member of a group of trees in which each tree is dependent upon the others for survival.

d. The value of the tree to the neighborhood is greater than its inconvenience to the owner. The effects on visual, auditory, and wind screening, privacy and neighboring vegetation must be considered.

e. The need for protection of privacy for the property on which the tree is located and/or for adjacent properties.

None of the above findings can be made and the proposed tree removal permit may be approved. Based on the permitted density, resulting site design, and project compliance with objective standards for development of the proposed housing site, the preservation of trees could not be achieved by reasonable or modest redesign of the proposed structure and site improvements. Based on review of all information provided in the plans and associated documents, the proposed project development will include adequate provision for drainage, erosion control, land stability, screening, privacy and restoration of ground cover. Tree species listed for removal from the project site do not include a member of a group of trees in which each tree is dependent on the others for survival.

VESTING TENTATIVE MAP

Subdivision Map Act (Government Code Section 66474) requires denial of a Tentative Map if the governing body makes any of the following findings:

- (a) That the proposed map is not consistent with applicable general and specific plans as specified in Section 65451.
- (b) That the design or improvement of the proposed subdivision is not consistent with applicable general and specific plans.
- (c) That the site is not physically suited to the development.
- (d) That the site is not physically suited to the proposed density of the development.
- (e) That the design of the subdivision or type of improvements are likely to cause substantial environmental damage or substantially and avoidably injure fish or wildlife or their habitat, except as authorized under Government Code 66474.01.
- (f) That the design of the subdivision or the type of improvements is likely to cause public health problems.
- (g) That the design of the subdivision or type of improvements will conflict with easements, acquired by the public at large, for access through, or use of, property within the proposed subdivision. In this connection, the governing body may approve a map if it finds that alternate easements, for access or for use, will be provided, and that these will be substantially equivalent to ones previously acquired by the public. This subdivision shall apply only to easements of record or to easements established by judgment of a court or competent jurisdiction and no authority is hereby granted to a legislative body to determine that the public at large has acquired easements for access through or use of property within the proposed subdivision.

The proposed project including the Vesting Tentative Map proposing 19 condominium units in two separate buildings, as well as the design and improvement of the proposed subdivision is consistent with the Sausalito General Plan and adopted Housing Element. As demonstrated in the findings for approval above, the adopted Housing Element, and the project plans and materials, the site is physically suited to the development and the proposed 19-unit density. As detailed in the Initial Study and adopted Mitigated Negative Declaration the proposed project and Vesting Tentative Map for a 19-unit condominium subdivision, subject to compliance with adopted mitigation measures, will not result in any significant impacts in the environment, injure fish or wildlife or their habitat or result in any public health problems. The design of the subdivision and the improvements proposed will not cause substantial environmental damage. The subject site is not encumbered with any easement for the public at large for access through, or use of, the property within the proposed subdivision. Accordingly, none of the findings requiring denial of the Vesting Tentative Map are applicable.

**SAUSALITO PLANNING COMMISSION
RESOLUTION NO. 2025-16
MAY 28, 2025
1755 BRIDGEWAY - APN: 064-151-02 AND 064-151-03
DR/HDR/EA/VTM 2018-00413**

**EXHIBIT 2:
CONDITIONS OF APPROVAL**

These conditions apply to the project at 1755 Bridgeway depicted on plans titled "Bridgeway Commons 1755 Bridgeway, Sausalito – Planning Application Resubmittal May 4, 2022", revised plan sheet A0.10 Permeability Diagram 2 also prepared by BDE Architecture received July 18, 2024, and Civil Plans prepared by ILS Associates Inc. incorporated into the project plans referenced above (Attachment 3).

Community Development Department

General Items:

1. Pursuant to Sausalito Municipal Code Section 10.50.120 (Implementation of Permits), it shall be the Applicant's responsibility to diligently proceed to carry out the Conditions of Approval and implement any approved permit(s). This shall include establishing the approved use/implementing the permit(s) within the time limits set forth by the applicable code. Extensions to approved permits may be sought pursuant to SMC 10.50.140.
2. As part of the Building Permit application, all final Conditions of Approval shall be restated on the construction drawings and the applicant shall thoroughly and accurately document in writing compliance with each Condition of Approval at the time of Building Permit application and any other subsequent submittals.
3. The project shall be designed and constructed as shown in the set of plans titled "Bridgeway Commons 1755 Bridgeway, Sausalito – Planning Application Resubmittal May 4, 2022", prepared by BDE Architecture and received stamped May 13, 2022, and revised plan sheet A0.10 Permeability Diagram 2 also prepared by BDE Architecture and received July 18, 2024, and Civil Plans prepared by ILS Associates Inc. incorporated into the project plans referenced above (Attachment 3), subject to the following:

The applicant shall propose modification to the approved plans, for review and approval by the Community and Economic Development Director, that will increase articulation and improve upon materials and color selection to decrease the appearance of building bulk. Additionally, the applicant shall modify on-site parking designations in the central courtyard to provide on-site guest parking space(s). The Community Development staff shall respond to the proposed modifications within 30 days, otherwise no modification to the project design or color selection shall be required. Further, Pursuant to SMC 10.50.180.B, the Community Development Director is authorized to administratively approve minor modifications to the approved plans.

4. The Applicant shall comply with all listed mitigation measures in the Mitigated Negative Declaration and in the Mitigated Monitoring and Reporting Program prepared by Ascent Environmental, dated May 2025, during all phases of the project. The Mitigation Measure(s), including the Reporting/Monitoring Program, adopted for Project No. DR/HDR/EA/HTR/VTM

18-00413 are incorporated by referenced as if fully set forth herein. The Applicant is responsible for demonstrating compliance with each mitigation and providing the Community Development Department with updates on compliance activities as requested.

5. To the fullest extent permitted by law, the Applicant/Property Owner shall defend, indemnify (including reimbursement of all attorneys' fees and costs incurred by the City), and hold harmless the City and its elected and appointed officials, officers, agents and employees, from and against any and all liability, loss, claim, damage, or expense (including without limitation attorneys' fees), which may arise out of or concern any City permit decision or approval related to the project, including without limitation, challenges to project approvals or permits under the California Environmental Quality Act, and any and all liability, loss, claim, damage, or expense (including without limitation attorneys' fees), which may arise out of Applicant's construction of the project. This indemnity requirement shall be interpreted consistent with any limitations in Government Code 66474.9.
6. In the event that any condition imposing a fee, exaction, dedication, or mitigation measure is challenged by the project sponsors in an action filed in a court of law or threatened to be filed therein which action is brought within the time period provided by law, this approval shall be suspended pending dismissal or final resolution of such action. If any condition is invalidated by a court of law, the entire project shall be subject to review by the City and substitute conditions may be imposed.
7. Prior to issuance of a building permit, the applicants shall reimburse the City for any unpaid costs associated with the project, including work done by consultants.
8. The light source for all exterior lighting fixtures shall be shielded from adjacent properties. Lighting shall be designed to focus the light on to only the areas necessary to be illuminated and minimize overflow of lighting off-site.
9. At the time of building permit application, the applicant shall file a reasonable estimate of the value of the project, and based thereon, a construction time limit shall be established for the project in accordance with the criteria set forth in Sausalito Municipal Code Section 10.54.100. The applicant shall submit information reasonably requested by the Community Development Director to support the estimated value of the project. Such documentation may include without limitation an executed construction contract. The time for completion of the construction shall also be indicated on the construction permit.
10. In accordance with the SMC Section 10.40.130 and Health and Safety Code Section 17929(a)(2), the four dedicated moderate income units proposed for the subject development shall be of equivalent design and quality as market rate units and shall be disbursed throughout the residential complex and shall not be isolated and grouped together within either structure on a specific floor or an area of a specific floor. Moderate income units shall be disbursed throughout the development in both structures and shall be provided in the following amounts:

 - 1 (One) – Single bedroom unit.
 - 2 (Two) – Two-bedroom units.
 - 1 (One) – Three Bedroom unit.
 - 4 Total Units
11. The placement, square footage and bedroom count for all four moderate income units shall be clearly identified on the submitted construction plans filed for building permits.

12. Prior to issuance of a building permit, the applicant shall record, in a form approved by the City Attorney, an agreement requiring the purpose of the four moderate income units by one of following, as required by Government Code 65915(c)(2):
- (i) The unit is initially sold to and occupied by a person or family of moderate income, as required, and it is offered at an affordable housing cost, as that cost is defined in Section 50052.5 of the Health and Safety Code and is subject to an equity sharing agreement incorporating the requirements of Government Code 65915(c)(2)(C).
 - (ii) If the unit is not purchased by an income-qualified person or family within 180 days after the issuance of the certificate of occupancy, the unit is purchased by a qualified nonprofit housing corporation that meets all of the following requirements pursuant to a recorded contract that satisfies all of the requirements specified in paragraph (10) of subdivision (a) of Section 402.1 of the Revenue and Taxation Code.
13. As part of the building permit application, the applicant shall include a Construction Management Plan within the set of construction drawings. Said construction management plans shall include contact information for the general contractor and site superintendent, phasing and staging areas for equipment and materials, flagging/road/ closure procedures, where employees will park to not overwhelm the surrounding neighborhood, and other information as requested by the Community and Economic Development Director.

