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BY E-MAIL ONLY

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RE: Comments for the Draft Environmental Impact Report for City of Sausalito Amended 6th Cycle Housing Element

Dear Director Phipps, Mayor Sobieski, and Honorable Members of the City Council:

I write on behalf of Save Our Sausalito (“SOS”), an organization comprised of numerous active residents of the City of Sausalito. SOS hereby submits its comments for the Draft Environmental Impact Report for City of Sausalito Amended 6th Cycle Housing Element.

In our scoping comments filed with the City on August 29, 2024 (incorporated herein by reference), SOS requested that the City of Sausalito (“City”) include an additional alternative in the Draft EIR which would eliminate all Housing Opportunity Sites proposed in the Downtown Historic District (“Historic District Preservation Alternative”). This alternative would eliminate the significant impacts discussed in our May 8, 2024 letter, while still achieving the project objective of providing sufficient housing to meet the City’s Regional Housing Needs Allocation (“RHNA”) goals.¹ Removing Housing

¹ A new alternative can be added to the Final EIR which was not in the Draft EIR, if it reduces project impacts. (*Sw. Reg'l Council of Carpenters v. City of Los Angeles* (2022) 76 Cal. App. 5th 1154).

Opportunity Sites from the Downtown Historic District is the only feasible way to protect the Historic District and its unique cultural and biological resources.

The DEIR includes Historic Preservation Alternative 4. But it goes far beyond what SOS requested. Not only does it remove Site 201 (605-613 Bridgeway) and Site 212 (721-729 Bridgeway), which are in the historic district, it also removes Site 23 (10 Reade Land), Site 24 (10 Excelsior Lane), and Site 202 (125 Bulkley). The combined effect is that Alternative 4 produces 106 fewer units of housing than the proposed Project, and for this reason, the DEIR rejects it. But by making Alternative 4 much broader than requested by SOS, the DEIR has created a “straw man” only to knock it down. We request that the City prepare a revised EIR to analyzed a Revised Alternative 4, which would protect only the 2 sites in the historic district, Sites 201 and 212. This would reduce housing potential by only 18 units and would clearly meet Project objectives and RHNA goals. (DEIR 4-20).

I. PROJECT DESCRIPTION

The City proposes to update its housing element to allow the development of housing required by the Regional Housing Needs Allocation (“RHNA”). The proposed Project constitutes multiple actions related to 6th Cycle Housing Element, including those necessary to implement Program 4 of the 6th Cycle Housing Element, entitled “Ensure Sites Inventory of Sites Accommodates RHNA throughout 6th Cycle Planning Period,” as well as Program 8, Program 16, and Program 19. These actions are collectively referred to as the Housing Element Programs or “the Project.”

Sausalito received a RHNA allocation of 724 units for the 2023-2031 planning period. The City’s inventory of residential sites, based on existing zoning, can accommodate approximately 118 units. After accounting for approved projects, projected ADUs, and projected SB 9 units, the City has a remaining unmet RHNA of 465 units, including 263 lower income units (extremely/very low and low), 52 moderate income units, and 166 above moderate income units, absent changes to land use policies and zoning, via the adoption of rezoning or overlay zones. Program 4 includes adjustments to the City’s land use policy and zoning standards intended to accommodate the remaining RHNA, plus a buffer, for a total of at least 872 new units during the planning period. Thus, the City’s Housing Element includes a buffer of 148 units.

II. SUMMARY

Of particular concern to SOS is that the Housing Element Update identifies two locations within the Downtown Historic District as Housing Opportunity Sites:

1. Opportunity Site 201, 605-613 Bridgeway (APN 065-132-16), and
2. Opportunity Site 212, 721-729 Bridgeway (APN 065-071-21).

The City has concluded that the “realistic capacity” of Site 201 is 20 units.

SOS proposes that these two sites be eliminated as Housing Opportunity Sites. Development of these sites poses an existential risk to the Downtown Historic District. Sausalito's Downtown Historic District is one of only twelve historic districts in the State of California. It is a world-renowned tourist attraction featured in every tour-guide of the Bay Area as a must-see destination.

The prior DEIR admitted that development in this area could cause a "significant and unavoidable" impact to the historic resource, even after mitigation. (DEIR 3.4-35). The revised DEIR admits that impacts to historic resources are "potentially significant," but concludes that compliance with the Secretary of Interior Standards ("SOI Standards") will mitigate this impact to less than significant. (DEIR ES-31). The DEIR does admit that the Project will have significant unmitigated aesthetic impacts on scenic vistas. (DEIR 3.1-19), and aesthetic impacts on historic buildings. (DEIR 3.1-22). As discussed below, the SOI Standards will be ineffective since recent housing laws make these subjective standards unenforceable.² Therefore the DEIR should be revised to acknowledge that this impact is significant and unavoidable. Alternative 4 would substantially reduce this significant impact.

Over-development of these sites could destroy the historic character of the district, and could result in the loss of its designation as a historic district entirely, which would result in irreparable harm to the district and the entire City. Because the Project will have a significant and unavoidable impact to the historic district, CEQA requires the City to impose all feasible mitigation measures and alternatives to reduce the impact. The most obvious alternative is to remove Sites 201 and 212 from the list of Housing Opportunity Sites. The City would still have a sufficient buffer to meet its RHNA goals, so the Project objective would still be achieved under this alternative. Therefore, this alternative is eminently feasible.

The mitigation measures proposed in the DEIR will be insufficient to protect the Historic District. The prior DEIR relies largely on the adoption of Objective Design and Development Standards ("ODDS"), and the Secretary of the Interior's Standards for the Treatment of Historic Properties to protect the character of the Downtown Historic District. However, recent housing laws, such as the Density Bonus Law, allow developers to demand waivers of objective standards such as height limits, set-backs and floor-area ratio. Other laws, such as SB 35 and SB 330 attempt to preclude the City from implementing "subjective" standards. The new housing laws may render the proposed mitigation measures ineffective. Indeed, the City currently has pending before it a proposal under SB 35 to construct a 59-unit, 109-foot tall behemoth in the heart of the Downtown Historic District at 605-613 Bridgeway. (Exhibit A). The proposed project vastly exceeds the objective height standard of 32-feet, and the city's own historic resources

² Mitigation measures must be fully enforceable through permit conditions, agreements or other legally binding instruments. (14 CCR § 15126.4(a)(2)). See *Woodward Park Homeowners Assn., Inc. v. City of Fresno* (2007) 150 Cal. App. 4th 683, 730 (project proponent's agreement to a mitigation by itself is insufficient; mitigation measure must be an enforceable requirement); *California Clean Energy Committee v. City of Woodland* (2014) 225 Cal. App.4th 173, 195-96.)

impact report for this project finds that it would destroy the character and integrity of the Historic District. Clearly, the only feasible means to protect the unique character of the Downtown Historic District is to remove both Housing Opportunity Sites from the Historic District.

In addition, as discussed below, Dr. Shawn Smallwood, Ph.D., has determined from two site visits, that Site 201 provides habitat to at least ten (10) special status species identified by state and federal agencies. (Exhibit B). The DEIR fails to identify the presence of most of these species, and fails to analyze the impacts of the Project on these species. Again, the best way to avoid impacts to these species is to remove Site 201 from the list of Housing Opportunity Sites.

III. LEGAL STANDARD

CEQA requires that an agency analyze the potential environmental impacts of its proposed actions in an environmental impact report (“EIR”) (except in certain limited circumstances). (See, e.g., Pub. Res. Code § 21100.) The EIR is the very heart of CEQA. (*Dunn-Edwards v. BAAQMD* (1992) 9 Cal.App.4th 644, 652.) “The ‘foremost principle’ in interpreting CEQA is that the Legislature intended the act to be read so as to afford the fullest possible protection to the environment within the reasonable scope of the statutory language.” (*Communities for a Better Environment v. Calif. Resources Agency* (2002) 103 Cal. App. 4th 98, 109.)

CEQA has two primary purposes. First, CEQA is designed to inform decision makers and the public about the potential, significant environmental effects of a project. (14 Cal. Code Regs. (“CEQA Guidelines”) § 15002(a)(1).) “Its purpose is to inform the public and its responsible officials of the environmental consequences of their decisions before they are made. Thus, the EIR ‘protects not only the environment but also informed self-government.’” (*Citizens of Goleta Valley v. Board of Supervisors* (1990) 52 Cal. 3d 553, 564). The EIR has been described as “an environmental ‘alarm bell’ whose purpose it is to alert the public and its responsible officials to environmental changes before they have reached ecological points of no return.” (*Berkeley Keep Jets Over the Bay v. Bd. of Port Comm’rs.* (2001) 91 Cal. App. 4th 1344, 1354).

Second, CEQA requires public agencies to avoid or reduce environmental damage when “feasible” by requiring “environmentally superior” alternatives and all feasible mitigation measures. (CEQA Guidelines § 15002(a)(2) and (3); See also, *Berkeley Jets*, 91 Cal. App. 4th 1344, 1354). The EIR serves to provide agencies and the public with information about the environmental impacts of a proposed project and to “identify ways that environmental damage can be avoided or significantly reduced.” (Guidelines §15002(a)(2)) If the project will have a significant effect on the environment, the agency may approve the project only if it finds that it has “eliminated or substantially lessened all significant effects on the environment where feasible” and that any unavoidable significant effects on the environment are “acceptable due to overriding concerns.” (Pub.Res.Code § 21081; 14 Cal.Code Regs. § 15092(b)(2)(A) & (B)) The lead agency may deem a particular impact to be insignificant only if it produces rigorous analysis and concrete

substantial evidence justifying the finding. (*Kings County Farm Bureau v. City of Hanford* (1990) 221 Cal.App.3d 692, 732 (Cal. App. 5th Dist. 1990)).

While the courts review an EIR using an “abuse of discretion” standard, “the reviewing court is not to ‘uncritically rely on every study or analysis presented by a project proponent in support of its position. A ‘clearly inadequate or unsupported study is entitled to no judicial deference.’” (*Berkeley Jets*, 91 Cal. App. 4th 1344, 1355). A prejudicial abuse of discretion occurs “if the failure to include relevant information precludes informed decisionmaking and informed public participation, thereby thwarting the statutory goals of the EIR process.” (*San Joaquin Raptor/Wildlife Rescue Center v. County of Stanislaus* (1994) 27 Cal. App. 4th 713, 722).

IV. DISCUSSION

A. The EIR Must include an Adequate Environmental Setting Discussion.

The DEIR’s baseline discussion is inadequate because it fails to note the presence of most of the ten special status species identified by Dr. Smallwood on Site 201.

Every CEQA document must start from a “baseline” assumption, also known as the environmental setting. The CEQA “baseline” is the set of environmental conditions against which to compare a project’s anticipated impacts. *Communities for a Better Environment v. So Coast Air Qual. Mgmt. Dist.* (2010) 48 Cal. 4th 310, 321. Section 15125(a) of the CEQA Guidelines (14 C.C.R., § 15125(a)) states in pertinent part that a lead agency’s environmental review under CEQA:

“...must include a description of the physical environmental conditions in the vicinity of the project, as they exist at the time [environmental analysis] is commenced, from both a local and regional perspective. This environmental setting will normally constitute the baseline physical conditions by which a Lead Agency determines whether an impact is significant.”

(See, *Save Our Peninsula Committee v. County of Monterey* (2001) 87 Cal.App.4th 99, 124-125 (“*Save Our Peninsula*.”) As the court of appeal has explained, “the impacts of the project must be measured against the ‘real conditions on the ground.’” (*Save Our Peninsula*, 87 Cal.App.4th 99, 121-123.)

On April 2 and April 3, 2024, wildlife biologist Dr. Shawn Smallwood, Ph.D. conducted an inspection of Housing Opportunity Site 201 (605-613 Bridgeway), for a total of almost 4 hours on each day. Dr. Smallwood is an eminently well-qualified expert, with a doctorate in ecology from the University of California at Davis. He has published dozens of peer-reviewed journal articles. He is the former Chair of the Conservation Affairs Committee for The Wildlife Society – Western Section. He was Associate Editor of wildlife biology’s premier scientific journal, *The Journal of Wildlife Management*. He has performed wildlife surveys in California for thirty-seven years.

Dr. Smallwood recorded six coast live oak trees and five California buckeye trees on Site 201, all of which are protected by the City of Sausalito's tree ordinance. He also noted the presence of California Bay Laurel. Dr. Smallwood positively identified 49 vertebrate species of wildlife on the site, ten (10) of which are special status species. Dr. Smallwood photographed many of the species he observed. Dr. Smallwood identified signs of breeding and nesting on the Project site. Among the special status species positively identified by Dr. Smallwood are:

- Allen's Hummingbird (Bird of Conservation Concern)
- Western Gull (Bird of Conservation Concern)
- Common Loon (California Species of Special Concern)
- Double-crested Cormorant (Taxa to Watch List)
- California Brown Pelican (California Fully Protected (Fish & Game Code §3511))
- Turkey Vulture (Bird of Prey (Fish & Game Code §3503.5))
- Red-Shouldered Hawk (Bird of Prey (Fish & Game Code §3503.5))
- Red-Tailed Hawk (Bird of Prey (Fish & Game Code §3503.5))
- Great Horned Owl (Bird of Prey (Fish & Game Code §3503.5))
- Oak Titmouse (Bird of Conservation Concern)

In addition, Dr. Smallwood concluded that the Project site likely provides habitat to several other special status species. He stated, "Based on habitat associations, special-status species I expect to use the project site as habitat, but which have yet to be detected there, include monarch, rufous hummingbird, white-tailed kite, Cooper's hawk, sharp-shinned hawk, western screech-owl, Lewis's woodpecker, Nuttall's woodpecker, olive-sided flycatcher, California thrasher, Bullock's oriole, yellow warbler, and at least several of the bat species in Table 2. The project site is most likely habitat of these species, and others in Table 2." (Exhibit B, p. 16).

Of these species, the DEIR only mentions the California Brown Pelican, and Double-Crested Cormorant. (DEIR 3.3-12). The EIR must include an analysis of the Project's impacts on the special status species positively identified by Dr. Smallwood on Site 201.

B. The EIR Must Analyze Environmental Impacts to Historic and Biological Resources.

The prior DEIR was inadequate because it failed to analyze the Housing Element Update's impacts to historic resources and biological resources.

One of the key functions of the EIR is to analyze a proposed Project's environmental impacts. The court must determine, "whether an EIR's discussion of environmental impacts is adequate, that is, whether the discussion sufficiently performs

the function of facilitating ‘informed agency decisionmaking and informed public participation.’” (*Sierra Club v. Cnty. of Fresno* (2018) 6 Cal. 5th 502, 513.) The California Supreme Court has noted that “the adequacy of an EIR’s discussion of environmental impacts is an issue distinct from the extent to which an agency is correct in its determination whether the impacts are significant.” (*Id.* at 514.) As such, “adequacy of discussion claims are not typically amenable to substantial evidence review.” (*Id.* at 515.) “The ultimate inquiry, as case law and the CEQA guidelines make clear, is whether the EIR includes enough detail ‘to enable those who did not participate in its preparation to understand and to consider meaningfully the issues raised by the proposed project.’” (*Sierra Club*, 6 Cal.5th at 516.) Thus, when determining the adequacy of an EIR, the court must engage in de novo review to determine “whether the EIR serves its purpose as an informational document.” (*Id.* at 516.) Furthermore, “[w]hen it is alleged a draft EIR is inadequate to ‘apprise all interested parties of the true scope of the project,’ the issue is one of law and no deference is given to the agency’s determination.” (*Washoe Meadows Cmty. v. Dep’t of Parks & Recreation* (2017) 17 Cal. App. 5th 277, 286.)

1. The EIR Must Analyze the Project’s Impacts on Historic Resources.

The revised DEIR admits that impacts to historic resources are “potentially significant,” but concludes that compliance with the Secretary of Interior Standards (“SOI Standards”) will mitigate this impact to less than significant. (DEIR ES-31). The DEIR does admit that the Project will have significant unmitigated aesthetic impacts on scenic vistas, (DEIR 3.1-19), and aesthetic impacts on historic buildings. (DEIR 3.1-22).

The DEIR fails to mention that a private developer has already proposed a massive project that will largely destroy the historic buildings at 605 Bridgeway. The DEIR must analyze the Project in conjunction with other related past, present, and reasonably foreseeable probable future projects whose impacts might compound or interrelate with those of the project at hand. “Cumulative impacts can result from individually minor but collectively significant projects taking place over a period of time.” (CEQA Guidelines § 15355(b); *Communities for a Better Environment v. Cal. Resources Agency* (2002) 103 Cal.App.4th 98, 117.) Since a proposal has been submitted for a project at 605 Bridgeway, it is “reasonably foreseeable,” and must be analyzed in the DEIR. Expert evidence demonstrates that the proposed project will destroy the historic character of the buildings, and possibly the entire historic district.

Architectural historian, Jerri Holan, FAIA, concludes that a proposed project at Opportunity Site 201 would fail to meet the Secretary of the Interior’s Standards for Treatment of Historic Properties and would have very significant impacts on the historic resource. (Exhibit C). Holan states, “the proposal’s mammoth scale outweighs any mitigating effect its preservation may have.” (*Id.* at 5). Holan continues, “While the project does preserve the distinctive facade, features and materials of the historic building, its overwhelming scale dominates the property and it does not retain the character and scale of the one- and two story commercial buildings surrounding it. Consequently, the proposal does not meet this Standard.” (*Id.* at 6). Holan states:

The project does not meet this Standard. Perhaps the most relevant Standard to this project, Standard 9 encourages new construction to avoid destruction of original historic structures and spatial relationships to ensure the integrity of the existing environment.

The average height of buildings in the Historic District is two to three stories. This southern portion of the District generally has smaller storefronts and a mix of one and two-story buildings. By adding six stories directly over the original single-story structure, the new addition will destroy the spatial relationships and integrity that characterizes the property as well as its surrounding commercial Historic District. Because the building does not maintain Sausalito's commercial facade character, it is not compatible to the District. The bulk and mass of the new building are out of scale with the existing waterfront streetscape and, as a result, it overwhelms, dwarfs, and damages this area of Sausalito.

While the new work is differentiated from the old and the use of stucco and steel windows is appropriate, the large expanses of glass are incompatible with the historic building and the District. New windows are out of proportion to historic windows and are out of scale with other traditional openings in the District.

(Id. at 8). Holan concludes, "After reviewing the project, it has numerous negative impacts on the historic resources, both the building and its surrounding District. Consequently, it is not in conformance to The Secretary of the Interior's Standards for Treatment of Historic Properties with Guidelines for Rehabilitating Historic Buildings." (Id. at 11). (See also, comments of architectural historian Connor Turnbull, attached as Exhibit D).

The Housing Element Update conflicts with the following policies in the General Plan due to its inclusion of Housing Opportunity Site in the Downtown Historic District:

- Policy LU-1.18: Historic Properties. Promote the preservation and continued use of structures that are listed on the National Register of Historic Places.
- Program LU-1.18.1: Involuntary Demolition. Continue to implement the Zoning Ordinance standards as they apply to properties on the National Register of Historic Places, California Register of Historical Resources, and Sausalito Historic Landmarks that are involuntarily demolished.
- Policy LU-2.9: Downtown Historic Character. Protect the historic character of the downtown area.
- Policy CD-1.2: Construction Near Historic District or Landmarks. Enhance the historic quality of established districts and landmark structures by encouraging any new development in the general vicinity to demonstrate compatibility with them.
- Policy CD-6.1: Historic Character. Continue the City's effort to retain and enhance its historical legacy in the review of proposed projects in historic districts and of

individual structures and sites with historic significance as shown on Figure 4-1 [of the General Plan].

- Program CD-6.1.1: Historic Preservation Commission Review. Maintain the city's policy to require review for a Certificate of Appropriateness by the HPC for any restoration, rehabilitation, alteration, development or demolition of projects involving historically significant structures and sites.
- Program CD-6.2.6: Period Structures. Facilitate the preservation of any period structure regardless if it is on the list of noteworthy structures by preparing advisory historic preservation guidelines for owners, architects, and contractors.
- Chapter 10.46 of the Sausalito Municipal Code (Historic Preservation): Deter the demolition, alteration, misuse or neglect of historic or architecturally significant structures and sites; Encourage preservation and adaptive reuse of properties on the local/State/National Historic Register and/or within a historic overlay district by allowing changes to accommodate new functions and uses.

Conflict with the above policies constitutes a significant impact under CEQA. Where a local or regional policy of general applicability, such as an ordinance, is adopted in order to avoid or mitigate environmental effects, a conflict with that policy in itself indicates a potentially significant impact on the environment. (*Pocket Protectors v. Sacramento* (2005) 124 Cal.App.4th 903.) Any inconsistencies between a proposed project and applicable plans must be discussed in an EIR. (14 CCR § 15125(d); *City of Long Beach v. Los Angeles Unif. School Dist.* (2009) 176 Cal. App. 4th 889, 918; *Friends of the Eel River v. Sonoma County Water Agency* (2003) 108 Cal. App. 4th 859, 874 (EIR inadequate when Lead Agency failed to identify relationship of project to relevant local plans).) A Project's inconsistencies with local plans and policies constitute significant impacts under CEQA. (*Endangered Habitats League, Inc. v. County of Orange* (2005) 131 Cal.App.4th 777, 783-4).

A revised EIR should fully analyze the Project's impacts to historic resources, including the historic buildings at 605-613 Bridgeway. Moreover, as discussed in more detail below, the EIR should include an alternative that removes Sites 201 and 212 from the list of Opportunity sites, because such an alternative would avoid the significant impacts that the proposed project would have on the Sausalito historic district.

2. The EIR Must Analyze the Project's Impacts on Biological Resources.

Since the prior DEIR failed to identify eight of the ten special status species identified by Dr. Smallwood, it failed entirely to analyze the Project's impacts on those species. The DEIR's conclusion that the Project will not have adverse impacts to special status species, is not supported by substantial evidence since the DEIR failed to analyze at least 8 special status species identified in the Project area. A revised EIR should analyze the Project's impact on these species and propose feasible mitigation measures and alternatives to avoid those impacts.

Dr. Smallwood concludes that the proposed project at 605-613 Bridgeway will adversely affect the ten special status species identified by direct loss of habitat, and bird-window collisions due to the extensive use of glass. Dr. Smallwood predicts that the 605 Bridgeway project will cause 147 bird deaths annually due to the extensive use of glass and resulting bird-window collisions. (Exhibit B. p. 22).

Dr. Smallwood states, “Species listed by the US Fish and Wildlife Service as Birds of Conservation Concern, and species protected by California as Birds of Prey, are living and breeding on the project site... The evidence is overwhelming that the project site provides habitat for protected species identified as candidate, sensitive, or species of special status by state or federal agencies, and fully protected species.” (Exhibit B, p. 12).

Dr. Smallwood concludes that the 605 Bridgeway site contains habitat for the 10 special status species identified. He states:

Making direct use of the trees on the project site were special-status species including oak titmouse, great horned owl, Allen’s hummingbird and red-shouldered hawk. Making direct use of the existing buildings atop which the proposed building would cover were western gulls. The project site is habitat of these species.

True to its name, oak titmouse is a denizen of oak woodlands. Cornell University Lab of Ornithology’s All About Birds website (https://www.allaboutbirds.org/guide/Oak_Titmouse/lifehistory) reports, “Oak Titmice live mostly in warm, open, dry oak or oak-pine woodlands.” This is where I found multiple interactive members of oak titmouse on the project site.

According to All About Birds, “Great Horned Owls usually gravitate toward secondary-growth woodlands, swamps, orchards, and agricultural areas, but they are found in a wide variety of deciduous, coniferous or mixed forests ... [and are] fairly common in wooded parks, suburban area, and even cities. The great horned owl I encountered at the project site was initially calling from residential buildings north-northwest of the site, but later I saw it fly from those buildings directly into the coast live oaks on the project site.

According to All About Birds, “Allen’s Hummingbirds breed in a narrow strip of coastal forest, scrub, and chaparral from sea level to around 1,000 feet elevation along the West Coast.” It must just so happen that the project site is located within this strip. It was among the coast live oaks and California buckeyes when it circled about me, issuing its “zeeeeee” call. I was not surprised to find this species there.

According to All About Birds, “Red-shouldered Hawks [live] in some suburban areas where houses or other buildings are mixed into woodlands. In the West, they live in riparian and oak woodlands...” This habitat description is entirely consistent with the project site, so I am not surprised to have detected a red-shouldered hawk there.

(Exhibit B, p. 15).

The Project is inconsistent with the following General Plan Policies, which constitutes a significant impacts under CEQA:

- Policy EQ-1.4 threatened and endangered species shall be protected under the General Plan.
- Program EQ-1.1.1 requires new developments to identify and protect natural resources as conditions of project approval.

The DEIR is inadequate because it fails entirely to mention eight out of ten of these special status species and therefore fails to analyze the Project's impacts on these species.

C. The DEIR Relied on Unenforceable Mitigation Measures.

The EIR must consider enforceable and effective mitigation measures and Project alternatives to reduce or eliminate the Project's significant impacts. The DEIR relies on ineffective mitigation measures to protect historic resources. In particular, the DEIR proposes to protect historic resources by reliance of the Secretary of Interior Standards, and the adoption of Objective Design and Development Standards ("ODDS"). (See, Mitigation Measure 3.4-1 (DEIR ES-31).) However, these measures may be largely unenforceable due to new housing laws such as SB 35, SB 330 and the Density Bonus Law, which may require the City to waive objective standards and may preclude the City from imposing subjective standards.

A public agency may not rely on mitigation measures of uncertain efficacy or feasibility. (*Kings County Farm Bureau v. City of Hanford* (1990) 221 Cal.App.3d 692, 727 (finding groundwater purchase agreement inadequate mitigation measure because no record evidence existed that replacement water was available).) "Feasible" means capable of being accomplished in a successful manner within a reasonable period of time, taking into account economic, environmental, legal, social and technological factors. (14 CCR § 15364.) Mitigation measures must be fully enforceable through permit conditions, agreements or other legally binding instruments. (14 CCR § 15126.4(a)(2).)

Due to the recently adopted housing laws, Mitigation Measure 3.4-1 may not adequately protect historic resources. As such the measures are inadequate under CEQA. The DEIR must therefore acknowledge that the Project's impacts to historic resources are significant and unmitigated.

D. The EIR Inadequately Analyzes Feasible Alternatives to Avoid Significant Impacts to Historical and Resources.

In SOS's scoping comment, we asked the City to consider an alternative that would remove housing opportunity sites from the historic district. The DEIR includes Historic Preservation Alternative 4. But it goes far beyond what SOS requested. Not only

does it remove Site 201 (605-613 Bridgeway) and Site 212 (721-729 Bridgeway), which are in the historic district, it also removes Site 23 (10 Reade Land), Site 24 (10 Excelsior Lane), and Site 202 (125 Bulkley). The combined effect is that Alternative 4 produces 106 fewer units of housing than the proposed Project, and for this reason, the DEIR rejects it. But by making Alternative 4 much broader than requested by SOS, the DEIR has created a “straw man” only to knock it down. We request that the City prepare a revised EIR to analyzed a Revised Alternative 4, which would protect only the 2 sites in the historic district, Sites 201 and 212. This would reduce housing potential by only 18 units and would clearly meet Project objectives and RHNA goals. (DEIR 4-20).

An EIR must describe a range of reasonable alternatives to the Project, or to the location of the Project, which would feasibly attain most of the basic objectives of the project but would avoid or substantially lessen any of the significant effects of the project, and evaluate the comparative merits of the alternatives. “An EIR’s discussion of alternatives must contain analysis sufficient to allow informed decision making.” (*Laurel Heights Improvement Assn. v. Regents of Univ. of California* (1989) 47 Cal. 3d 376, 404.) An EIR must also include “detail sufficient to enable those who did not participate in its preparation to understand and to consider meaningfully the issues raised by the proposed project.” (*Id.* at 405.)

One of CEQA’s fundamental requirements is that the DEIR must identify the “environmentally superior alternative,” and require implementation of that alternative unless it is infeasible. (14 Cal. Code Regs. §1526.6(e)(2); Kostka & Zischke, Practice Under the California Environmental Quality Act §15.37 (Cont. Educ. Of the Bar, 2008).) Typically, a DEIR identifies the environmentally superior alternative, which is analyzed in detail, while other project alternatives receive more cursory review.

A “feasible” alternative is one that is capable of being accomplished in a successful manner within a reasonable period of time, taking into account economic, environmental, legal, social and technological factors. (Pub. Res. Code § 21061.1; 14 Cal. Code Regs. § 15364.) The lead agency is required to select the environmentally superior alternative unless it is infeasible. As explained by the Supreme Court, an environmentally superior alternative may not be rejected simply because it is more expensive or less profitable:

The fact that an alternative may be more expensive or less profitable is not sufficient to show that the alternative is financially infeasible. What is required is evidence that the additional costs or lost profitability are sufficiently severe as to render it impractical to proceed with the project.

(*Citizens of Goleta Valley v. Bd. of Supervisors* (1988) 197 Cal.App.3d 1167, 1180-81; see also, *Burger v. County of Mendocino* (1975) 45 Cal.App.3d 322 (county’s approval of 80 unit hotel over smaller 64 unit alternative was not supported by substantial evidence).)

The DEIR includes Alternative 4, Historic Preservation, which avoids development in the Historic District and adjacent to the Historic District. The Historic District Preservation Alternative would obviously avoid significant unavoidable impacts to the

Historic District by locating Housing Opportunity Sites outside of the Historic District. It would also avoid or eliminate documented impacts to biological resources on Site 201. The Historic District Preservation Alternative would certainly be feasible and would achieve Project Objectives. The City would still be able to meet its RHNA targets with a substantial buffer.

Since this is a feasible alternative, that would avoid significant unavoidable impacts of the Project while still achieving all Project objectives, CEQA requires the City to analyze this alternative in the EIR and implement the alternative as the environmentally superior alternative. (See, *Covington v. Great Basin Unified Air Pollution Control Dist.* (2019) 43 Cal. App. 5th 867 (lead agency must implement mitigation measures and alternatives to reduce project impacts unless substantial evidence demonstrates that the alternatives or mitigation measures are infeasible); *Nat. Res. Def. Council, Inc. v. City of Los Angeles* (2023) 98 Cal. App. 5th 1176.)

The DEIR rejects Alternative 4 without adequate analysis. The DEIR rejects Alternative 4 largely because it will produce 106 fewer units of housing. (DEIR 4-20). However, even taken at face value, the City would still meet its RHNA goals under Alternative 4.

More importantly, almost all of the 106 units are due to the inclusion of one parcel in Alternative 4, 125 Bulkley Avenue, which is NOT in the historic district, and is currently the site of a parking lot. This single parcel is responsible of 84 units of housing. (DEIR 4-20). SOS never asked for 125 Bulkley to be included in the Historic Preservation Alternative. If this single parcel were excluded from Alternative 4, the Alternative would only reduce the Project's housing potential by 22 units, and the City would have ample margin to meet its RHNA goals. If only the two parcels in the historic district were protected, the Revised Alternative 4 would reduce housing potential by only 18 units. A revised EIR should be prepared to analyze a Historic Preservation Alternative that retains 125 Bulkley and site outside of the historic district as a housing opportunity sites. ("Revised Alternative 4").

The DEIR admits that Alternative 4 reduces the Project's impacts to Light and Glare, Air Quality, Cultural Resources, Energy, Geology, Greenhouse Gases, Hydrology, Land Use, Noise, Population, Public Services, Utilities and Wildfire. (DEIR 4-24). The DEIR does not even analyze the fact that Alternative 4 would reduce Project impacts to 8 specials status species found on Site 201. The Alternative is rejected solely because it produces 106 fewer units that the proposed Project. With the removal of 125 Bulkley Ave. from Alternative 4, the Alternative would only reduce housing potential by 22 units, allowing the City to comfortably meet is RHNA goals. Since Revised Alternative 4 would achieve all Project objectives, while dramatically reducing Project impacts, the City must analyze and adopt Revised Alternative 4.