Department of Public Works

General Items

14. Prior to issuance of a Building Permit the Developer's architect or civil engineer shall submit as applicable sealed site improvement plans, grading and drainage plans, public improvement plans and utility plans for review and approval by the Department of Public Works.
15. Third party peer reviews shall be required as determined by the City Engineer or authorized designee. Such review shall be performed at the Developer's expense and may include the review of the final soils report, grading, hydrology, structural, lot closure calculations, Tentative Map, Final Map, improvement plans, erosion control plans, post construction pollution prevention plans, field inspections of permitted work. Developer shall submit a deposit to the City prior to review as provided for in the Master Fee Schedule in effect at the time of complete application.
16. An approval granted by the Engineering Division of the Department of Public Works does not constitute a building permit or authorization for construction. Appropriate construction permit(s) issued by the Building Division must be obtained prior to construction.
17. Pursuant to Municipal Code Chapter 8.54, applicants shall submit a Recycling Management Plan to the Community Development Department prior to the issuance of any Building Permits, unless the requirement is waived pursuant to Section 8.54.050.

Grading / Geotechnical Items

18. The project shall adhere to all recommendations in the Report Geotechnical Investigation, prepared by Earth systems Pacific, dated November 6, 2018.

19. Prior to final inspection, the project geotechnical engineer shall prepare a letter on its letter head, stamped and wet signed, stating that construction was in conformance with the project geotechnical report.
20. No grading or excavation operations shall occur between October 15 and April 1 without the written approval of the City Engineer. The project excavation, construction of the main retaining walls and associated appurtenant features shall commence no later than August 1 of the dry season. The project excavation, construction of the main retaining walls and associated appurtenant features shall commence and conclude within a single dry season.
21. Prior to final approval, as-built plans shall be signed by the project geotechnical engineer to attest installation for all facilities constructed for public use and operation, and which shall also show the foundation elevation at each building corner, subsurface drains, cleanouts, retaining walls, drainage facilities and utilities. The plans shall be prepared by a registered civil engineer and are subject to the review and approval of authorized City staff. A copy of the approved As-Built Plans shall be given to the City.
22. Prior to issuance of a Building Permit, bonds shall be required by the City to ensure that sufficient funds are held in reserve to stabilize project slopes in case of an unforeseen halt in construction. The bonds shall be the full amount to ensure completion of the project foundations, retaining walls, grading, drainage, costs to install and maintain erosion and sediment controls, costs to make the site safe from landslide and other geologic and natural risk factors, and for implementing pollution prevention best management practices during the course of construction.

The bond amounts shall be based upon submitted construction estimates prepared by the developer's architect, civil engineer or contractor. Release of bonds shall be contingent upon completion of approved foundations and retaining walls and submittal of certification statements that the structures are in the position and elevation as approved by the City as well as the project geotechnical engineer's statement regarding conformance to recommendations including disclosure of substantial deviations which are subject to the review and approval of the City Engineer.

The Bond underwriter shall be licensed to do business in the State of California and have a Best's rating of not less than A: VII. A Cash Bond or Letter of Credit from a Financial Institution approved by the City may be submitted in-lieu of a Bond. Other assurance forms will be considered subject to a research fee comprised of actual staff costs.

23. Grading permits shall be obtained from DPW for earthwork of 50 cubic yards or more.
24. Prior to issuance of a Grading Permit, the applicant shall provide proof that the adjacent property owners have been notified a minimum of 30 days prior to beginning excavation to give them the opportunity to perform underpinning and other work they deem necessary.

Drainage Items

25. Applicant shall ensure adequate best management practices (BMPs) are used during construction activity to prevent runoff from the project site. This includes appropriate erosion and sediment controls and pollution prevention practices as determined by the City Engineer. Erosion control BMPs may include, but are not limited to, scheduling and timing of grading activities, timely re-vegetation of graded areas, the use of hydroseed and hydraulic mulches, and installation of erosion control blankets. Sediment control

may include properly sized detention basins, dams, or filters to reduce entry of suspended sediment into the storm drain system and watercourses, and installation of construction entrances to prevent tracking of sediment onto adjacent streets. Pollution prevention practices may include: designated washout areas or facilities, control of trash and recycled materials, covering of materials stored on-site, and proper location of and maintenance of temporary sanitary facilities. The combination of BMPs used, and their execution in the field, must be customized to the site using up-to-date standards and practices.

26. All permitted project storm drain inlets and catch basins located within the public right of way shall be imprinted with "No Dumping, Drains into the Bay" using thermoplastic or permanently embossed into the facility.
27. All catch basins or drainage inlets located within the public right of way shall be installed with bicycle proof grates.
28. Commercial, industrial, high-density residential, mixed urban, and public transportation station properties and projects are subject to the County's Municipal Pollutant Discharge Elimination System (NPDES) permit, including removal of trash with a size of five millimeters or greater out of runoff before it reaches a public storm drain system. Permit plans shall include the installation of Certified Trash Full Capture Systems that meet State and County Standards. In addition, an operation and maintenance plan (O&M plan), subject to the review and approval of the Department of Public Works, shall be recorded and implemented to ensure long term maintenance of these systems in conformance with the standards of the State and County.
29. A Storm Water Control Plan and Operations and Management Plan is required per SMC 11.17.050(4)(a) Discharge Regulations and Requirements- Permanent Storm Water Controls for New and Redevelopment. The applicant shall refer to the BASMAA Post Construction Manual which you can access at the County's website for post-construction stormwater management requirements, publications and resources at:

<https://secureservercdn.net/198.71.233.106/hx9.6b8.myftpupload.com/wp-content/uploads/2020/09/basmaa-postconstruction-manual.pdf>

Direction for this is in Appendix D of the BASMAA manual, Stormwater Control Plans for Regulated Projects. The applicant shall file a completed Appendix D and file with the building permit submittal. Plan details shall show all runoff from impervious areas are either dispersed to landscaping or routed to a properly designed low impact development (LID) treatment facility.

Right of Way Items

30. Pursuant to Section 10.54.090 of the Sausalito Municipal Code, any project that involves "any increase in floor area, addition of bedroom or bathrooms, addition of dwelling units, substantial reconstruction of dwelling units, or partial reconstruction of dwelling units the value of which exceeds 10 percent of the valuation of the existing improvements, adjoining rights-of-way shall be improved to City standards, per the discretion of the City Engineer. Improvements may include but not be limited to curb, gutter, sidewalk, street and alley paving, street trees, street signs, shoulder parking improvements, streetlights, and all required utilities. Existing improvements which are damaged and/or hazardous to the public safety must also be corrected."
31. Prior to issuance of the Certificate of Occupancy/final inspection signoff, the applicant shall complete all necessary public improvements subject to the approval of the City Engineer.

32. Applicant shall repair or replace, at no expense to the City, damage to public facilities that results from applicant's construction activities. Applicants are advised that applicant's contractor shall save and protect all existing facilities not designated for removal or modification within the public right of way.
33. Emergency vehicle access and access to adjacent properties shall be maintained at all times throughout the duration of this project.
34. An encroachment permit shall be obtained from the DPW prior to using the public right of way for non-public purposes (e.g., material storage, construction, staging or demolition) including any and all construction and demolition activities. Encroachment submittal information can be found here: <https://www.sausalito.gov/departments/public-works/engineering-division/encroachment-permits>.
35. Applicant shall ensure that construction materials, equipment, vehicles, and properly-permitted debris boxes are not placed in a manner that poses a traffic hazard, and is placed to minimize obstruction of roads and gutters, and is equipped with reflectors or lighting to ensure visibility at night and in inclement weather (if placed in the public right of way), and is maintained in a clean and safe condition, and not maintained in a manner that becomes a nuisance to the neighborhood. Debris boxes shall be emptied on a regular basis, or as directed by the City. Material stockpiles & debris boxes shall be covered when not being accessed or filled to prevent dust or liquid from being released to the environment. Construction materials, equipment, vehicles, and debris boxes shall be placed in the public right of way only after securing an encroachment permit.
36. Improvements within the public right of way shall conform to the latest version of Cities and County of Marin "Uniform Construction Standards," available online at: <https://publicworks.marincounty.org/documents/2018-marin-county-uniform-construction-standards/>

Final Map

37. As part of submission of any final map, Applicant shall submit evidence that 5' sewer and drainage easements have been quit claimed as depicted in the tentative map and any other proposed sewer and drainage easements have been granted. The final map shall show center lines, ground and grade elevations of all sanitary and storm sewers, gas and water lines, and other improvements in the subdivision. All elevations shall be referred to mean sea level datum, as established by the United States Coast and Geodetic Survey, or to elevations or bench marks as established by the City Engineer.

Advisory Notes

Advisory notes are provided to inform the applicant of Sausalito Municipal Code requirements, and requirements imposed by other agencies. These requirements include, but are not limited to, the items listed below.

- a. Pursuant to Municipal Code Chapter 11.17, dumping of residues from washing of painting tools, concrete trucks and pumps, rock, sand, dirt, agricultural waste, or any other materials discharged into the City storm drain system that is not composed entirely of storm water is prohibited. Liability for any such discharge shall be the responsibility of

person(s) causing or responsible for the discharge. Violations constitute a misdemeanor in accordance with Section 11.17.060.B.

- b. Pursuant to Municipal Code Section 12.16.140, the operation of construction, demolition, excavation, alteration, or repair devices and equipment within all residential zones and areas within a 500-foot radius of residential zones shall only take place during the following hours:

Weekdays – Between 8:00 a.m. and 6:00 p.m.

Saturdays – Between 9:00 a.m. and 5:00 p.m.

Sundays – Prohibited

Holidays officially recognized by the City of Sausalito not including Sundays – Prohibited

Homeowners currently residing on the property and other legal residents may operate the equipment themselves on Sundays and City holidays between 9:00 a.m. and 6:00 p.m.

- c. Pursuant to City of Sausalito Resolution 5116, roadway and subdivision improvements shall comply with the latest Uniform Construction Standards All Cities and County of Marin and as may be modified by the City Engineer.

**SAUSALITO PLANNING COMMISSION
RESOLUTION NO. 2025-16
MAY 28, 2025
1755 BRIDGEWAY - APN: 064-151-02 AND 064-151-03
DR/HDR/EA/VTM 2018-00413**

**EXHIBIT 3:
PROJECT PLANS**

BRIDGEWAY COMMONS

1755 BRIDGEWAY, SAUSALITO

PLANNING APPLICATION RESUBMITTAL
MAY 4, 2022



BDE
ARCHITECTURE

RECEIVED
CITY OF SAUSALITO
MAY 13 2022
DEPARTMENT OF
PUBLIC WORKS

DWELLING UNIT & BUILDING STATISTICS												
CONSTRUCTION TYPE:			TYPE V OVER TYPE I							BUILDING 1 - BRIDGEWAY		
FLOORS:			2 WOOD OVER 1 CONCRETE									
UNIT TYPE	NAME	DESCRIB	Unit Net Rentable					Unit	Rentable Area			
			1ST	2ND	3RD	4TH	5TH	Total	by Type			
2 BEDROOM	B1.0	2 BDRM/ 2 BATH	1,179	1				1	8%	1,179		
	B1.1	2 BDRM/ 2 BATH	1,179		1			1	8%	1,179		
	B2.0	2 BDRM/ 2 BATH	1,042	1				1	8%	1,042		
	B2.1	2 BDRM/ 2 BATH	1,042		1			1	8%	1,042		
	B3.0	2 BDRM/ 2 BATH	1,142	1				1	8%	1,142		
	B3.1	2 BDRM/ 2 BATH	1,142		1			1	8%	1,142		
	B4.0	2 BDRM/ 2 BATH	1,061	1				1	8%	1,061		
	B4.1	2 BDRM/ 2 BATH	1,061		1			1	8%	1,061		
	B5.0	2 BDRM/ 2 BATH	1,080	1				1	8%	1,080		
B5.1	2 BDRM/ 2 BATH	1,080		1			1	8%	1,080			
2 BDRM SUB-TOTAL				5	5	0	0	10	77%	11,008		
3 BEDROOM	C1.0	3 BDRM/ 2 BATH	1,513					0	0%	0		
	C2.0	3 BDRM/ 2 BATH	1,419			1		1	8%	1,419		
	C3.0	3 BDRM/ 2 BATH	1,863			1		1	8%	1,863		
	C4.0	3 BDRM/ 2 BATH	2,221				1	1	8%	2,221		
3 BDRM SUB-TOTAL				0	0	3	0	3	23%	5,503		
TOTAL UNITS			Avg SqFt	1,270	5	5	3	0	13	100%	16,511	
Net rentable residential area is measured center of demising wall, ext face of stud of ext wall, ext face of stud of corridor wall, excl decks												
Net rentable Residential by floor (excl decks)					5,504	5,504	5,503	0	16,511			
Gross area by floor (footprint minus net rentable, excl decks)				658	122	122	123	0	367			
Common Space/Circulation												
Utilities				651	0	0	0					0
Garage				1,244	40	40	40					120
				6,809	0	0	0					0
Total Gross				9,362	5,666	5,666	5,666	0				16,998

CONSTRUCTION TYPE:			TYPE V OVER TYPE I								BUILDING 2 - FILBERT		
FLOORS:			3 WOOD OVER 2 CONCRETE										
UNIT TYPE	NAME	DESCRIB	Unit Net Rentable					Unit	Rentable Area				
			1ST	2ND	3RD	4TH	5TH	Total	by Type				
1 BEDROOM	A1.0	1 BDRM/ BATH	891		1			1	17%	891			
	A1.1	1 BDRM/ BATH	883			1	1	2	33%	1,766			
1 BDRM SUB-TOTAL				0	1	1	1	3	50%	2,657			
2 BEDROOM	B6.0	2 BDRM/ 2 BATH	1,186		1			1	17%	1,186			
	2 BDRM SUB-TOTAL			0	1	0	0	1	17%	1,186			
3 BEDROOM	C1.0	3 BDRM/ 2 BATH	1,513			1	1	2	33%	3,026			
	3 BDRM SUB-TOTAL			0	0	1	1	2	33%	3,026			
TOTAL UNITS			Avg SqFt	1,145	0	2	2	2	6	100%	6,869		
Net rentable residential area is measured center of demising wall, ext face of stud of ext wall, ext face of stud of corridor wall, excl decks													
Rentable Residential by floor (excl decks)					0	2,077	2,396	2,396	6,869				
Gross area by floor (footprint minus net rentable, excl decks)					0	422	248	232	232	1,134			
Common Space/Circulation													
Utilities					224	410	107	107			848		
Garage					715						715		
Total Gross					1,858						1,858		
					0	3,219	2,735	2,735	2,735		11,424		

CONSTRUCTION TYPE:				MIXED CONSTRUCTION TYPE							ALL BUILDINGS					
FLOORS:																
UNIT TYPE	NAME	DESCRIB	Unit Net Rentable					Unit	Rentable Area							
				1ST	2ND	3RD	4TH	5TH	Total	by Type						
1 BEDROOM	A1.0	1 BDRM/ BATH	891		-	1	-	-	1	5%	891					
	A1.1	1 BDRM/ BATH	883		-	-	1	1	2	11%	1,766					
1 BDRM SUB-TOTAL					0	1	1	1	3	16%	2,657					
2 BEDROOM	B1.0	2 BDRM/ 2 BATH	1,179		1	-	-	-	1	5%	1,179					
	B1.1	2 BDRM/ 2 BATH	1,179		1	-	-	-	1	5%	1,179					
	B2.0	2 BDRM/ 2 BATH	1,042		1	-	-	-	1	5%	1,042					
	B2.1	2 BDRM/ 2 BATH	1,042		-	1	-	-	1	5%	1,042					
	B3.0	2 BDRM/ 2 BATH	1,142		1	-	-	-	1	5%	1,142					
	B3.1	2 BDRM/ 2 BATH	1,142		-	1	-	-	1	5%	1,142					
	B4.0	2 BDRM/ 2 BATH	1,061		1	-	-	-	1	5%	1,061					
	B4.1	2 BDRM/ 2 BATH	1,061		-	1	-	-	1	5%	1,061					
	B5.0	2 BDRM/ 2 BATH	1,080		1	-	-	-	1	5%	1,080					
B5.1	2 BDRM/ 2 BATH	1,080		-	1	-	-	1	5%	1,080						
B6.0	2 BDRM/ 2 BATH	1,186		-	1	-	-	1	5%	1,186						
2 BDRM SUB-TOTAL					5	6	0	0	11	58%	12,194					
3 BEDROOM	C1.0	3 BDRM/ 2 BATH	1,513		-	-	1	1	2	11%	3,026					
	C2.0	3 BDRM/ 2 BATH	1,419		-	-	1	-	1	5%	1,419					
	C3.0	3 BDRM/ 2 BATH	1,863		-	-	1	-	1	5%	1,863					
	C4.0	3 BDRM/ 2 BATH	2,221		-	-	1	-	1	5%	2,221					
3 BDRM SUB-TOTAL					0	0	4	1	5	26%	8,529					
TOTAL UNITS			Avg SqFt	1,231	5	7	5	2	19	100%	23,380					
Net rentable residential area is measured center of demising wall, ext face of stud of ext wall, ext face of stud of corridor wall, excl decks																
Rentable Residential by floor (excl decks)									5,504	7,581	7,899	2,396	23,380			
Gross area by floor (footprint minus net rentable, excl decks)									658	544	370	355	232	1,501		
Common Space/Circulation				651	224	410	107	107				848				
Utilities			1,244	755	40	40	0				835					
Garage			6,809	1,858	0	0	0				1,858					
Total Gross			9,362	8,885	8,401	8,401	2,735				28,422					