E. The EIR Must Analyze the Impact of Eliminating the Ordinance 1022 and Ordinance 1128.

The Project includes Program 4, which proposes the elimination through voter initiative, or Ordinance 1022 and 1128. These Ordinances protected the City's Historic District by imposing limitations on density and height. Eliminating these protections will necessarily have an adverse impact on the City and the Historic District. For example, increased density and height will jeopardize the aesthetic qualities of the Downtown Historic District. CEQA requires analysis of aesthetic impacts to an historic district. (*Georgetown Pres. Soc'y v. Cnty. of El Dorado* (2018) 30 Cal. App. 5th 358.) The EIR must analyze these impacts and propose feasible mitigation measures and alternatives. Primary among these should be to maintain the 35-foot height limits in the Downtown Historic District and to preclude any housing opportunity sites in the Historic District.

F. The EIR Must Analyze the Impact of Eliminating Subjective Standards.

The Project includes the adoption of Program 19, entitled "Development Review Procedures" to adopt comprehensive Objective Design and Development Standards (ODDS). The EIR must analyze the adverse impacts of abandoning many critically important subjective standards. For many decades, the City has relied on subjective standards to safeguard the Historic Qualities of the Downtown Historic District. For example, the City relies on the United States Secretary of the Interior's Standards for the Treatment of Historic Properties with Guidelines for Preserving, Rehabilitating, Restoring & Reconstructing Historic Buildings (2017). Most of the Secretary of Interior Standards may be considered "subjective" such as:

1. A property will be used as it was historically or be given a new use that requires minimal change to its distinctive materials, features, spaces and spatial relationships.
2. The historic character of a property will be retained and preserved. The removal of distinctive materials or alteration of features, spaces and spatial relationships that characterize a property will be avoided.
3. Each property will be recognized as a physical record of its time, place and use. Changes that create a false sense of historical development, such as adding conjectural features or elements from other historic properties, will not be undertaken.
4. Changes to a property that have acquired historic significance in their own right will be retained and preserved.
5. Distinctive materials, features, finishes, and construction techniques or examples of craftsmanship that characterize a property will be preserved.
6. Deteriorated historic features will be repaired rather than replaced. Where the severity of deterioration requires replacement of a distinctive feature, the new feature will match the old in design, color, texture and, where possible, materials. Replacement of missing features will be substantiated by documentary and physical evidence.

7. Chemical or physical treatments, if appropriate, will be undertaken using the gentlest means possible. Treatments that cause damage to historic materials will not be used.
8. Archeological resources will be protected and preserved in place. If such resources must be disturbed, mitigation measures will be undertaken.
9. New additions, exterior alterations, or related new construction will not destroy historic materials, features, and spatial relationships that characterize the property. The new work will be differentiated from the old and will be compatible with the historic materials, features, size, scale and proportion, and massing to protect the integrity of the property and its environment.
10. New additions and adjacent or related new construction will be undertaken in such a manner that, if removed in the future, the essential form and integrity of the historic property and its environment would be unimpaired.

If the City abandons these well-established Standards as “subjective,” it will necessarily have adverse impacts on the City’s unique historic resources. The EIR must analyze the likely impacts of this action. The EIR must also analyze all feasible mitigation measures and alternatives to reduce this impact, such as alternative standards that would be deemed “objective.”

G. The EIR Must Analyze the Impact of Eliminating the View Ordinance.

The City is considering elimination of the long-standing View Ordinance since some contend that it is a subjective standard. SOS believes that the View Ordinance can be revised and adopted as an objective standard. However, if the City considers abandoning the View Ordinance entirely, this will necessarily have drastic aesthetic impacts on the entire City. These impacts must be analyzed in the EIR.

The courts have long held that aesthetic impacts on public views must be analyzed under CEQA. (See, *Ocean View Estates Homeowners Assn., Inc. v. Montecito Water Dist.* (2004) 116 Cal.App.4th 396, 401-02, 403.) In *Citizens for Responsible & Open Government v. City of Grand Terrace* (2008) 160 Cal.App.4th 1323, 1337, an EIR was required as two- and three-story senior housing facility might cause significant “changes to the physical and aesthetic conditions and character of the surrounding neighborhood due to the facility’s density and height.”

Elimination or substantial revision to the City’s View Ordinance could have drastic aesthetic impacts to views throughout the City. These impacts must be analyzed in the EIR. The EIR must consider feasible mitigation measures to reduce these impacts, and all feasible alternatives – such as the adoption of an objective View Ordinance.

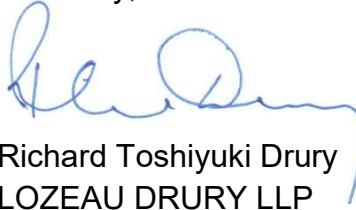
The City should also consider alternatives that place housing opportunity sites in locations that have the least impact on views. The EIR should consider the view impacts of each housing opportunity project, and consider alternatives that minimize such

impacts. Alternatives that minimize view impacts are allowed under California law since the City view ordinance existed in 2018. As such, considering view impacts would be no more stringent than laws in effect in 2018. (Gov. Code section 66300). So long as the City meets its RHNA goals, the City may consider alternative that minimize view impacts.

V. CONCLUSION

SOS understands that the City is under a legal mandate to reach its RHNA goals. However, this should not be done and it does not need to be done at the expense of Sausalito's unique and irreplaceable Downtown Historic District. SOS urges the City to analyze in the EIR and implement a Historic District Preservation Alternative, which would place all Housing Opportunity Sites outside the Downtown Historic District. The Historic District Preservation Alternative is a feasible and effective way to protect the Downtown Historic District, while still achieving the Project objective of meeting the City's RHNA goals.

Sincerely,



Richard Toshuyuki Drury
LOZEAU DRURY LLP

EXHIBIT A

CITY OF SAUSALITO, CALIFORNIA
HOUSING CRISIS ACT of 2019 – SB 330
PRELIMINARY APPLICATION FORM

PURPOSE

This form serves as the Preliminary Application for projects seeking vesting rights pursuant to SB 330, the Housing Crisis Act of 2019.

GENERAL INFORMATION

An applicant for a housing development project shall be deemed to have submitted a preliminary application upon providing all of the information listed in this Preliminary Application form and payment of the permit processing fee to the agency from which approval for the project is being sought and upon payment of the permit processing fee.

A "housing development project" means a project consisting of: (1) residential units only, (2) a mix of commercial and residential uses, with 2/3 of the project's square footage used for residential purposes, or (3) transitional or supportive housing. For a list of uses considered residential or nonresidential, please see Sections 10.22, 10.24, 10.44 and 10.88 of the Municipal Code. When preparing site plans and elevations, please ensure that any measurements shown are consistent with Title 9 and 10 of the Municipal Code, and in particular, Section 10.40 and 10.88 of the Municipal Code.

This application will not be deemed submitted if you fail to provide all of the information required and the application fee. After you submit this application, if you revise your project so that the number of residential units or square footage of construction changes by 20 percent or more (exclusive of any increase pursuant to Government Code Section 65915), you will need to submit a new preliminary application.

Your preliminary application will be deemed abandoned if you do not submit a development application within 180 days of submitting this application, or, if your development application is found to be incomplete, you do not provide any additional information required within 90 days of notice that the application is incomplete.

Note: CEQA standards apply.

SB 335 Application

Submittal Date Stamp*:

RECEIVED
FEB 20 2024
CITY OF SAUSALITO
COMMUNITY DEVELOPMENT DEPT

*Submittal of all the information listed and payment of the permit processing fee freezes fees and development standards as of this date, unless exceptions triggered, per GC Sec. 65889.5(o).

APPLICANT INFORMATION

1. PROPERTY OWNER -

Name: Willys LLC Linda Fotsch, Managing Member

Mailing Address (Street, City, State, Zip Code): 611 Bridgeway
Sausalito CA 94965

Phone: (415) 215-7052 Email Address: Linda.fotsch@aol.com

Is the property owner also the applicant? YES NO If "no," complete Items 2 and 3.

PROPERTY OWNER CONSENT - Notarization is required. Use attached acknowledgement.

In signing this application, I/We, as property owner, have full legal capacity to, and hereby do, authorize the filing of this preliminary application. I/We understand that if the project is approved subject to any conditions, conditions of approval are binding. I/We agree to be bound by those conditions, subject only to the right to object at the hearing on this application, or during the appeal period.

Willys LLC
Linda Fotsch 2/20/2024
Signature Managing Member Date

Signature Date

Signature Date

Signature Date

If the Property is owned by a Trust, LLC, Corporation, Partnership, or Other Entity indicate:

- Trustee(s)
- Partners Limited or General Corporation Other

Name of trust, LLC, corporation, or other entity: Willys LLC

2. APPLICANT NAME AND CONTACT INFORMATION -

Name: Willys LLC Linda Fotsch managing Member

Mailing Address (Street, City, State, Zip Code): 611 Bridgeway
Sausalito CA 94965

Phone: (415) 215-7052 Email Address: Linda.fotsch@aol.com

SITE INFORMATION

1. PROJECT LOCATION - (ATTACH LEGAL DESCRIPTION OF PROPERTY TO FORM.)

Street Address (including unit numbers): 605-613 Bridgeway

Assessor Parcel Number(s) 065-132-16

2. EXISTING USES - The existing uses on the project site and identification of major physical alterations to the property on which the project is to be located. (If you prefer to attach a site plan that clearly depicts all existing uses and proposed physical alterations, please enter "See Attached" here.)

"see attached"

3. **SITE PLAN** - A site plan showing the building(s) location on the property and approximate square footage of each building that is to be occupied.

Attached? YES NO

4. **ELEVATIONS** - Elevations showing design, color, material, and the massing and height of each building that is to be occupied.

Attached? YES NO

5. **RESIDENTIAL DWELLING UNIT COUNT** - Please indicate the number of dwelling units proposed as well as a breakdown of levels by affordability set by each category (HCD or HUD).

	Total	HCD (State)	HUD (TCAC)
Market Rate	51	N/A	N/A
Managers Unit(s) - Market Rate		N/A	N/A
Extremely Low Income			
Very Low Income	4		
Low Income			
Moderate Income	4		
Total No. of Units	59		
Total No. of Affordable Units	8		
Total No. of Density Bonus Units	26		

Other notes on units:

6. **FLOOR AREA** - Provide the proposed floor area and square footage of residential and nonresidential development. See Sections 10.22, 10.24, 10.44 and 10.88 of the Municipal Code for specific land use categories. If the project will contain multiple buildings, please provide a breakdown of square footage for each use by building. If more space is needed, enter "See Attached," and attach a modified table.

Category of Use	Specific Use, if Known	Square Footage
Residential		
Commercial		
Other		

Attached

7. **PARKING** - The proposed number of automobile parking spaces.

Residential Proposed Automobile Parking Spaces	Nonresidential Proposed Automobile Parking Spaces	Total Proposed Automobile Parking Spaces
	<i>attached</i>	

Other parking:

Please describe any other parking that will be provided, including number of motorcycle spaces, short and long-term bicycle parking space, loading zones, EV charging stations, etc.

Bicycle Parking
EV charging Stations

8. **AFFORDABLE HOUSING INCENTIVES, WAIVERS, CONCESSIONS and PARKING REDUCTIONS** - Will the project proponent seek Density Bonus incentives, waivers, concessions, or parking reductions pursuant to California Government Code Section 65915?

YES NO

If "YES," please describe:

9. **SUBDIVISION** - Will the project proponent seek any approvals under the Subdivision Map Act, including, but not limited to, a parcel map, a vesting or tentative map, a condominium map, a lot line adjustment, or a certificate of compliance?

YES NO

If "YES," please describe:

see attached

10. **POLLUTANTS** - Are there any proposed point sources of air or water pollutants?

YES NO

If "YES," please describe:

11. EXISTING SITE CONDITIONS – Provide the number of existing residential units on the project site that will be demolished and whether each existing unit is occupied or unoccupied.

	Residential Units	Occupied Residential Units	Unoccupied Residential Units
Existing	1		
To Be Demolished	0		

12. ADDITIONAL SITE CONDITIONS – (IT IS STRONGLY RECOMMENDED TO CONSULT PLANNING DEPARTMENT STAFF FOR ASSISTANCE WITH THIS SECTION)

- a. Whether a portion of the property is located within any of the following:
- i. A very high fire hazard severity zone, as determined by the Department of Forestry and Fire Protection pursuant to Section 51178? YES NO
 - ii. Wetlands, as defined in the United States Fish and Wildlife Service Manual, Part 660 FW 2 (June 21, 1993)? YES NO
 - iii. A hazardous waste site that is listed pursuant to Section 65962.5 or a hazardous waste site designated by the Department of Toxic Substances Control pursuant to Section 25356 of the Health and Safety Code? YES NO
 - iv. A special flood hazard area subject to inundation by the 1 percent annual chance flood (100-year flood) as determined by the Federal Emergency Management Agency in any official maps published by the Federal Emergency Management Agency? YES NO
 - v. A delineated earthquake fault zone as determined by the State Geologist in any official maps published by the State Geologist, unless the development complies with applicable seismic protection building code standards adopted by the California Building Standards Commission under the California Building Standards Law (Part 2.5 (commencing with Section 18901) of Division 13 of the Health and Safety Code), and by any local building department under Chapter 12.2 (commencing with Section 8875) of Division 1 of Title 2? YES NO
 - vi. A stream or other resource that may be subject to a streambed alteration agreement pursuant to Chapter 6 (commencing with Section 1600) of Division 2 of the Fish and Game Code? YES NO

IF YOU CHECKED "YES" FOR ITEM (vi), ATTACH A SITE MAP SHOWING THE LOCATION OF ANY SUCH STREAM OR OTHER RESOURCE. REGARDLESS OF WHETHER YOU CHECKED "YES," PROVIDE AN AERIAL PHOTOGRAPH SHOWING EXISTING ENVIRONMENTAL SITE FEATURES THAT WOULD BE SUBJECT TO REGULATIONS BY A PUBLIC AGENCY, INCLUDING CREEKS AND WETLANDS. Check here to indicate that you have read this statement and have attached the required materials →

**USE THIS FORM ONLY IF THE PROPERTY OWNER'S CONSENT IS REQUIRED.
OTHERWISE, LEAVE BLANK.**

A notary public or other officer completing this certificate verifies only the identity of the individual who signed the document to which this certificate is attached, and not the truthfulness, accuracy, or validity of that document.

STATE OF CALIFORNIA)

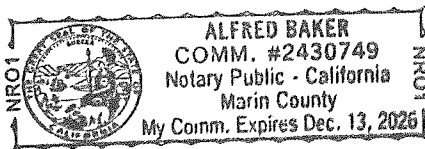
)

COUNTY OF MARIN)

On 2/20/24, before me, ALFRED BAKER, Notary Public, personally appeared LINDA FOTSCH, who proved to me on the basis of satisfactory evidence to be the person(s) whose name(s) is/are subscribed to the within instrument and acknowledged to me that he/she/they executed the same in his/her/their authorized capacity(ies), and that by his/her/their signature(s) on the instrument the person(s), or the entity upon behalf of which the person(s) acted, executed the instrument.

I certify UNDER PENALTY OF PERJURY under the laws of the State of California that the foregoing paragraph is true and correct.

WITNESS my hand and official seal.



[Signature]
Name: ALFRED BAKER

Notary Public

WATERSTREET

605-613 BRIDGEWAY, SAUSALITO, CA 94965

FRANCIS GOUGH
ARCHITECT INC
415.613.5823
francisgough@mac.com

Project Applicant
WILLY'S LLC
611 Bridgeway, Sausalito, CA



WATERSTREET

605 - 613 Bridgeway
Sausalito, California
APN: 065-152-16

DATE: 2-20-2024
JOB #:
DRAWN:
APPROVED:

REVISIONS:

**PRINCESS ST.
STREETSCAPE**

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Sheet Number

A 100
SB 35 APPLICATION

PRINCESS STREET LOOKING EAST

Project Applicant
WILLY'S LLC
611 Bridgeway, Sausalito, CA



BRIDGEWAY LOOKING SOUTH

WATERSTREET

605 - 613 Bridgeway
Sausalito, California
APN: 065-152-16

DATE: 2-20-2024
JOB #:
DRAWN:
APPROVED:

REVISIONS:

**BRIDGEWAY
STREETScape**

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Sheet Number

A 101

SB 35 APPLICATION

UNIT MIX AND BUILDING SQUARE FOOTAGE

Unit Matrix and Building Square Footage

Building Level	Floor Elevation	No. Units	Gross Unit Area	Deck Area	Parking Area	Retail Area
Roof	109	0	0	0		
8	97	4	11,810	3,868		
7	85	6	11,810	3,868		
6	73	6	11,810	3,868		
5	61	7	13,334	3,661		
4	50	8	14,153	3,881		
3	39	10	14,496	3,927		
2	28	15	15,348	2,618		
1	17	3	6,671	1,869	8,400	472
G	0	0	0	0	13,480	4,456
Totals		59	99,432	27,360	21,880	4,928

Building Level	Unit Number	No. Bedrooms	Gross Unit Area	Deck Area	Common Area	Mechanical
Level 8	56	3	2,060	835	Circulation 1605	
	57	3	2,060	835		
	58	5	5,420	1,312		
	59	3	2,270	886		
Subtotal			11,810	3,868	1605	
Level 7	50	3	2,060	835	1605	
	51	3	2,060	835		
	52	3	2,670	389		
	53	2	1,375	450		
	54	2	1,375	472		
	55	3	2,270	887		
Subtotal			11,810	3,868	1605	
Level 6	44	3	2,060	835	1776	
	45	3	2,060	835		
	46	3	2,670	389		
	47	2	1,375	450		
	48	2	1,375	472		
49	3	2,270	887			
Subtotal			11,810	3,868	1776	
Level 5	37	3	2,265	835	1592	
	38	3	2,265	835		
	39	3	1,589	400		
	40	2	1,375	450		
	41	2	1,375	472		
	42	3	1,530	137		
	43	3	2,935	532		
Subtotal			13,334	3,661	1,592	

PROJECT ZONING

WATERSTREET PROJECT DATA- SB 35 Submittal

APN 065-132-16
 Zoning- CC, R-3
 General Plan Central Commercial (Up-LQ—22.0-duLac)
 Building Type- Condominiums
 Mixed Use Opportunity Site- 49ac/85%
 Allowed Project Density-25 du
 Proposed Units- 59 (Including Density Bonus Units)
 Market Rate—51
 Affordable- 4 Very Low Income, 4 Moderate
 Five Retail Sites- 4 existing, 1 new
 Commercial/Residential Parking Lot- Existing
 Residential Parking Lot- New
 Urban Infill
 Land Area- 22,936 sq ft
 Gross Floor Area- 119,647 Sq ft
 SB35 Submittal

PROJECT TEAM

Applicant and Owner

Willy's LLC
 Linda Fotsch
 611 Bridgeway, Sausalito, CA 94965

Legal Representation

Ryan J Patterson
 235 Montgomery St
 Ste 950
 San Francisco, CA
 ryan@pattersononeill.com

Architect

Francis Gough
 27 Mountain View Ave, Mill Valley, CA

Historic Architect

Preservation Architecture
 446 17th St #302, Oakland, CA

Rendering Artist

Eva Pu
 Magilight Studio.com

Schematic Artist

Del Leach
 502 El Dorado Lane, Del Ray Beach, FL

Geotechnical Engineer

Murray Engineers
 409 4th St, San Rafael, CA

Arborist

Urban Forestry Associates
 209 San Anselmo Ave, San Anselmo, CA

Engineer

BKF Engineers
 1646 N California Blvd, Ste 400, Walnut Creek, CA

PROJECT DESCRIPTION

**WATERSTREET- PROJECT NARRATIVE
 SB35 Application**

Waterstreet offers walkability, sustainability and increased financial health for Sausalito while prioritizing Housing needs.

OVERVIEW:

Waterstreet will be a multi-use, Urban infill residential development located at 605-613 Bridgeway, across from the waterfront in Downtown Sausalito. The property is designated Opportunity Site #201 listed in the Sausalito Housing Element. The site is approximately 1/2 acre on a previously developed, underutilized lot, located within the City limits, surrounded on all sides by Urban uses; including commercial and residential development.

Waterstreet will feature 59 condominiums, 51 Market Rate with 4 Very Low and 4 Moderate Affordable Units. There will be five retail sites, four existing along the Bridgeway frontage, and a new retail space and Residential Lobby extending the retail spaces on Princess Street. The site is 22,936 Square feet and the proposed Gross Floor Area is 119,647 Square feet, zoning is CC and R-3. Modifications to Development Standards are achieved through waivers and concessions and are permitted under California State Density Bonus Laws. The amount and percentage of BMR units provided on site allows for the project to have three incentives or concessions and an unlimited number of waivers or reductions of Development Standards as allowed by the State Density Bonus Law. The building type is Type 1 construction.

LOCATION:

Uniquely located in the transit rich area of downtown Sausalito, Waterstreet is fronted by Bridgeway offering bus lines and bike routes. Two blocks away, the main transit center of Sausalito, the Sausalito Ferry Terminal, is serviced by two ferry lines- the Golden Gate Ferry and the Blue and Gold Fleet, both offering regular ferry service to San Francisco. Waterstreet will rate a very high Walk Score with easy access to shopping, services, parks and restaurants.

PARKING:

The existing parking lot, with ingress and egress on Bridgeway will remain, with a second level parking lot with ingress and egress on Princess Street. The parking will be uncoupled with condominium ownership.

NEIGHBORHOOD IMPROVEMENT:

Waterstreet follows the existing development pattern of the surrounding area of Sausalito- retail at street level, residential above. Waterstreet improves on the current conditions of the property for drainage and stormwater. The existing unsightly power poles and electrical wires will be relocated underground. The majority of the existing lot is an unattractive asphalt parking lot; which will be repurposed into a property that is attractive and a financially beneficial asset to the City. Waterstreet will help the City of Sausalito to fulfill its State of California requirement of the California Housing Element by adding needed market rate and below market rate housing units.

A luxury development in a prime Downtown Sausalito location, with world class panoramic water and San Francisco views; Waterstreet will be a first class building constructed from premium building materials with upscale amenities. The development was designed with varying unit sizes and prices to accommodate a wide diversity of buyers. All homes are single level and serviced by elevators. Most Waterstreet homes will have dramatic, picturesque water views.

Waterstreet will be a forerunner for the enhancement and regeneration of Downtown Sausalito. New homeowners, living in the downtown area, will help revitalize the feel and mix of downtown businesses and restaurants no longer reliant on the seasonal and day visitor traffic. Sausalito will blossom into more of a walking town as residents will not need to drive to dine or shop. Travel to San Francisco or nearby towns will be by ferry, bus, bikes or ridesharing companies. More homeowners residing downtown will encourage more downtown civic activities such as: music and art events, outdoor plays, farmers markets, local volunteerism etc. The increase in property tax revenue from Waterstreet and sales tax revenue derived from resident spending, will bolster the economy of Sausalito.

HISTORIC:

The property is not listed in the National Register of Historic Places. The property is located in the Sausalito Historical Overlay District. The development will not cause a substantial adverse change in significance of an historical resource nor be demolished. The historic buildings will be preserved. Construction mandates will be in effect to preserve and protect the Historic Buildings and neighboring buildings during the construction period. New construction will be compatible with historic materials and features to protect the integrity of the property and its environment.

DESIGN:

The proposed architecture will not mimic the historic facades of Sausalito. The proposed façade is new from what exists and compatible in color and finish to existing structures in Sausalito. The architecture will enhance and compliment the Historic facades of Sausalito. The proposed building will be medium grey textured cement. Black window frames, door frames, hardware will contrast with the building finish. Highlighting this will be warm, natural wood tones on planter boxes, exterior ceilings and privacy walls; with bright year-round greenery in the many planter boxes. Most homes will have impressive water views from the private decks and windows.

SUSTAINABILITY:

Waterstreet will be designed to Green Building Standards. Sustainability features will include- Energy Efficiency with solar panels, energy efficient appliances, increased insulation, bicycle parking and electric vehicle charging stations. Water Efficiency- with low-flow plumbing fixtures drought resistant plants and drip irrigation systems. Waterstreet meets FEMA flood standards and the first residential floor will be well above the Base Flood Elevation. Homes front on a Fire evacuation route and have fire resistant exteriors. Waterstreet will follow all required measures for dust, sound, vibration, parking and other mitigations during the construction period.

SHEET INDEX

SHEET INDEX

A100- Princess Street Streetscape Rendering
 A101- Bridgeway Streetscape Rendering
 A102- Project Data and Vicinity Map
 A103- Photos of Existing Property

C1- Property Survey
 TM 1- Tentative Map Cover Sheet
 TM 2- Existing Conditions
 TM3- Proposed Parcelization Plan

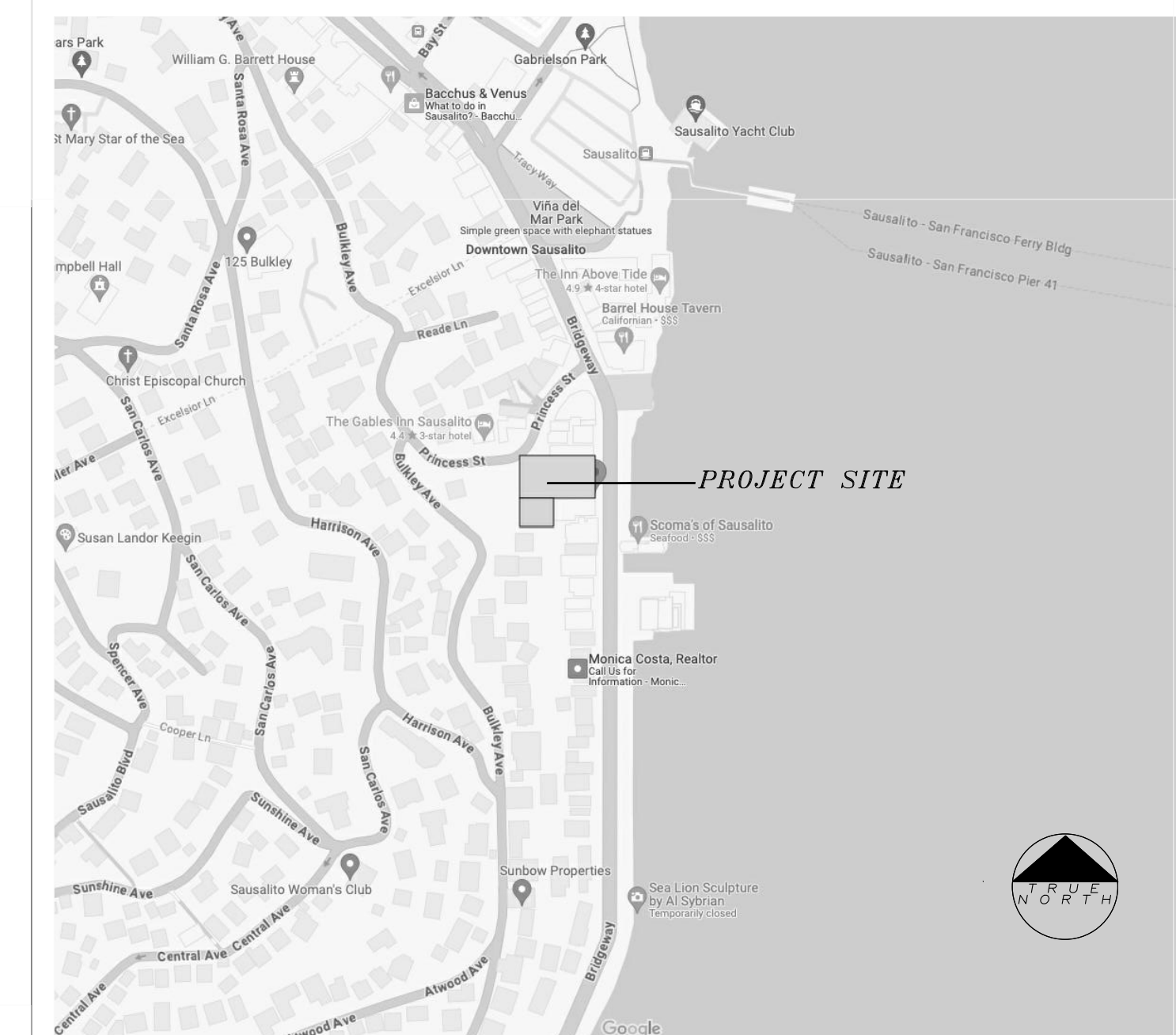
A200 Existing Site Plan and Tree Removal Plan
 A202- Ground Floor Plan
 A203- Level One Plan
 A204-Level Two Plan
 A205-Level Three Plan
 A206-Level Four Plan
 A207-Level Five Plan
 A208-Level Six Plan
 A209-Level Seven Plan
 A210-Level Eight Plan
 A211-Roof Plan

A300- Bridgeway Elevation (East)
 A301-North Elevation
 A302-Princess St Elevation
 A303-West Elevation
 A304- South Elevation

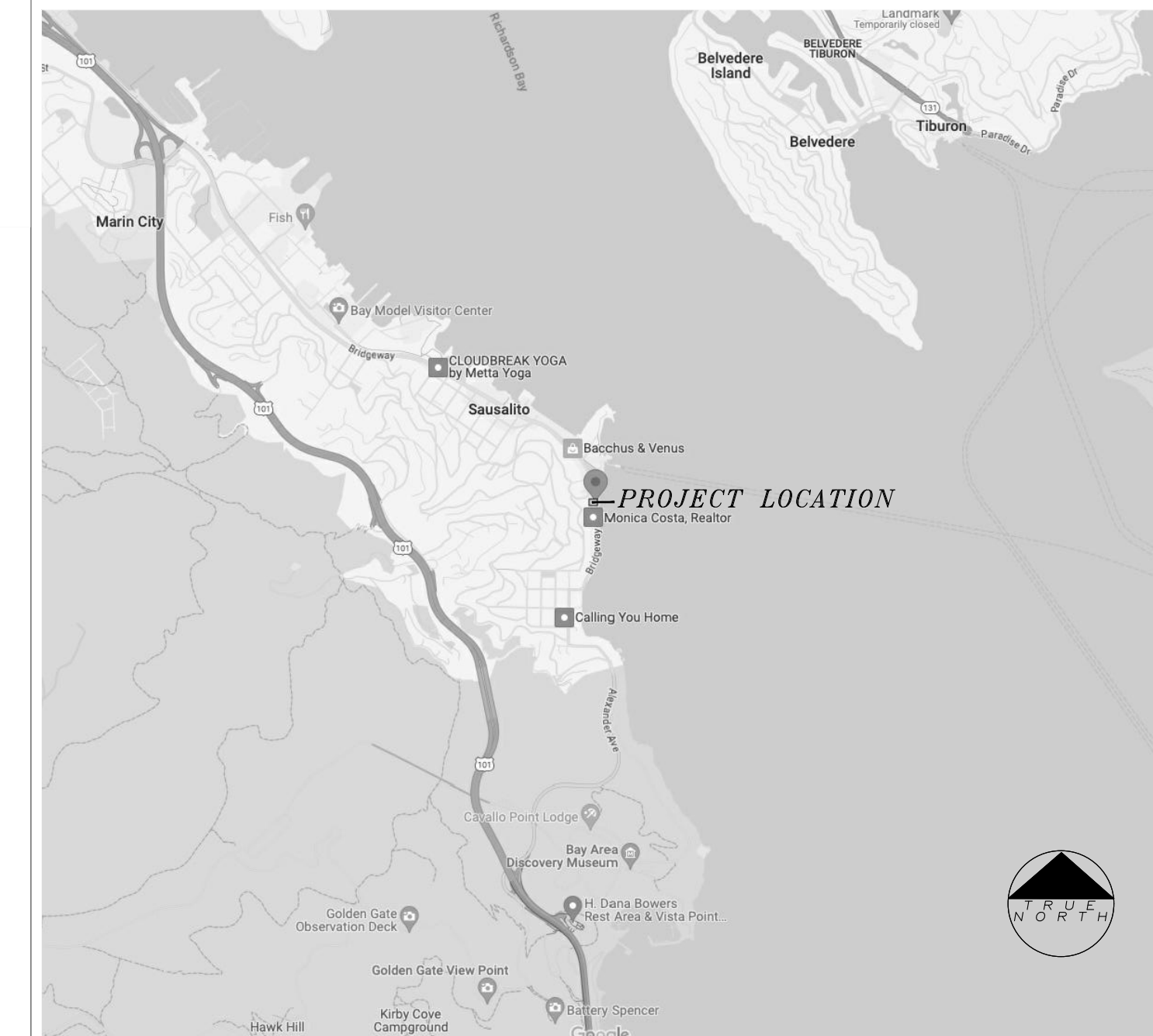
A400- Building Section A-A
 A401- Building Section B-B
 A402-Building Section C-C