PROJECT DATA											
PROJECT ZONING R-3 RESIDENTIAL MULTI-FAMILY HOUSING											
PARKING SUMMARY TOTAL OF 35 SPACES PROVIDED AT LEVEL 1-GARAGE: 23 REGULAR PARKING SPACES AT 9'X19' 1 ADA SPACES AT 9'X19'											
AT LEVEL 2 - ON GROUND: 2 REGULAR SPACE 1 ADA SPACE AT LEVEL 2 - PERSONAL GARAGES: 7 SPACES IN TANDEM INDIVIDUAL GARAGES 10'X39' 1 ADA GARAGE AT 14'X20'											
UNIT DENSITY CALCULATION (Per Sausalito Planning Code) 16 UNITS ON SITE OF 25,461 SF 1 DWELLING UNIT PER 1,500 SF ALLOWED 25,461/1,500 SF = 16 UNITS UNIT DENSITY INCREASE PER STATE DENSITY BONUS: 19 UNITS											
BICYCLE PARKING INSIDE BUILDING REQUIRED: 6 MINIMUM (4 PER 20 CARS) PROPOSED: 24 LONG TERM STORAGE BICYCLE PARKING SPACES											
MAIL BOXES ALL USPS MAIL BOXES ARE TO BE ADA ACCESSIBLE											

DATUM											
1. HORIZONTAL DATUM IS BASED UPON RECORD DATA AND 2014 RS 114.											
2. VERTICAL DATUM IS MLLW SAUSALITO AND IS BASED UPON 2" BRASS DISK LOCATED 400± NORTH-WESTERLY OF THE MOST NORTHERLY PROPERTY CORNER OF THE PROJECT SITE ALONG BRIDGEWAY, BEING BENCHMARK RM-16 SAUSALITO ELEV. -33.76.											
3. CONTOUR INTERVAL IS 2'.											
4. TOPOGRAPHIC INFORMATION ON 1745 & 1757 BRIDGEWAY PARCELS IS FROM TOPOGRAPHIC SURVEY BY ILS ASSOCIATES, INC.											
CUT & FILL CALCULATIONS											
CUT = 5,200 CUBIC YARDS FILL = 110 CUBIC YARDS * SEE CIVIL DRAWINGS FOR ADDITIONAL INFORMATION											

APPLICABLE CODES											
2019 CALIFORNIA BUILDING CODE & AMENDMENTS (CBC) 2019 CALIFORNIA MECHANICAL CODE & AMENDMENTS (CMC) 2019 CALIFORNIA PLUMBING CODE & AMENDMENTS (CPC) 2019 CALIFORNIA ELECTRICAL CODE & AMENDMENTS (CEC) 2019 CALIFORNIA ENERGY CODE 2019 CALIFORNIA FIRE CODE & AMENDMENTS (CFC) 2019 CALIFORNIA GREEN BUILDING STANDARDS CODE 2019 CALIFORNIA BUILDING CODE CHAPTER 11A 2019 CALIFORNIA BUILDING CODE CHAPTER 11B 2019 NFPA 13 2019 NFPA 14 2019 NFPA 72											
100% OF UNITS SHALL BE ADAPTABLE, PER CBC 2019 CH 11A. ALL COMMON USE AREAS SHALL BE ACCESSIBLE PER CBC 2019 CH 11A. ALL PUBLIC AREAS SHALL BE ACCESSIBLE PER CBC 2019 CH 11B.											
-CODES USED WILL BE CODES APPLICABLE AT THE TIME											

PROJECT DATA			
ITEM	ALLOWED	EXISTING	PROPOSED
APN: 064 - 151 - 02			
APN: 064 - 151 - 03			
PARCEL AREA	N/A	25,461 SF	25,461 SF
NUMBER OF DWELLING UNITS (SDB**)	19 UNITS	5 UNITS TO BE DEMO'D	19 UNITS, SDB
PARCEL AREA/DWELLING (SMC*)	SITE AREA/1,500 SF @ R-3	N/A	16 UNITS SF
YARD SETBACKS: (SEE A0.12 FOR CALCULATIONS)			
F.Y. SETBACK	0'-0"	N/A	0'-0" & 15'-0"
R.Y. SETBACK	15'-0"	0'-0"	15'-0"
S.Y. SETBACK (EAST) @ BRIDGEWAY	5'-0" MIN SIDE YD. SETBK.	13'-0"	11'-0"
S.Y. SETBACK (EAST) @ FILBERT			7'-0"
S.Y. SETBACK (WEST) @ BRIDGEWAY	5'*(L - 40')/5' = S.Y. STBK	2'-0"	11'-0"
S.Y. SETBACK (WEST) @ FILBERT			8'-0"
BUILDING HEIGHT			
BRIDGEWAY - BUILDING 1	GREATER THAN 10° UP/DOWN HILL	N/A	38'-9"
FILBERT - BUILDING 2			34'-11"
*HEIGHT IDENTIFICATION DIAGRAMS CAN BE FOUND ON A0.15 & A3.00 SHEETS. DETAIL 2/A0.15 IDENTIFIES LOW AND HIGH NATURAL GRADE MARKERS			
BUILDING COVERAGE:			
AREA COVERED	12,731 SF	4,803 SF	11,783 SF
PERCENT OF PARCEL	50.0% MAX	18.9%	46.0%
BUILDING COVERAGE - SINGLE UNIT LIMITATION:			
AREA COVERED	8,911 SF	N/A	1,131 SF
PERCENT OF PARCEL	35.0% MAX	N/A	12.7%
IMPERVIOUS SURFACE:			
AREA COVERED	19,096 SF	7,612 SF	19,090 SF
PERCENT OF PARCEL	75.0% MAX	29.9%	75.0%
IMPERVIOUS SURFACE - SINGLE UNIT LIMITATION:			
AREA COVERED	17,186 SF	N/A	1,833 SF
PERCENT OF PARCEL	67.5% MAX	N/A	10.7%
FLOOR AREA			
AREA COVERED	20,369 SF	8,405 SF	28,244 SF
PERCENT OF PARCEL	80.0% MAX	33.0%	110.9%
FLOOR AREA - SINGLE UNIT LIMITATION			
AREA COVERED	11,457 SF	N/A	2,878 SF
PERCENT OF PARCEL	45.0% MAX	N/A	11.3%
PARKING SPACES (per State Density Bonus)	1 PER BEDROOM, UP TO 2 PER UNIT	3	35 TOTAL
TYPE: GARAGE	N/A	N/A	23 STD, 1 ADA
DIMENSIONS	N/A	N/A	9'-0" X 19'-0"
TYPE: ON-GROUND	N/A	N/A	2 STD, 1 ADA
DIMENSIONS	N/A	N/A	9'-0" X 19'-0"
TYPE: PERSONAL GARAGE	N/A	N/A	7 STD, 1 ADA
DIMENSIONS	N/A	N/A	9'-0" X 19'-0"
* SMC: Sausalito Municipal Code			
** SDB: State Density Bonus			



(SITE OUTLINE IS SHOWN DIAGMATICALLY)

PROJECT RENDERING - LOOKING NORTH 4



(SITE OUTLINE IS SHOWN DIAGMATICALLY)

EXISTING SITE CONDITIONS - LOOKING SOUTH 3



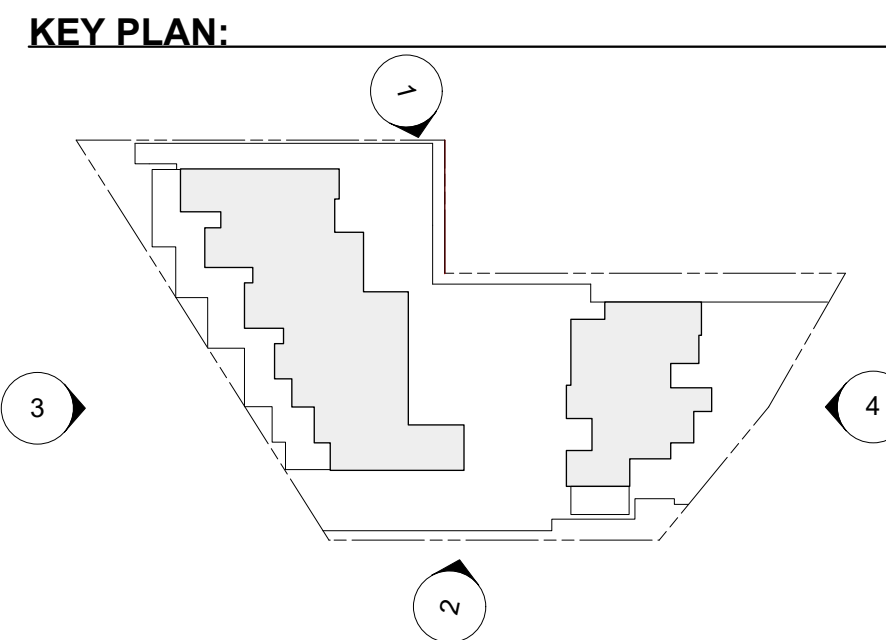
(SITE OUTLINE IS SHOWN DIAGMATICALLY)

EXISTING SITE CONDITIONS - LOOKING EAST 2

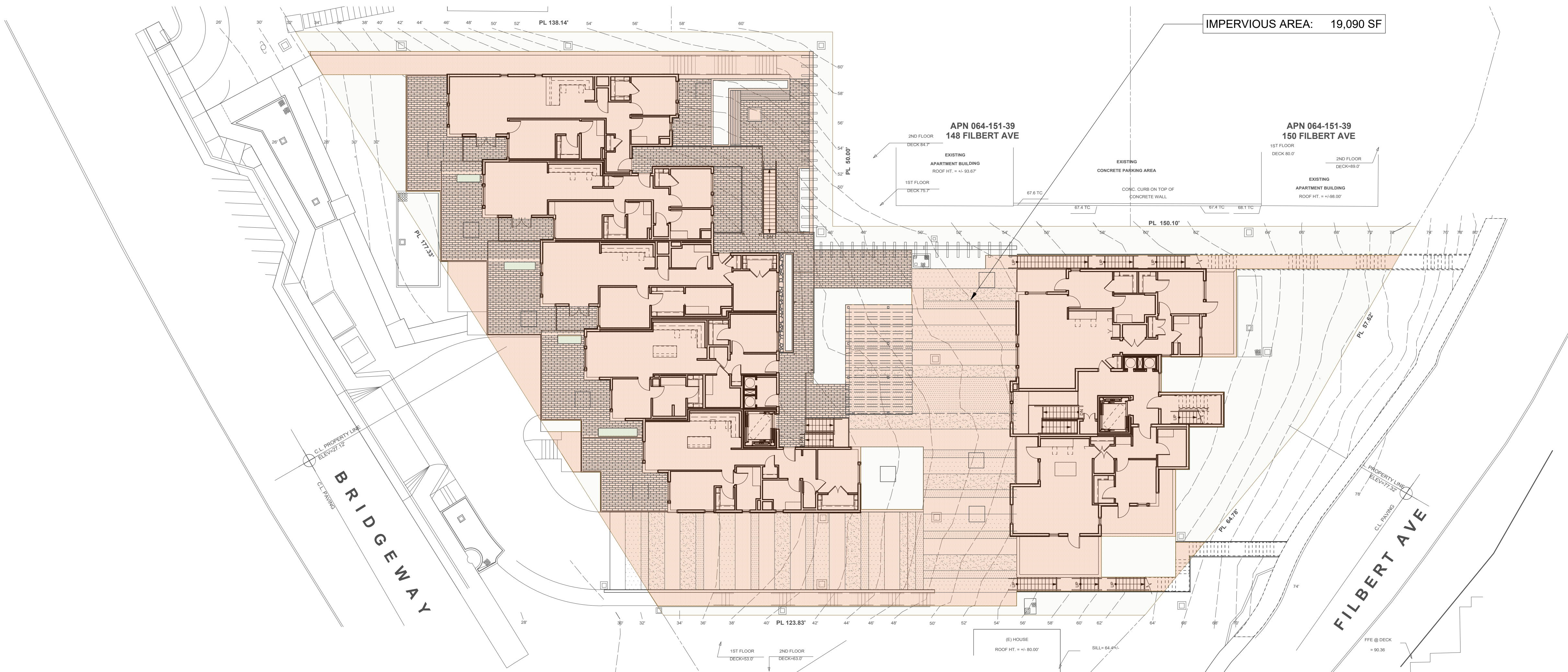


(SITE OUTLINE IS SHOWN DIAGMATICALLY)

EXISTING SITE CONDITIONS - LOOKING WEST 1



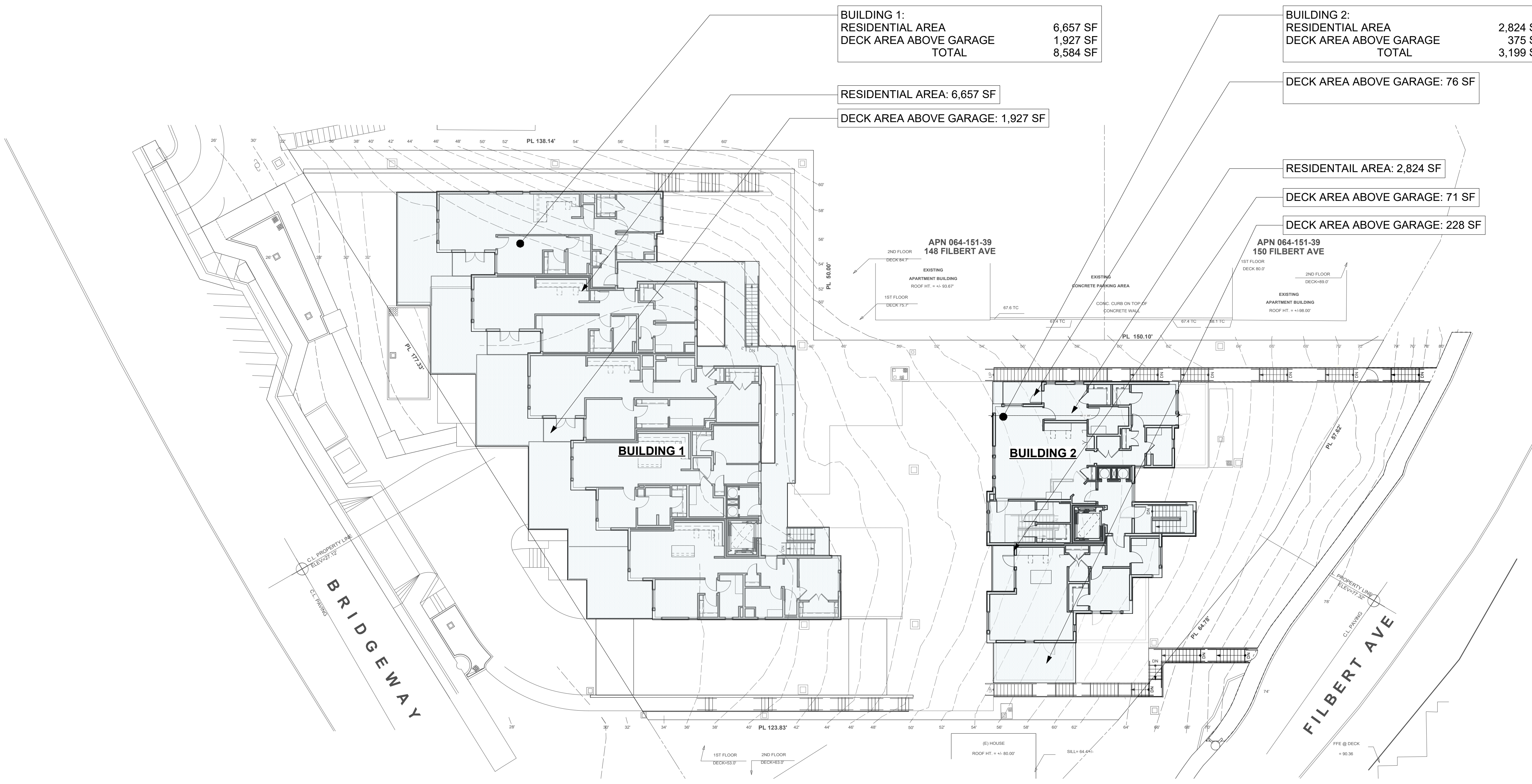
KEY PLAN:



PERMEABILITY DIAGRAM 2
1/16" = 1'-0"

PERMEABILITY	
LOT AREA	25,461 SF
ALLOWABLE IMPERVIOUS SRF. MAXIMUM	75%
ALLOWED IMPERVIOUS SRF.	19,096 SF
PERMEABILITY CALCULATIONS	
RATIO	75%
IMPERVIOUS SRF.	19,090 SF
TOTAL IMPERVIOUS SRF.:	19,090 SF

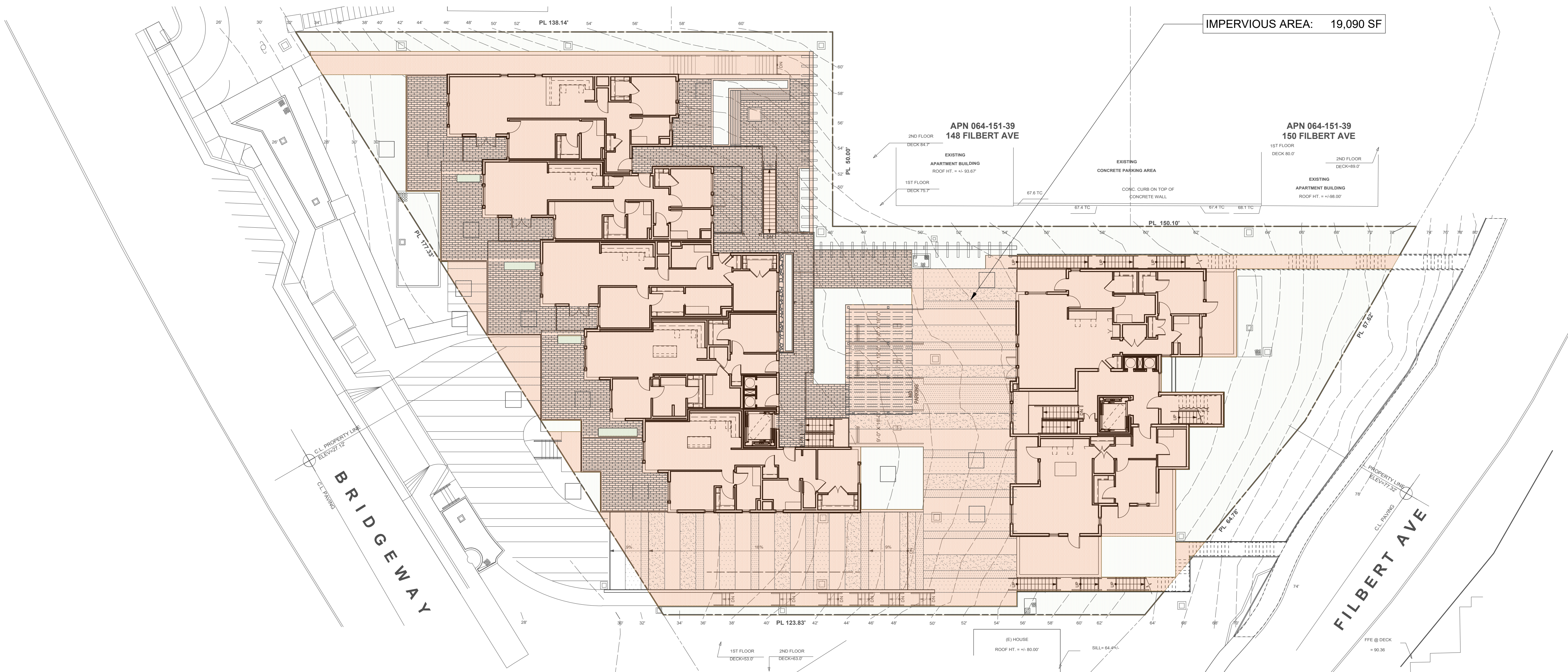
AREA KEY:	
	PERVIOUS SURFACE
	IMPERVIOUS SURFACE