A500- Typical Unit Plans
 A501-Typical Unit Plans

VICINITY MAP



AREA MAP



FRANCIS GOUGH
 ARCHITECT INC
 415.613.5823
 francisgough@mac.com

Project Applicant
WILLY'S LLC
 611 Bridgeway, Sausalito, CA

WATERSTREET

605 - 613 Bridgeway
 Sausalito, California
 APN: 065-152-16

DATE: 2-20- 2024
 JOB #:
 DRAWN:
 APPROVED:

REVISIONS:

PROJECT DATA

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Sheet Number

A 102
 SB 35 APPLICATION

Not Right for The Historic District

9 Stories - 109 Feet Tall!



Rendering based on Francis Gough Illustration and 3/4/2024 project update filed with City of Sausalito

EXHIBIT B

Shawn Smallwood, PhD
3108 Finch Street
Davis, CA 95616

Richard Drury
Lozeau Drury LLP
1939 Harrison Street, Suite 150
Oakland, CA 94612

21 April 2024

RE: 605-613 Bridgeway

Dear Mr. Drury,

I write to report to you my findings of wildlife reconnaissance surveys I completed at 605-613 Bridgeway, Sausalito, California (APN: 065-132-16), where I understand a 9-story, 109.5-foot-tall building is proposed to include 59 residential units and 119,647 square feet of floor space with lots of glass on its façades, all on 0.53 acres. I surveyed the site to determine whether it provides habitat for protected species identified as candidate, sensitive, or species of special status by state or federal agencies, fully protected species, or species protected by the federal Endangered Species Act of 1973 (16 U.S.C. Sec. 1531 et seq.), the California Endangered Species Act (Chapter 1.5 (commencing with Section 2050) of Division 3 of the Fish and Game Code), or the Native Plant Protection Act (Chapter 10 (commencing with Section 1900) of Division 2 of the Fish and Game Code).

My qualifications for preparing expert comments are the following. I hold a Ph.D. degree in Ecology from University of California at Davis, where I also worked as a post-graduate researcher in the Department of Agronomy and Range Sciences. My research has been on animal density and distribution, habitat selection, wildlife interactions with the anthrosphere, and conservation of rare and endangered species. I authored many papers on these and other topics. I served as Chair of the Conservation Affairs Committee for The Wildlife Society – Western Section. I am a member of The Wildlife Society and Raptor Research Foundation, and I've lectured part-time at California State University, Sacramento. I was Associate Editor of wildlife biology's premier scientific journal, *The Journal of Wildlife Management*, as well as of *Biological Conservation*, and I was on the Editorial Board of *Environmental Management*. I have performed wildlife surveys in California for thirty-seven years. My CV is attached.

HABITAT

Critical to my determinations of whether the site of the proposed project provides habitat to sensitive and special-status species is the habitat concept – a topic that has been a focus of much of my research career (Smallwood 1993, 2002, 2015). Habitat is defined as that part of the environment that is used by members of a species (Hall et al. 1997, Morrison et al. 1998). Habitat use is typically measured by ecologists to define habitat associations; that is, the level of association that a species has been observed to use a portion of the measurable environment (Smallwood 2002). Habitat associations

are important because habitat at a given site is not always continuously occupied, as members of many species are seasonal or must travel widely to forage, evade predation, or to patrol home ranges or breeding territories. Therefore, whereas my detection of a species in a particular place verifies that that place serves as habitat, my failure to detect a species can be regarded as merely a failure to verify what otherwise I can determine as a high likelihood of occurrence based on a well-founded or strong habitat association. In other words, whereas I failed to detect a yellow warbler at the project site, I can still determine with reasonable confidence that the site is yellow warbler habitat, because I have many times observed yellow warblers in environments that closely resemble the project site. Observing members of a species on a site is optimal for determining whether the site provides habitat, but habitat associations can also support determinations of whether the site provides habitat.

The definition of habitat I cited above can include a wide range of physical features of the Earth, depending on the species. The habitat of an animal species can include soil, woody debris, particular species of shrubs or trees or vegetation associations, fresh water, salt water, or a portion of the gaseous atmosphere, among many other physical media within which the species must find shelter, forage, and opportunities for socialization, learning, and breeding. The gaseous atmosphere of a site in which volant animals live is referred to as the aerosphere (Davy et al. 2017, Diehl et al. 2017), and is no less tangible as a physical feature of a volant animal's habitat, and no less essential, than is any other part of an animal's habitat. Without access to the aerosphere of a particular place, animals that are morphologically adapted to fly cannot reach breeding sites, cannot escape predators, and cannot appropriately socialize or successfully breed. For these reasons and more, an entire subdiscipline of ecology is aeroecology (Kunz et al. 2008). Aerial habitat is particularly relevant to the proposed project because the proposed building would eliminate access to it by volant species of wildlife that have long relied on it.

SITE VISIT

I visited the site of the proposed project for 3.92 hours from 15:39 to 19:34 hours on 2 April 2024, and for 3.75 hours from 06:33 to 10:18 hours on 3 April 2024. I surveyed from a neighbor's driveway along the western border of the project site, scanning for wildlife with use of binoculars. I recorded all species of vertebrate wildlife I detected, including those whose members flew over the site or were seen nearby, off the site. Animals of uncertain species identity were either omitted or, if possible, recorded to the Genus or higher taxonomic level.

Conditions were clear with a slight north wind and 60° to 54° F on 2 April, and overcast with a slight north wind and 51° to 54° F on 3 April. The western portion of the site was covered by six coast live oaks (*Quercus agrifolia*) and five California buckeyes (*Aesculus California*), all of which are protected by City of Sausalito, and California Bay Laurel (*Umbellularia californica*) (Urban Forestry Associates 2023). These trees and the overlying airspace of the project site support many species of vertebrate wildlife.

I saw Bewick's wrens (Photo 1), black phoebe (Photo 2), California towhees and chestnut-backed chickadees (Photos 3 and 4), California scrub-jays and western gulls (Photos 5 and 6), American crows and oak titmouse (Photos 7 and 8), hermit thrush and western bluebird (Photos 9 and 10), California brown pelicans and eastern gray squirrels (Photos 11 and 12), and golden-crowned sparrows (Photo 13), among other species listed in Table 1. I detected 49 species of vertebrate wildlife, 10 of which are special-status species (Table 1).

Signs of breeding on and near the site abounded. Bewick's wrens defended a nest territory. California scrub-jays were building a nest. Western gulls used the airspace of the site for social interactions leading to copulation on the buildings at 605-613 Bridgeway. Black phoebes defended a nest territory. Chestnut-backed chickadees defended a nest cavity. Birds were very busy on the site, but very difficult to photograph due to cryptic behaviors to hide nest sites.

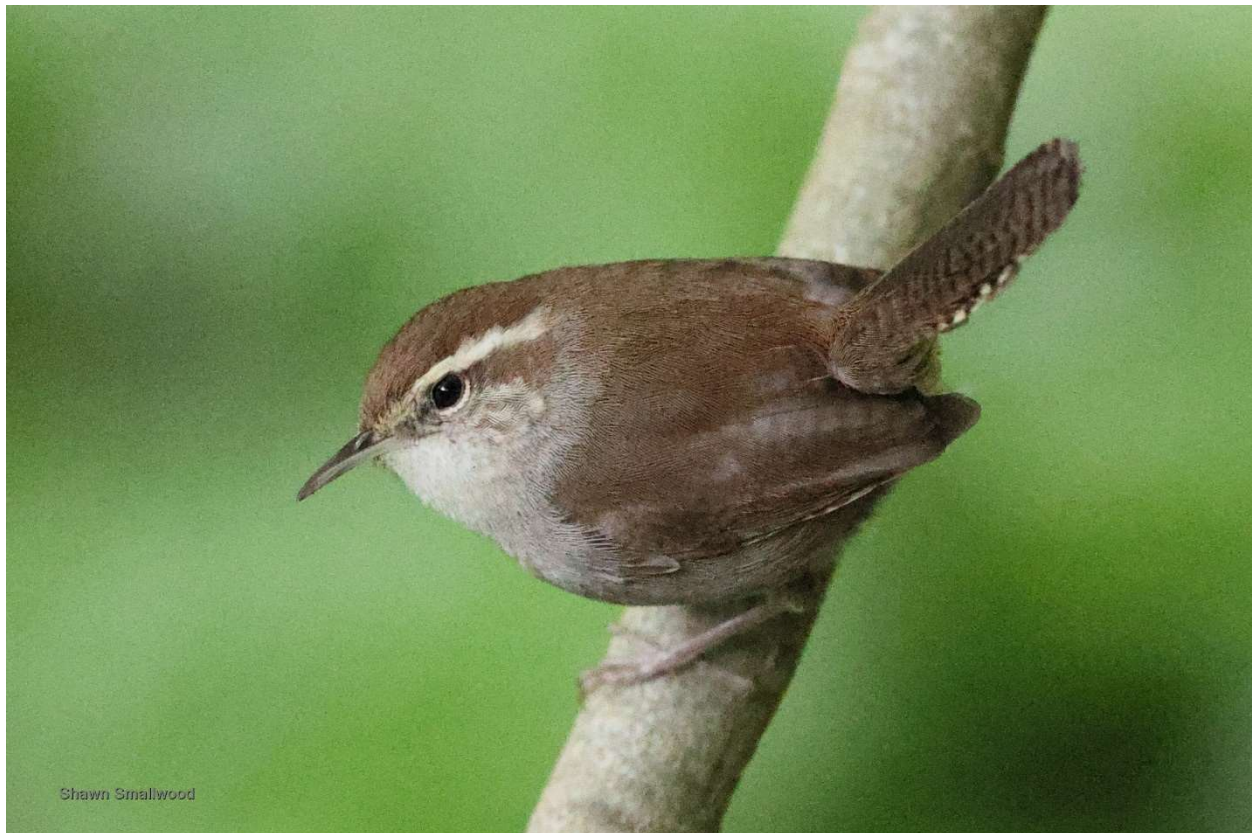


Photo 1. *Bewick's wren on the project site, 3 April 2024.*



Photo 2. *Black phoebe next to the project site, having just come off the site, 3 April 2024.*



Photos 3 and 4. *California towhee* (top) and *chestnut-backed chickadee* on and next to the project site, 3 April 2024.



Photos 5 and 6. California scrub-jay with food from the project site (top) and a pair of western gulls on one of the buildings that would be covered by the project's building, 2 April 2024. Western gull is a special-status species.

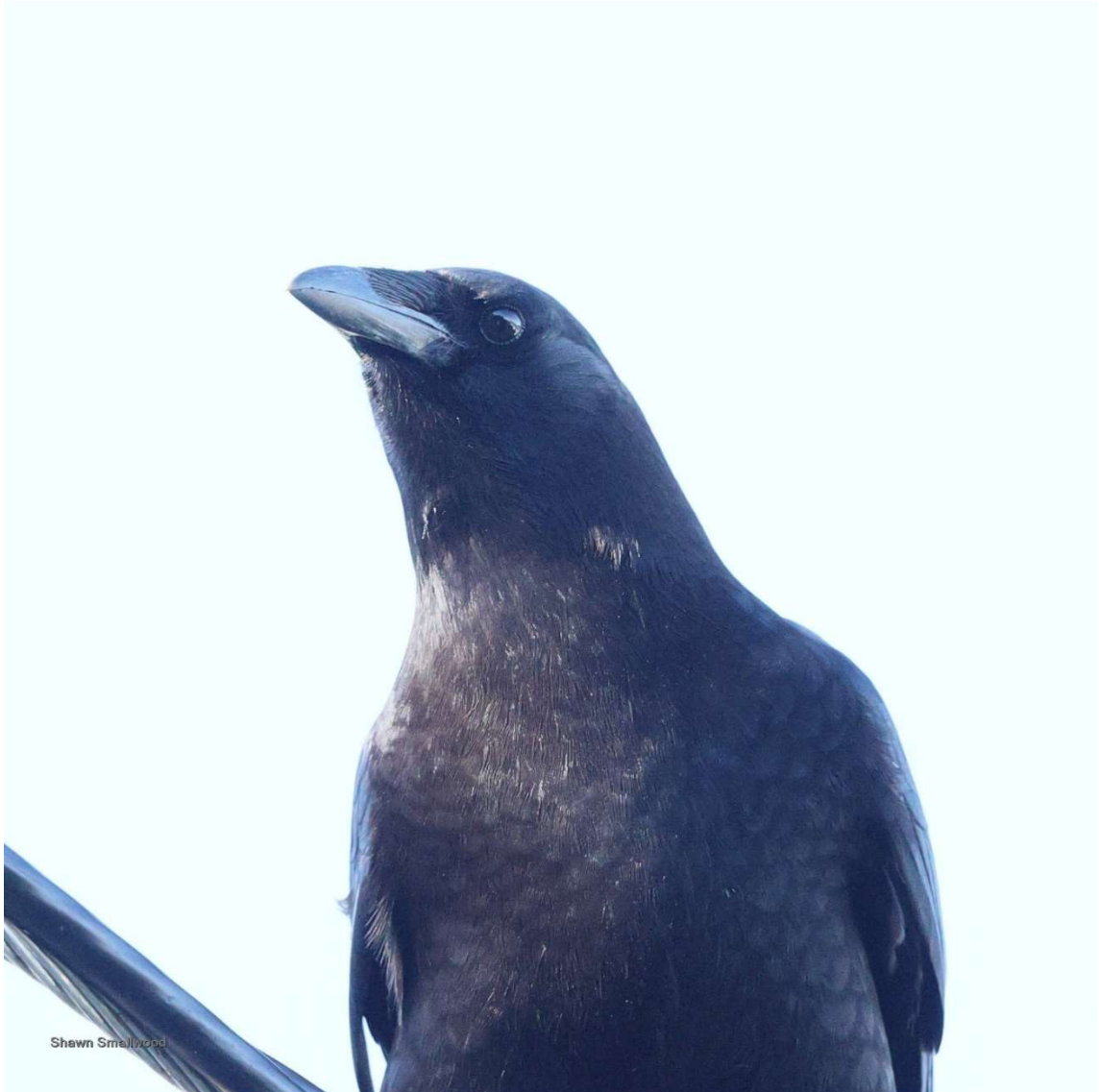


Photo 7. American crow on the project site, 2 April 2024.



Photo 8. Oak titmouse on the project site, 2 April 2024. Oak titmouse is a special-status species.

Photos 9 and 10.
*Hermit thrush on the
project site (top) and
western bluebird next to
the project site (Bottom),
2-3 April 2024.*

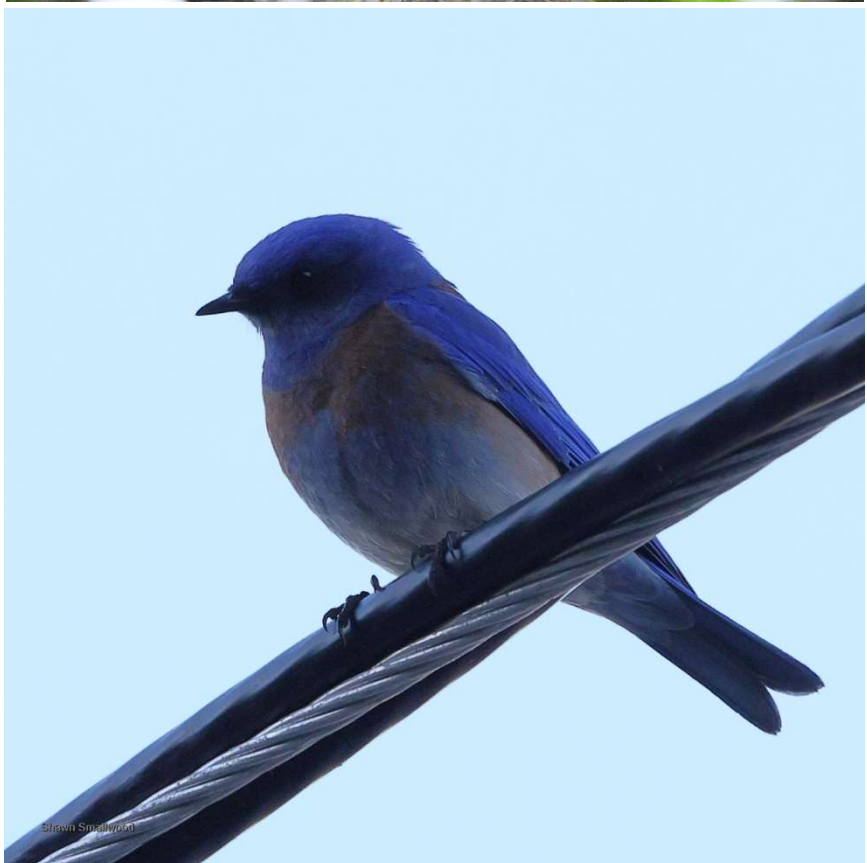
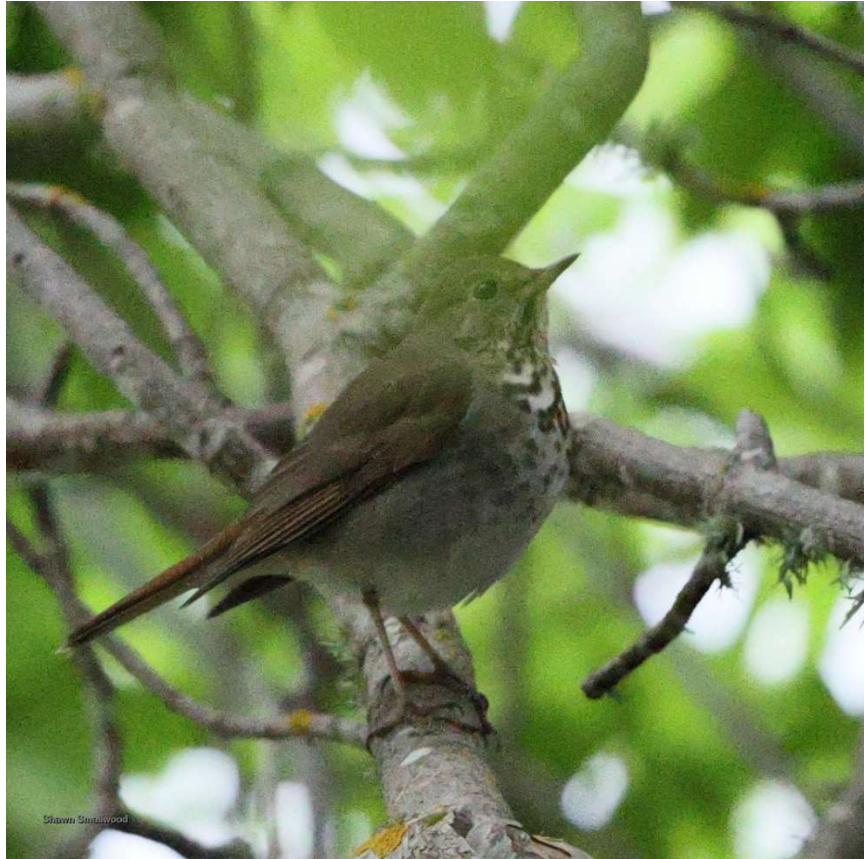




Photo 11. *California brown pelicans flew over the project site, 3 April 2024.*



Photo 12. *Eastern gray squirrel on the project site, 3 April 2024.*

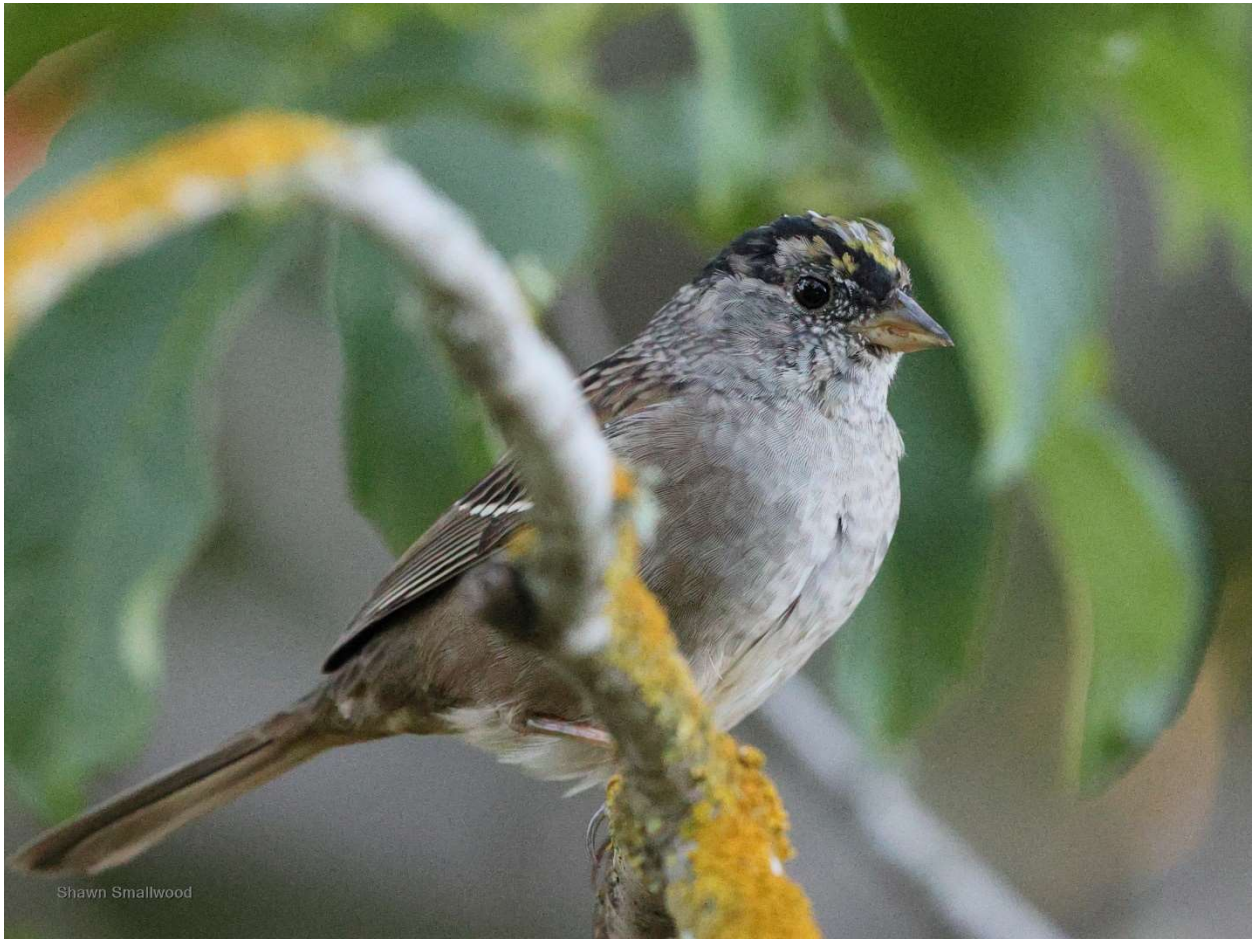


Photo 13. Golden-crowned sparrow on a California buckeye on the project site, 2 April 2024.

Table 1. Species of wildlife I observed during 7.67 hours of survey on 2 and 3 April 2024.

Common name	Species name	Status ¹	Notes
Canada goose	<i>Branta canadensis</i>		Low overflight, pair
Rock pigeon	<i>Columba livia</i>	Non-native	Just off site
Band-tailed pigeon	<i>Patagioenas fasciata</i>		Low overflight, flock
Eurasian collared-dove	<i>Streptopelia decaocto</i>	Non-native	Calling
Mourning dove	<i>Zenaida macroura</i>		Low overflight
Anna's hummingbird	<i>Calypte anna</i>		Territory defense
Allen's hummingbird	<i>Selasphorus sasin</i>	BCC	Territory defense
Ring-billed gull	<i>Larus delawarensis</i>		Low overflight
Western gull	<i>Larus occidentalis</i>	BCC	Low overflights
Glaucous-winged gull	<i>Larus glaucescens</i>		Low overflight
Caspian tern	<i>Hydroprogne caspia</i>		Low overflight
Common loon	<i>Gavia immer</i>	SSC	On the Bay
Double-crested cormorant	<i>Nannopterum auritum</i>	TWL	Low overflight, flock
California brown pelican	<i>Pelecanus occidentalis californicus</i>	CFP	Low overflight, pair

Common name	Species name	Status¹	Notes
Great egret	<i>Ardea alba</i>		Flew nearby
Snowy egret	<i>Egretta thula</i>		Flew nearby
Turkey vulture	<i>Cathartes aura</i>	BOP	Overflights
Red-shouldered hawk	<i>Buteo lineatus</i>	BOP	Calling
Red-tailed hawk	<i>Buteo jamaicensis</i>	BOP	Overflight
Great horned owl	<i>Bubo virginianus</i>	BOP	Flew onto site
Tropical kingbird	<i>Tyrannus melancholicus</i>		Calling from on site
Black phoebe	<i>Sayornis nigricans</i>		Breeding territory
California scrub-jay	<i>Aphelocoma californica</i>		Nest-building
American crow	<i>Corvus brachyrhynchos</i>		Likely nesting
Common raven	<i>Corvus corax</i>		Likely nesting
Chestnut-backed chickadee	<i>Poecile rufescens</i>		Nesting
Oak titmouse	<i>Baeolophus inornatus</i>	BCC	Likely nesting
Bewick's wren	<i>Thryomanes bewickii</i>		Territory defense
House wren	<i>Troglodytes aedon</i>		Territory defense
Northern mockingbird	<i>Mimus polyglottos</i>		Just off site
European starling	<i>Sturnus vulgaris</i>	Non-native	Just off site
Western bluebird	<i>Sialia mexicana</i>		Just off site
Hermit thrush	<i>Catharus guttatus</i>		
American robin	<i>Turdus migratorius</i>		
House sparrow	<i>Passer domesticus</i>	Non-native	
House finch	<i>Haemorphous mexicanus</i>		
Lesser goldfinch	<i>Spinus psaltria</i>		
Chipping sparrow	<i>Spizella passerina</i>		
Dark-eyed junco	<i>Junco hyemalis</i>		
Golden-crowned sparrow	<i>Zonotrichia atricapilla</i>		Small flock
Song sparrow	<i>Melospiza melodia</i>		
California towhee	<i>Melozone crissalis</i>		
Spotted towhee	<i>Pipilo maculatus</i>		On buckeye
Red-winged blackbird	<i>Agelaius phoeniceus</i>		Calling
Yellow-rumped warbler	<i>Setophaga coronata</i>		
Black-throated gray warbler	<i>Setophaga nigrescens</i>		Calling from on site
Townsend's warbler	<i>Setophaga townsendi</i>		
Bats			Early morning foraging around roost tree; multiple
Eastern gray squirrel	<i>Sciurus carolinensis</i>	Non-native	

¹ CFP = California Fully Protected (CFG Code 3511), SSC = California Species of Special Concern, BCC = U.S. Fish and Wildlife Service Bird of Conservation Concern, TWL = Taxa to Watch List (Shuford and Gardali 2008), and BOP = Birds of Prey (California Fish and Game Code 3503.5).

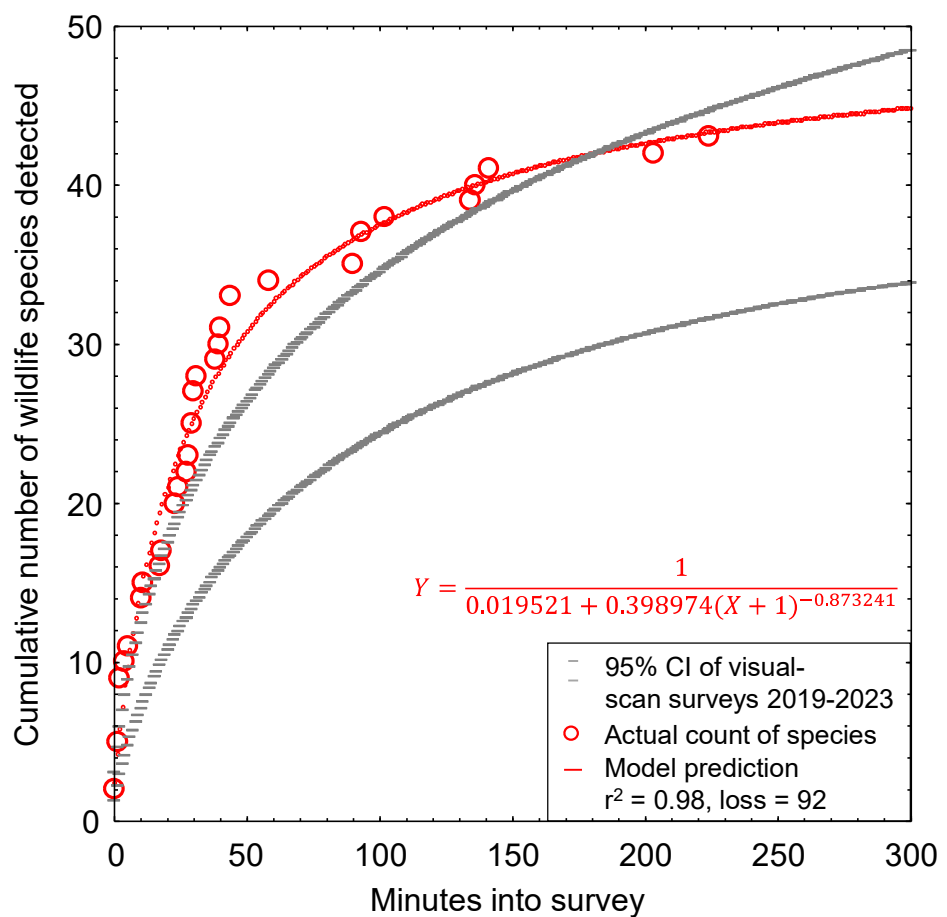
Considering my brief time at the project site, I saw and heard many species of wildlife. The species I detected included 10 special-status species, all of which are sensitive species whose presence obligates my determination that sensitive species occur on the project site. Members of a California Fully Protected species flew through the very airspace that would be occupied by the project's glass-covered building. Species listed by the US Fish and Wildlife Service as Birds of Conservation Concern, and species protected by California as Birds of Prey, are living and breeding on the project site. Most of the birds in Table 1 are protected by the Migratory Bird Treaty Act and by the California Bird Protection Act, largely because birds are sensitive to disturbances to their nest attempts. Furthermore, coast live oak, which dominates the tree canopy of the site, is specifically protected under the City of Sausalito's Tree Ordinance, and the California buckeyes on the project site are regarded as Heritage Trees, and therefore protected under the same Ordinance. Not only are most of the trees on site special as indicated by their protected status, but they support many of the nests of the bird species in Table 1, and they serve as roosts to the bats I saw on site. Although I do not know which species of bats I saw on the site, there is a good chance that some or all of them are special-status species. The evidence is overwhelming that the project site provides habitat for protected species identified as candidate, sensitive, or species of special status by state or federal agencies, and fully protected species.