BUILDING COVERAGE DIAGRAM 1
1/16" = 1'-0"

BUILDING COVERAGE	
LOT AREA	25,461 SF
ALLOWABLE BLDG. COVERAGE MAX.	0.5
ALLOWED BLDG. COVERAGE	12,731 SF
BLDG. COVERAGE PROPOSED:	
BUILDING 1	8,584 SF
BUILDING 2	3,199 SF
TOTAL BLDG COVERAGE	11,783 SF
RATIO (11,783 SF/ 25,461SF)	0.46

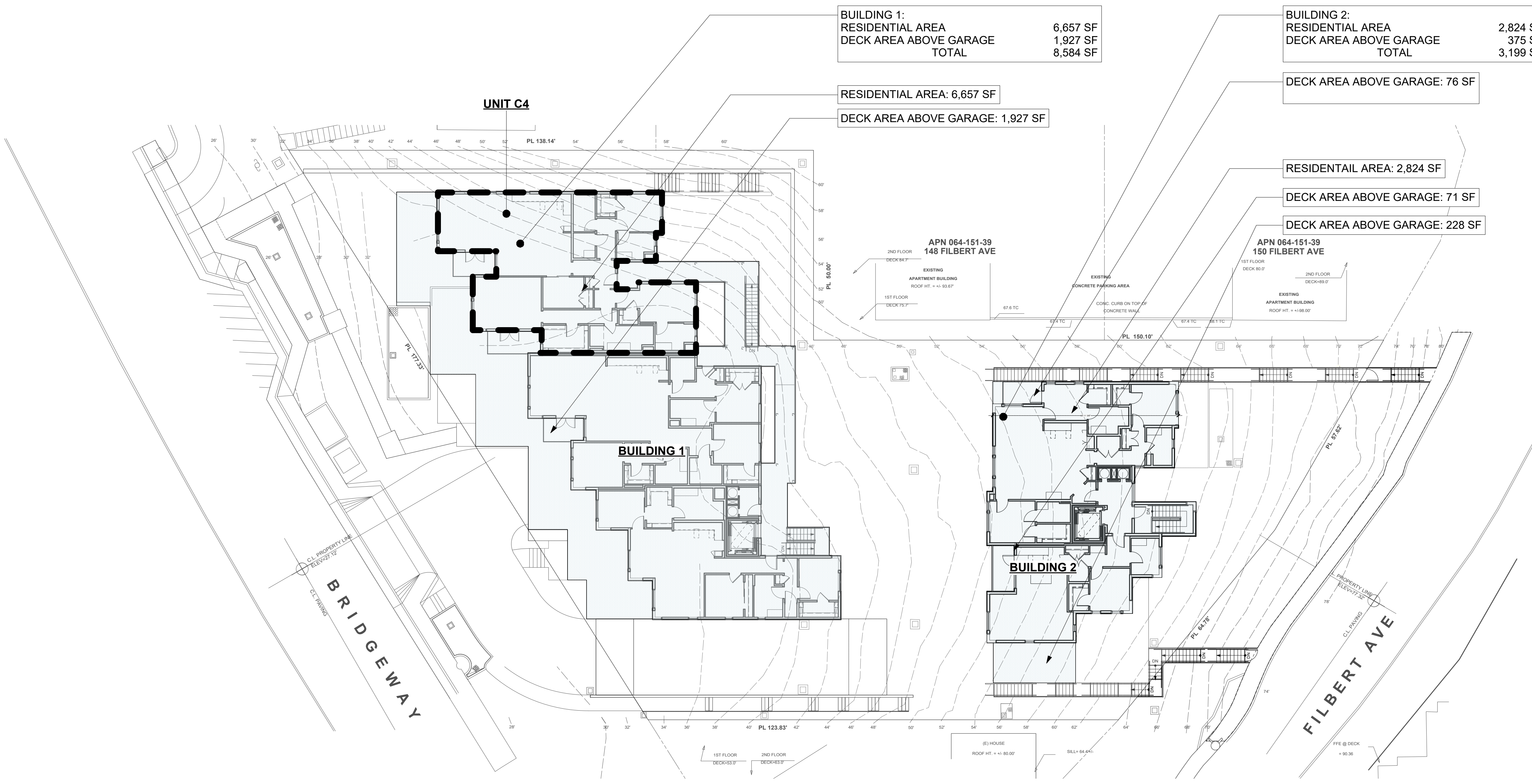
AREA KEY:	
	BUILDING COVERAGE



PERMEABILITY DIAGRAM 4
1/16" = 1'-0"

PERMEABILITY - SINGLE UNIT	
LOT AREA	25,461 SF
ALLOWABLE IMPERVIOUS SRF. MAXIMUM	67.5%
ALLOWED IMPERVIOUS SRF.	17,186 SF
PERMEABILITY PROPOSED	
RATIO OF SINGLE UNIT	9.6%
IMPERVIOUS SRF.	19,090 SF
TOTAL IMPERVIOUS SRF.:	1,833 SF