However, I must point out that the species of wildlife I detected at the project site comprised only a sampling of the species that were present during my surveys. I fit a nonlinear regression model to the cumulative number of vertebrate species detected with time into my 3 April 2024 survey to predict the number of species that I would have detected with a longer survey or perhaps with additional biologists available to assist. The model is a logistic growth model which reaches an asymptote that corresponds with the maximum number of vertebrate wildlife species that could have been detected during the survey. In this case, the model predicts 51 species of vertebrate wildlife were available to be detected after five hours of survey on the morning of 3 April 2024, which left eight species undetected that morning (Figure 1). Unfortunately, I do not know the identities of the undetected species, but the pattern in my data indicates relatively high use of the project site compared to 10 surveys at other sites I have completed in Marin and Sonoma Counties. Compared to models fit to data I collected from other sites in the region between 2019 and 2023, the data from the project site exceeded the upper bound of the 95% confidence interval of the rate of accumulated species detections with time into the survey (Figure 1). Importantly, however, the species that I did and did not detect on 2-3 April 2024 composed only a fraction of the species that would occur at the project site over the period of a year or longer. This is because many species are seasonal in their occurrence.

At least a year's worth of surveys would be needed to more accurately report the number of vertebrate species that occur at the project site, but I only have my two surveys one night apart. However, by use of an analytical bridge, a modeling effort applied to a large, robust data set from a research site can predict the number of vertebrate wildlife species that likely make use of the site over the longer term. As part of my research, I completed a much larger survey effort across 167 km² of annual grasslands of the Altamont Pass Wind Resource Area, where from 2015 through 2019 I performed 721 1-hour visual-scan

surveys, or 721 hours of surveys, at 46 stations. I used binoculars and otherwise the methods were the same as the methods I and other consulting biologists use for surveys at proposed project sites. At each of the 46 survey stations, I tallied new species detected with each sequential survey at that station, and then related the cumulative species detected to the hours (number of surveys, as each survey lasted 1 hour) used to accumulate my counts of species detected. I used combined quadratic and simplex methods of estimation in Statistica to estimate least-squares, best-fit nonlinear models of the number of cumulative species detected regressed on hours of survey (number of surveys) at the station: $\hat{R} = \frac{1}{1/a+b \times (Hours)^c}$, where \hat{R} represented cumulative species richness detected. The coefficients of determination, r^2 , of the models ranged 0.88 to 1.00, with a mean of 0.97 (95% CI: 0.96, 0.98); or in other words, the models were excellent fits to the data.

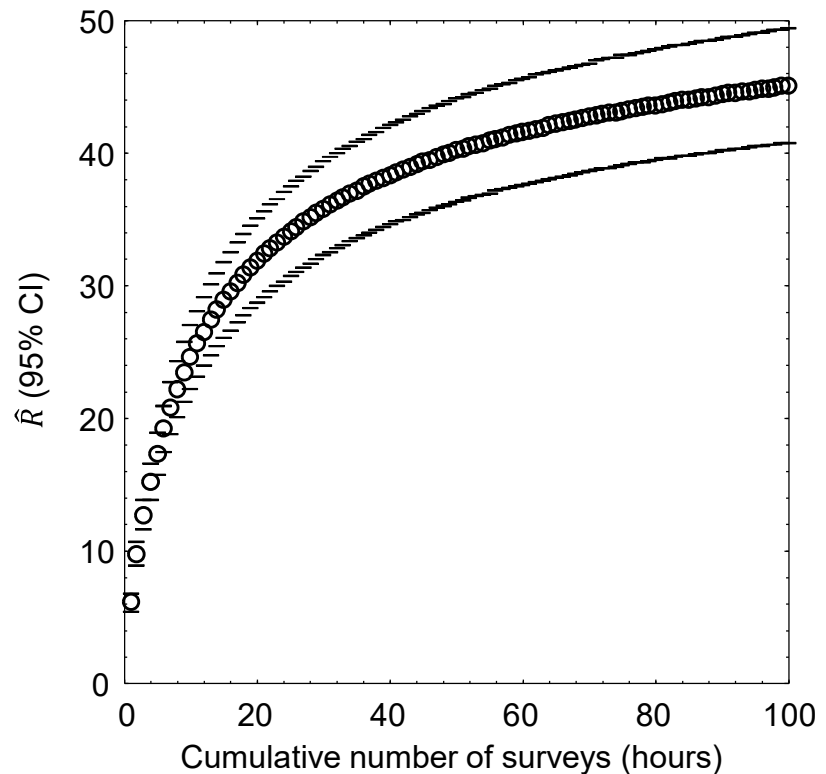
Figure 1. Actual and predicted relationships between the number of vertebrate wildlife species detected and the elapsed survey time based on my visual-scan survey on 3 April 2024. Note that the relationship would differ if the survey was based on another method or during another season.



I projected the predictions of each model to thousands of hours to find predicted asymptotes of wildlife species richness. The mean model-predicted asymptote of species richness was 57 after 11,857 hours of visual-scan surveys among the 46 stations of my research site. I also averaged model predictions of species richness at each incremental increase of number of surveys, i.e., number of hours (Figure 2). On average I would have detected 21.7 species over my first 7.67 hours of surveys at my research site in the Altamont Pass (7.67 hours to match the 7.67 hours I surveyed at the project site on 2-3

April 2024), which composed 38% of the predicted total number of species I would detect with a much larger survey effort at the research site. Given the example illustrated in Figure 2, the 49 species I detected after 7.67 hours of survey at the project site on 2-3 April 2024 likely represented 38% of the species to be detected after many more visual-scan surveys over another year or longer. With many more repeat surveys through the year, I would likely detect $49/0.38 = 129$ species of vertebrate wildlife at the site. Assuming my ratio of special-status to non-special-status species was to hold through the detections of all 129 predicted species, then continued surveys would eventually detect 26 special-status species of vertebrate wildlife.

Figure 2. Mean (95% CI) predicted wildlife species richness, \hat{R} , as a nonlinear function of hour-long survey increments across 46 visual-scan survey stations across the Altamont Pass Wind Resource Area, Alameda and Contra Costa Counties, 2015–2019. Note that the location of the study is largely irrelevant to the utility of the graph to the interpretation of survey outcomes at the project site. It is the pattern in the data that is relevant, because the pattern is typical of the pattern seen elsewhere.



Because my prediction of 129 species of vertebrate wildlife, including 26 special-status species of vertebrate wildlife, is derived from daytime visual-scan surveys, and would detect few nocturnal mammals such as bats, the true number of species composing the wildlife community of the site must be larger. My reconnaissance surveys should serve only as a starting point toward characterization of the site's wildlife community, but it certainly cannot alone inform of the inventory of species that use the site. More surveys are needed than my two surveys to inventory use of the project site by wildlife. In my assessment based on database reviews and site visits, 118 special-status species of wildlife are known to occur near enough to the site to warrant analysis of occurrence potential (Table 2). Of these 118 species, at least 8 (8%) were recorded on the project site, and another 49 (25%) species have been documented within 1.5 miles of the site ('Very close'), another 44 (30%) within 1.5 and 4 miles ('Nearby'), and another 14 (27%) within 4 to 30 miles ('In region'). Nearly all (86%) of the species in Table 2 have been reportedly seen within 4 miles of the project site. The site therefore supports multiple

special-status species of wildlife and carries the potential for supporting many more special-status species of wildlife based on proximity of recorded occurrences.

I am certain that at least 10 sensitive species of vertebrate wildlife occur at and near the project site, and that the tree canopy of the site is dominated by species that are protected under the City of Sausalito's Tree Ordinance. According to Urban Forestry Associates, "It is unclear how feasible replacement plantings will be based on the conceptual design," which in my opinion is a polite way of saying that replacement of these trees on site would be impossible. The proposed building would not leave sufficient room for replacements of the trees that would need to be removed. The same can be said of sensitive species of wildlife that find habitat on the project site; they would be permanently displaced, which means the productive capacities of these species would be diminished to the extent of habitat loss and to the degree of the further effects of habitat fragmentation (Smallwood 2015).

Making direct use of the trees on the project site were special-status species including oak titmouse, great horned owl, Allen's hummingbird and red-shouldered hawk. Making direct use of the existing buildings atop which the proposed building would cover were western gulls. The project site is habitat of these species.

True to its name, oak titmouse is a denizen of oak woodlands. Cornell University Lab of Ornithology's All About Birds website ([https://www.allaboutbirds.org/guide/Oak Titmouse/lifehistory](https://www.allaboutbirds.org/guide/Oak_Titmouse/lifehistory)) reports, "Oak Titmice live mostly in warm, open, dry oak or oak-pine woodlands." This is where I found multiple interactive members of oak titmouse on the project site.

According to All About Birds, "Great Horned Owls usually gravitate toward secondary-growth woodlands, swamps, orchards, and agricultural areas, but they are found in a wide variety of deciduous, coniferous or mixed forests ... [and are] fairly common in wooded parks, suburban area, and even cities. The great horned owl I encountered at the project site was initially calling from residential buildings north-northwest of the site, but later I saw it fly from those buildings directly into the coast live oaks on the project site.

According to All About Birds, "Allen's Hummingbirds breed in a narrow strip of coastal forest, scrub, and chaparral from sea level to around 1,000 feet elevation along the West Coast." It must just so happen that the project site is located within this strip. It was among the coast live oaks and California buckeyes when it circled about me, issuing its "zeeee" call. I was not surprised to find this species there.

According to All About Birds, "Red-shouldered Hawks [live] in some suburban areas where houses or other buildings are mixed into woodlands. In the West, they live in riparian and oak woodlands..." This habitat description is entirely consistent with the project site, so I am not surprised to have detected a red-shouldered hawk there.

Table 2. Occurrence likelihoods of special-status species of wildlife at or near the proposed project site, according to eBird/iNaturalist records (<https://eBird.org>, <https://www.inaturalist.org>) and on-site survey findings, where ‘Very close’ indicates within 1.5 miles of the site, “nearby” indicates within 1.5 and 4 miles, and “in region” indicates within 4 and 30 miles, and ‘in range’ means the species’ geographic range overlaps the site. Entries in bold font identify species I detected during my surveys.

Common name	Species name	Status¹	Databases, Site visits
San Bruno elfin butterfly	<i>Callophrys mossii bayensis</i>	FE	Nearby
Monarch	<i>Danaus plexippus</i>	FC	Very close
Bay checkerspot butterfly	<i>Euphydryas editha bayensis</i>	FT	In region
Mission blue butterfly	<i>Icaricia icarioides missionensis</i>	FE	Nearby
Callippe silverspot butterfly	<i>Speyeria callippe callippe</i>	FE	Nearby
Myrtle’s silverspot butterfly	<i>Speyeria zerene myrtleae</i>	FE	In region
California tiger salamander	<i>Ambystoma californiense</i>	FT, CT, WL	In region
California giant salamander	<i>Dicamptodon ensatus</i>	SSC	Nearby
Red-bellied newt	<i>Taricha rivularis</i>	SSC	In region
Foothill yellow-legged frog	<i>Rana boylei</i>	CT, SSC	In region
California red-legged frog	<i>Rana draytonii</i>	FT, SSC	Nearby
Western pond turtle	<i>Emys marmorata</i>	SSC	Nearby
Brant	<i>Branta bernicla</i>	SSC ₂	Very close
Cackling goose (Aleutian)	<i>Branta hutchinsii leucopareia</i>	WL	Nearby
Redhead	<i>Aythya americana</i>	SSC ₂	Nearby
Harlequin duck	<i>Histrionicus histrionicus</i>	SSC ₂	Very close
Barrow’s goldeneye	<i>Bucephala islandica</i>	SSC	Very close
Fork-tailed storm petrel	<i>Hydrobates furcatus</i>	SSC	Nearby
Ashy storm-petrel	<i>Hydrobates homochroa</i>	SSC	Nearby
Western grebe	<i>Aechmophorus occidentalis</i>	BCC	Very close
Clark’s grebe	<i>Aechmophorus clarkii</i>	BCC	Very close
Western yellow-billed cuckoo	<i>Coccyzus americanus occidentalis</i>	FT, CE, BCC	In region
Black swift	<i>Cypseloides niger</i>	SSC ₃ , BCC	Very close
Vaux’s swift	<i>Chaetura vauxi</i>	SSC ₂ , BCC	Very close
Costa’s hummingbird	<i>Calypte costae</i>	BCC	Nearby
Rufous hummingbird	<i>Selasphorus rufus</i>	BCC	Very close
Allen’s hummingbird	<i>Selasphorus sasin</i>	BCC	On site
American avocet ²	<i>Recurvirostra americana</i>	BCC	Very close
Snowy plover	<i>Charadrius nivosus</i>	BCC	Nearby
Western snowy plover	<i>Charadrius nivosus nivosus</i>	FT, SSC, BCC	Nearby
Whimbrel ²	<i>Numenius phaeopus</i>	BCC	Very close
Long-billed curlew	<i>Numenius americanus</i>	BCC, WL	Very close
Marbled godwit	<i>Limosa fedoa</i>	BCC	Very close
Red knot (Pacific)	<i>Calidris canutus</i>	BCC	Nearby
Short-billed dowitcher	<i>Limnodromus griseus</i>	BCC	Very close

Common name	Species name	Status¹	Databases, Site visits
Willet	<i>Tringa semipalmata</i>	BCC	Very close
Marbled murrelet	<i>Brachyramphus marmoratus</i>	FT, CE	Nearby
Rhinoceros auklet	<i>Cerorhinca monocerata</i>	WL	Nearby
Tufted puffin	<i>Fraterecula cirrhata</i>	SSC, BCC	Nearby
Cassin's auklet	<i>Ptychoramphus aleuticus</i>	SSC, BCC	Nearby
Laughing gull	<i>Leucophaeus atricilla</i>	WL	Very close
Heermann's gull	<i>Larus heermanni</i>	BCC	Very close
Western gull	<i>Larus occidentalis</i>	BCC	On site
California gull	<i>Larus californicus</i>	BCC, WL	Very close
California least tern	<i>Sternula antillarum browni</i>	FE, CE, CFP	Nearby
Black tern	<i>Chlidonias niger</i>	SSC2, BCC	Nearby
Elegant tern	<i>Thalasseus elegans</i>	BCC, WL	Very close
Black skimmer	<i>Rynchops niger</i>	BCC, SSC3	Nearby
Common loon	<i>Gavia immer</i>	SSC	Next to site
Brandt's cormorant	<i>Urile penicillatus</i>	BCC	Very close
Double-crested cormorant	<i>Phalacrocorax auritus</i>	WL	On site
American white pelican	<i>Pelacanus erythrorhynchos</i>	SSC1, BCC	Very close
California brown pelican	<i>Pelecanus occidentalis californicus</i>	CFP	Very close
Least bittern	<i>Ixobrychus exilis</i>	SSC2	In region
White-faced ibis	<i>Plegadis chihi</i>	WL	Nearby
Turkey vulture	<i>Cathartes aura</i>	BOP	On site
Osprey	<i>Pandion haliaetus</i>	WL, BOP	Very close
White-tailed kite	<i>Elanus leucurus</i>	CFP, WL, BOP	Very close
Golden eagle	<i>Aquila chrysaetos</i>	BGEPA, CFP, BOP	Very close
Northern harrier	<i>Circus cyaneus</i>	BCC, SSC3, BOP	Very close
Sharp-shinned hawk	<i>Accipiter striatus</i>	WL, BOP	Very close
Cooper's hawk	<i>Accipiter cooperii</i>	WL, BOP	Very close
American goshawk	<i>Accipiter atricapillus</i>	SSC2, BOP	Nearby
Bald eagle	<i>Haliaeetus leucocephalus</i>	BGEPA, CE, BOP	Very close
Red-shouldered hawk	<i>Buteo lineatus</i>	BOP	On site
Swainson's hawk	<i>Buteo swainsoni</i>	CT, BOP	Very close
Red-tailed hawk	<i>Buteo jamaicensis</i>	BOP	On site
Ferruginous hawk	<i>Buteo regalis</i>	WL, BOP	Very close
Rough-legged hawk	<i>Buteo lagopus</i>	BOP	Very close
Barn owl	<i>Tyto alba</i>	BOP	Very close
Northern spotted owl	<i>Strix occidentalis caurina</i>	FT, CT, BOP	In range
Western screech-owl	<i>Megascops kennicotti</i>	BOP	Very close
Great horned owl	<i>Bubo virginianus</i>	BOP	On site
Burrowing owl	<i>Athene cunicularia</i>	BCC, SSC2, BOP	Nearby
Long-eared owl	<i>Asio Otis</i>	BCC, SSC3, BOP	In region
Short-eared owl	<i>Asia flammeus</i>	BCC, SSC3, BOP	Nearby
Lewis's woodpecker	<i>Melanerpes lewis</i>	BCC	Very close