AREA KEY:	
	PERVIOUS SURFACE
	IMPERVIOUS SURFACE

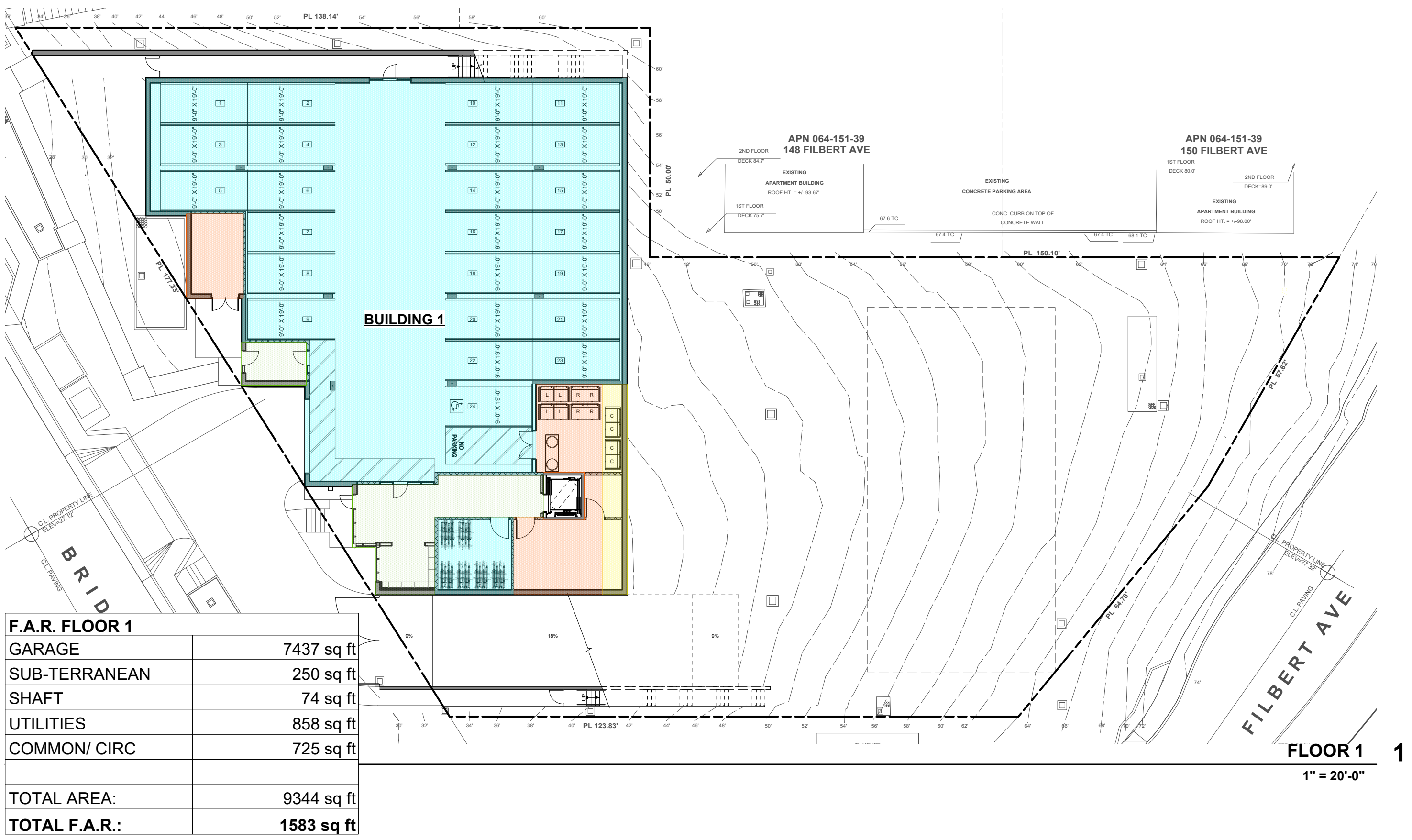
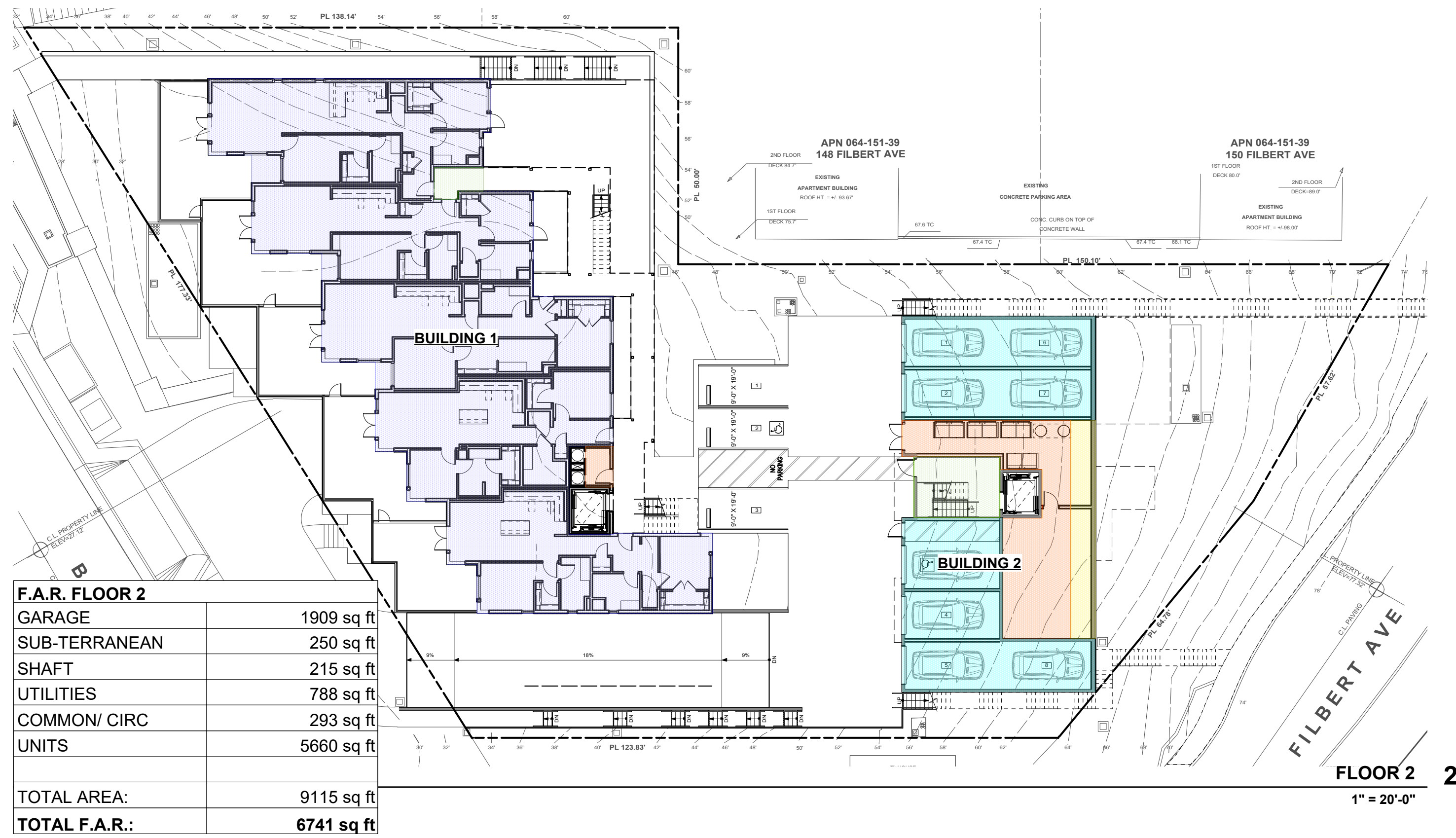
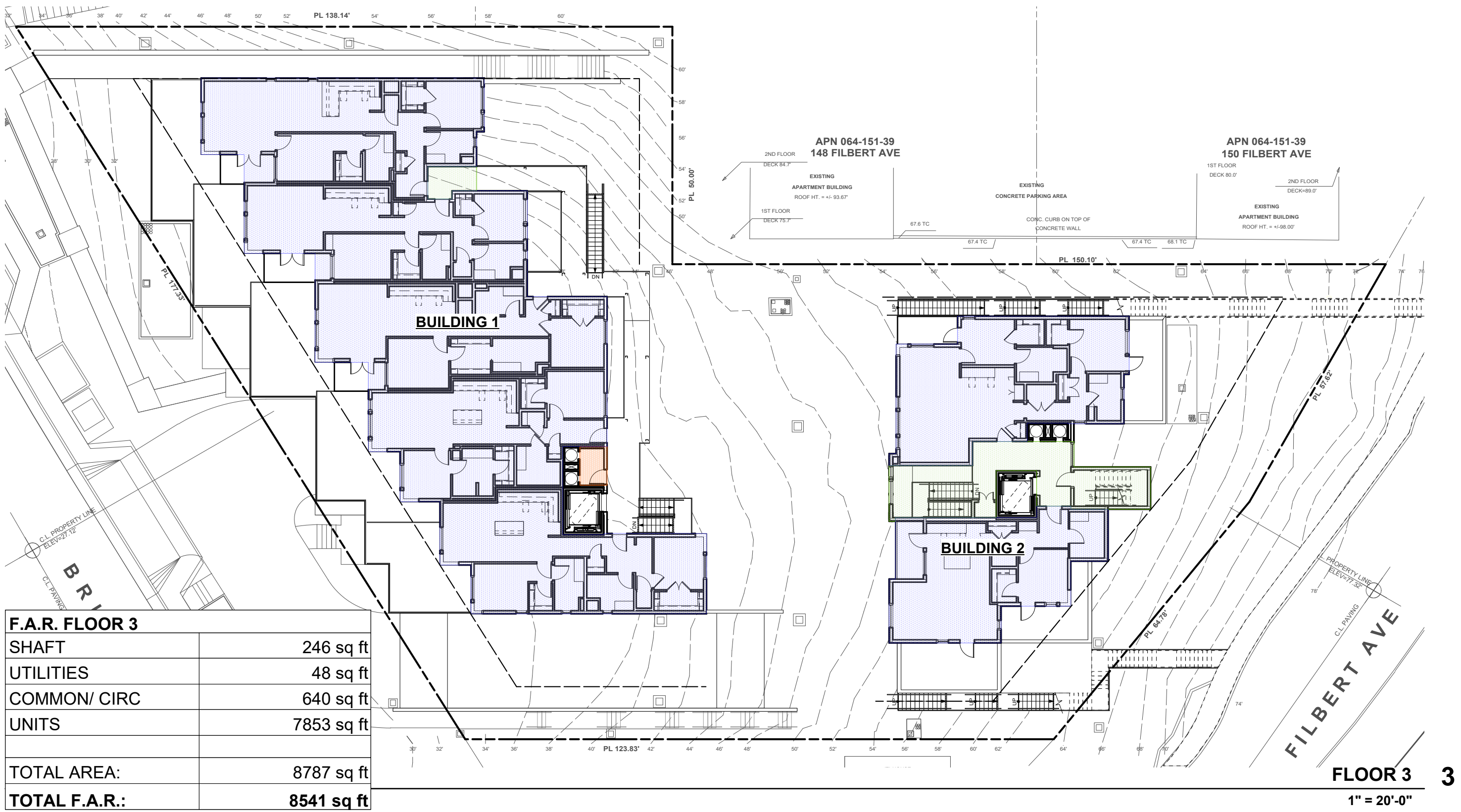


BUILDING COVERAGE DIAGRAM 3
1/16" = 1'-0"

SINGLE UNIT PRORATED CALCULATION	
LARGEST UNIT AREA (UNIT C4)	2,221 SF
TOTAL UNIT AREA	23,029 SF
PERCENTAGE OF TOTAL UNIT AREA	9.6%

BUILDING COVERAGE - SINGLE UNIT	
LOT AREA	25,461 SF
ALLOWABLE SINGLE UNIT COVERAGE MAX.	0.35
ALLOWED SINGLE UNIT COVERAGE	8,911 SF
SINGLE UNIT COVERAGE PROPOSED:	
RATIO OF SINGLE UNIT	9.6%
BLDG COVERAGE	11,783 SF
TOTAL COVERAGE PER SINGLE UNIT	1,131 SF

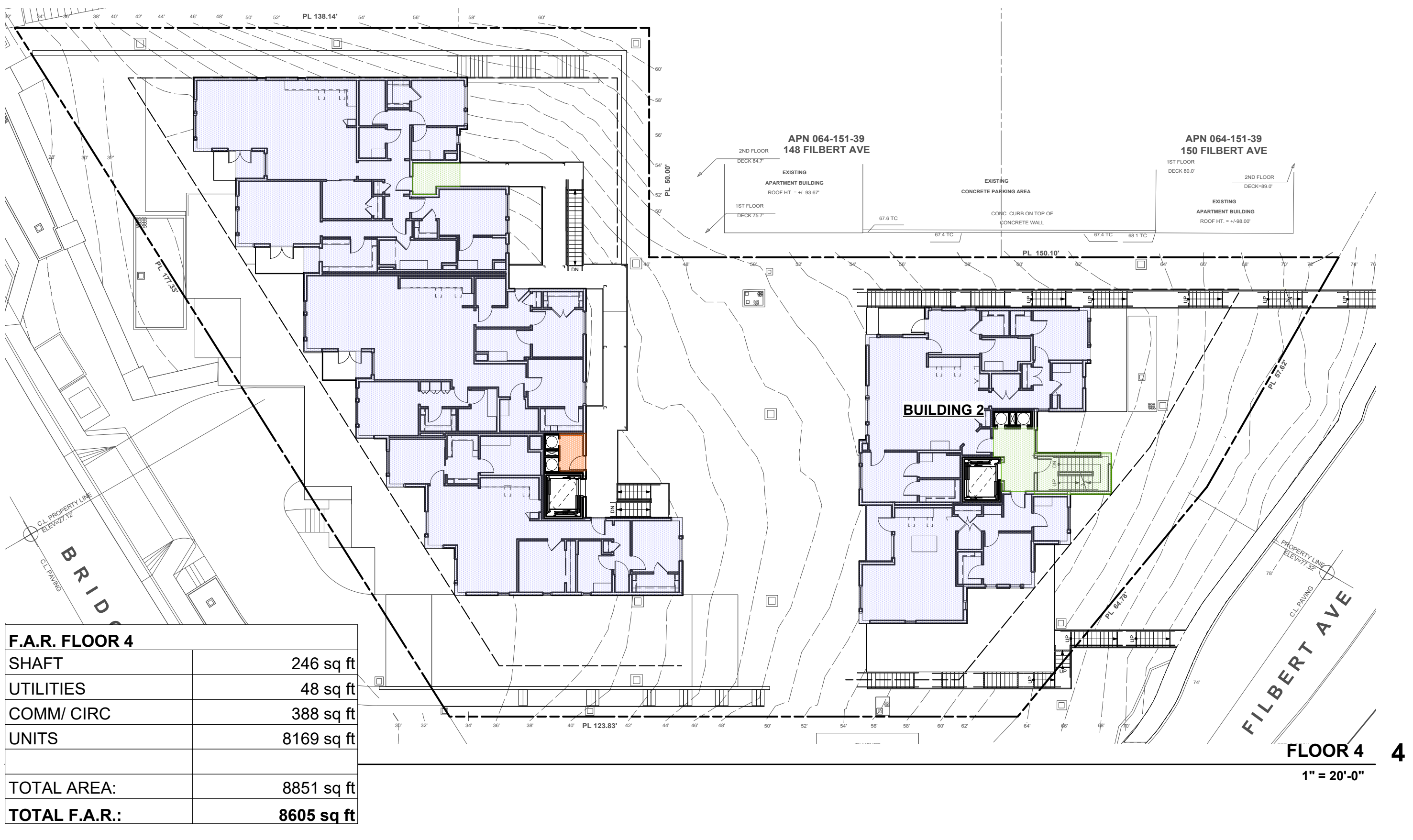
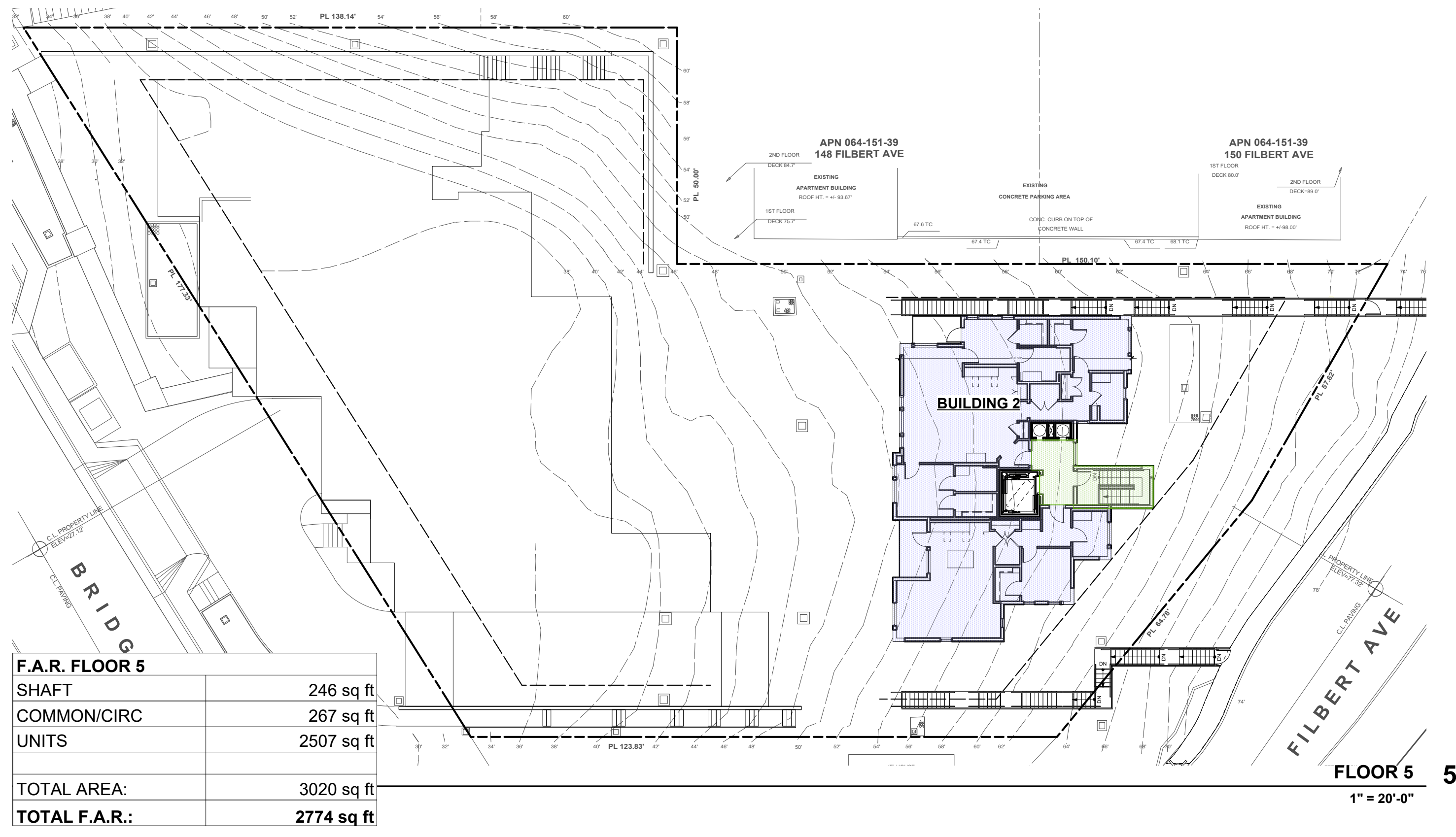
AREA KEY:	
	BUILDING COVERAGE



AREA KEY:

- EXCL. GARAGE/PARKING
- INCL. UTILITIES
- INCL. COMMON SPACE/ CIRCULATION
- INCL. UNITS
- EXCL. MAX 500 SF SUB-TERRANEAN
- EXCL. UNENCLOSED/ SHAFT AREAS

FLOOR AREA RATIO	
LOT AREA	25461 sq ft
ALLOWABLE F.A.R. MAXIMUM	80%
ALLOWED F.A.R.	20369 sq ft
F.A.R. CALCULATIONS	
FLOOR 1	1583 sq ft
FLOOR 2	6741 sq ft
FLOOR 3	8541 sq ft
FLOOR 4	8605 sq ft
FLOOR 5	2774 sq ft
TOTAL F.A.R.:	28244 sq ft



FLOOR AREA RATIO DIAGRAM S