Common name	Species name	Status¹	Databases, Site visits
Nuttall's woodpecker	<i>Picooides nuttallii</i>	BCC	Very close
American kestrel	<i>Falco sparverius</i>	BOP	Very close
Merlin	<i>Falco columbarius</i>	WL, BOP	Very close
Peregrine falcon	<i>Falco peregrinus</i>	BOP	Very close
Prairie falcon	<i>Falco mexicanus</i>	BCC, WL, BOP	Nearby
Olive-sided flycatcher	<i>Contopus cooperi</i>	BCC, SSC2	Very close
Willow flycatcher	<i>Empidonax trailii</i>	CE, BCC	Nearby
Vermilion flycatcher	<i>Pyrocephalus rubinus</i>	SSC2	Nearby
Loggerhead shrike	<i>Lanius ludovicianus</i>	BCC, SSC2	Nearby
Oak titmouse	<i>Baeolophus inornatus</i>	BCC	On site
California horned lark	<i>Eremophila alpestris actia</i>	WL	Very close
Bank swallow	<i>Riparia riparia</i>	CT	Nearby
Purple martin	<i>Progne subis</i>	SSC2	Very close
Wrentit	<i>Chamaea fasciata</i>	BCC	Very close
California thrasher	<i>Toxostoma redivivum</i>	BCC	Nearby
Cassin's finch	<i>Haemorhous cassinii</i>	BCC	Nearby
Lawrence's goldfinch	<i>Spinus lawrencei</i>	BCC	Nearby
Grasshopper sparrow	<i>Ammodramus savannarum</i>	SSC2	Very close
Samuels song sparrow	<i>Melospiza melodia samueli</i>	BCC, SSC3	Nearby
Black-chinned sparrow	<i>Spizella atrogularis</i>	BCC	In region
Yellow-breasted chat	<i>Icteria virens</i>	SSC3	Nearby
Yellow-headed blackbird	<i>X. xanthocephalus</i>	SSC3	Nearby
Bullock's oriole	<i>Icterus bullockii</i>	BCC	Very close
Tricolored blackbird	<i>Agelaius tricolor</i>	CT, BCC, SSC1	Very close
Lucy's warbler	<i>Leiothlypis luciae</i>	SSC3, BCC	In region
Virginia's warbler	<i>Leiothlypis virginiae</i>	WL, BCC	Nearby
San Francisco common yellowthroat	<i>Geothlypis trichas sinuosa</i>	SSC3, BCC	In range
Yellow warbler	<i>Dendroica petechia</i>	BCC, SSC2	Very close
Summer tanager	<i>Piranga rubra</i>	SSC1	Nearby
Pallid bat	<i>Antrozous pallidus</i>	SSC, WBWG:H	In region
Townsend's big-eared bat	<i>Corynorhinus townsendii</i>	SSC, WBWG:H	Nearby
Silver-haired bat	<i>Lasionycteris noctivagans</i>	WBWG:M	Nearby
Western red bat	<i>Lasiurus blossevillii</i>	SSC, WBWG:H	Nearby
Hoary bat	<i>Lasiurus cinereus</i>	WBWG:M	Nearby
Miller's myotis	<i>Myotis evotis</i>	WBWG:M	In region
Little brown myotis	<i>Myotis lucifugus</i>	WBWG:M	In region
Fringed myotis	<i>Myotis thysanodes</i>	WBWG:H	In range
Yuma myotis	<i>Myotis yumanensis</i>	WBWG:LM	In region
Mexican free-tailed bat	<i>Tadarida brasiliensis</i>	WBWG: M	Nearby
San Francisco dusky-footed woodrat	<i>Neotoma fuscipes annectens</i>	SSC	Nearby
American badger	<i>Taxidea taxus</i>	SSC	Very close

¹ Listed as FT or FE = federal threatened or endangered, FC = federal candidate for listing, BCC = U.S. Fish and Wildlife Service Bird of Conservation Concern, CT or CE = California threatened or endangered, CCT or CCE = Candidate California threatened or endangered, CFP = California Fully Protected (California Fish and Game Code 3511), SSC = California Species of Special Concern (not threatened with extinction, but rare, very restricted in range, declining throughout range, peripheral portion of species' range, associated with habitat that is declining in extent), SSC1, SSC2 and SSC3 = California Bird Species of Special Concern priorities 1, 2 and 3, respectively (Shuford and Gardali 2008), WL = Taxa to Watch List (Shuford and Gardali 2008), and BOP = Birds of Prey (CFG Code 3503.5), and WBWG = Western Bat Working Group with priority rankings, of low (L), moderate (M), and high (H).

According to All About Birds, “Western Gulls nest only in places free from disturbance and isolated from predators such as foxes and coyotes: islands, headlands, and abandoned seaside structures such as piers or old buildings.” On old buildings is exactly where I observed western gulls courting each other and attempting copulation. The old buildings the gulls used are the same the project proposes to overtop with its building.

Making use of that portion of the aerosphere which the proposed building would displace were the following special-status species: California brown pelican, double-crested cormorant, turkey vulture, red-tailed hawk, and again western gull. The aerosphere of the project site is habitat of these species.

Based on habitat associations, special-status species I expect to use the project site as habitat, but which have yet to be detected there, include monarch, rufous hummingbird, white-tailed kite, Cooper’s hawk, sharp-shinned hawk, western screech-owl, Lewis’s woodpecker, Nuttall’s woodpecker, olive-sided flycatcher, California thrasher, Bullock’s oriole, yellow warbler, and at least several of the bat species in Table 2. The project site is most likely habitat of these species, and others in Table 2.

There is at least a fair argument to be made for the need to prepare an EIR to accurately characterize the existing environmental setting and to appropriately analyze the project impacts to wildlife from habitat fragmentation and from bird-glass collision mortality.

BIRD-WINDOW COLLISIONS

Considering the location of the project between existing oak woodland and the Bay, and considering the proposal to build so much glass onto the façades of the building, I must point out that the project would pose a substantial bird-window collision risk. The project would add a 9-story, 109.5-foot-tall building with 119,647-square-feet of floor space, and according to the renderings I have seen of the building, glass windows and glass railings compose major features of the building. The renderings depict the glass as both transparent and reflective – the two qualities of glass known to increase the risk of lethal bird-window collisions.

Many special-status species of birds have been recorded at or near the aerosphere of the project site. My database review and my site visits indicate there are 94 special-status species of birds with potential to use the site’s aerosphere (Table 2). All of the birds of

species in Table 2 can quickly fly from wherever they have been documented to the project site, so they would all be within brief flights to the proposed project's windows. At the nearby California Academy of Sciences, the glass facades facing adjacent gardens killed 0.077 and 0.086 birds per m² of glass per year (Kahle et al. 2016), which might not look like large numbers at first read, but which translate to large numbers of dead birds when projected to the extent of glass on the project (see below). And that the California Academy of Sciences is nearby from the perspective of a bird, consider the tropical kingbird I detected on the project site. Tropical kingbird is a very rare species in this part of California, so I looked up eBird records and found a cluster of recent records in Golden Gate Park, quite close to the California Academy of Sciences. The last record of this bird in Golden Gate Park was March 26th, which is only a few days before I detected it on the project site; it was likely the same bird.

Window collisions are often characterized as either the second or third largest source or human-caused bird mortality. The numbers behind these characterizations are often attributed to Klem's (1990) and Dunn's (1993) estimates of about 100 million to 1 billion bird fatalities in the USA, or more recently by Loss et al.'s (2014) estimate of 365-988 million bird fatalities in the USA or Calvert et al.'s (2013) and Machtans et al.'s (2013) estimates of 22.4 million and 25 million bird fatalities in Canada, respectively. The proposed project would impose windows in the airspace normally used by birds.

Glass-façades of buildings intercept and kill many birds, but are differentially hazardous to birds based on spatial extent, contiguity, orientation, and other factors. At Washington State University, Johnson and Hudson (1976) found 266 bird fatalities of 41 species within 73 months of monitoring of a three-story glass walkway (no fatality adjustments attempted). Prior to marking the windows to warn birds of the collision hazard, the collision rate was 84.7 per year. At that rate, and not attempting to adjust the fatality estimate for the proportion of fatalities not found, 4,574 birds were likely killed over the 54 years since the start of their study, and that's at a relatively small building façade. Accounting for the proportion of fatalities not found, the number of birds killed by this walkway over the last 54 years would have been about 14,270. And this is just for one 3-story, glass-sided walkway between two college campus buildings.

Klem's (1990) estimate was based on speculation that 1 to 10 birds are killed per building per year, and this speculated range was extended to the number of buildings estimated by the US Census Bureau in 1986. Klem's speculation was supported by fatality monitoring at only two houses, one in Illinois and the other in New York. Also, the basis of his fatality rate extension has changed greatly since 1986. Whereas his estimate served the need to alert the public of the possible magnitude of the bird-window collision issue, it was highly uncertain at the time and undoubtedly outdated more than three decades hence. Indeed, by 2010 Klem (2010) characterized the upper end of his estimated range – 1 billion bird fatalities – as conservative. Furthermore, the estimate lumped species together as if all birds are the same and the loss of all birds to windows has the same level of impact.

By the time Loss et al. (2014) performed their effort to estimate annual USA bird-window fatalities, many more fatality monitoring studies had been reported or were

underway. Loss et al. (2014) incorporated many more fatality rates based on scientific monitoring, and they were more careful about which fatality rates to include. However, they included estimates based on fatality monitoring by homeowners, which in one study were found to detect only 38% of the available window fatalities (Bracey et al. 2016). Loss et al. (2014) excluded all fatality records lacking a dead bird in hand, such as injured birds or feather or blood spots on windows. Loss et al.'s (2014) fatality metric was the number of fatalities per building (where in this context a building can include a house, low-rise, or high-rise structure), but they assumed that this metric was based on window collisions. Because most of the bird-window collision studies were limited to migration seasons, Loss et al. (2014) developed an admittedly assumption-laden correction factor for making annual estimates. Also, only 2 of the studies included adjustments for carcass persistence and searcher detection error, and it was unclear how and to what degree fatality rates were adjusted for these factors. Although Loss et al. (2014) attempted to account for some biases as well as for large sources of uncertainty mostly resulting from an opportunistic rather than systematic sampling data source, their estimated annual fatality rate across the USA was highly uncertain and vulnerable to multiple biases, most of which would have resulted in fatality estimates biased low.

In my review of bird-window collision monitoring, I found that the search radius around homes and buildings was very narrow, usually 2 meters. Based on my experience with bird collisions in other contexts, I would expect that a large portion of bird-window collision victims would end up farther than 2 m from the windows, especially when the windows are higher up on tall buildings. In my experience, searcher detection rates tend to be low for small birds deposited on ground with vegetation cover or woodchips or other types of organic matter. Also, vertebrate scavengers entrain on anthropogenic sources of mortality and quickly remove many of the carcasses, thereby preventing the fatality searcher from detecting these fatalities. Adjusting fatality rates for these factors – search radius bias, searcher detection error, and carcass persistence rates – would greatly increase nationwide estimates of bird-window collision fatalities.

Buildings can intercept many nocturnal migrants as well as birds flying in daylight. As mentioned above, Johnson and Hudson (1976) found 266 bird fatalities of 41 species within 73 months of monitoring of a four-story glass walkway at Washington State University (no adjustments attempted for undetected fatalities). Somerlot (2003) found 21 bird fatalities among 13 buildings on a university campus within only 61 days. Monitoring twice per week, Hager et al. (2008) found 215 bird fatalities of 48 species, or 55 birds/building/year, and at another site they found 142 bird fatalities of 37 species for 24 birds/building/year. Gelb and Delacretaz (2009) recorded 5,400 bird fatalities under buildings in New York City, based on a decade of monitoring only during migration periods, and some of the high-rises were associated with hundreds of fatalities each. Klem et al. (2009) monitored 73 building façades in New York City during 114 days of two migratory periods, tallying 549 collision victims, nearly 5 birds per day. Borden et al. (2010) surveyed a 1.8 km route 3 times per week during 12-month period and found 271 bird fatalities of 50 species. Parkins et al. (2015) found 35 bird fatalities of 16 species within only 45 days of monitoring under 4 building façades. From 24 days of survey over a 48-day span, Porter and Huang (2015) found 47 fatalities under 8 buildings on a university campus. Sabo et al. (2016) found 27 bird fatalities over 61

days of searches under 31 windows. In San Francisco, Kahle et al. (2016) found 355 collision victims within 1,762 days under a 5-story building. Ocampo-Peñuela et al. (2016) searched the perimeters of 6 buildings on a university campus, finding 86 fatalities after 63 days of surveys. One of these buildings produced 61 of the 86 fatalities, and another building with collision-deterrent glass caused only 2 of the fatalities, thereby indicating a wide range in impacts likely influenced by various factors. There is ample evidence available to support my prediction that the proposed project would result in many collision fatalities of birds.

Project Impact Prediction

By the time of these comments, I had reviewed and processed results of bird collision monitoring at 213 buildings and façades for which bird collisions per m² of glass per year could be calculated and averaged (Johnson and Hudson 1976, O'Connell 2001, Somerlot 2003, Hager et al. 2008, Borden et al. 2010, Hager et al. 2013, Porter and Huang 2015, Parkins et al. 2015, Kahle et al. 2016, Ocampo-Peñuela et al. 2016, Sabo et al. 2016, Barton et al. 2017, Gomez-Moreno et al. 2018, Schneider et al. 2018, Loss et al. 2019, Brown et al. 2020, City of Portland Bureau of Environmental Services and Portland Audubon 2020, Riding et al. 2020). These study results averaged 0.073 bird deaths per m² of glass per year (95% CI: 0.042-0.102). This average and its 95% confidence interval provide a robust basis for predicting fatality rates at a proposed new project.

Based on the renderings of the proposed new building, I measured window and glass rail extents to estimate the building would expose birds to 2,013 m² of exterior glass. Applying the mean fatality rate (above) to my estimate of 2,013 m² of window glass in the project, I predict annual bird deaths of 147 (95% CI: 87–207). Relying on the mean fatality rates from the closest building studied for bird-window collision mortality, the fatality rate at the California Academy of Sciences would predict a mean fatality rate of 164 birds per year.

The vast majority of these predicted deaths would be of birds protected under the Migratory Bird Treaty Act and under the California Migratory Bird Protection Act, thus causing significant unmitigated impacts. Given the predicted level of bird-window collision mortality, and the lack of any proposed mitigation, it is my opinion that the proposed project would result in potentially significant adverse biological impacts, including the unmitigated take of both terrestrial and aerial habitat of birds (Photos 14 and 15) and other sensitive species. There is at least a fair argument for the need to prepare an EIR to appropriately analyze the impact of bird-glass collisions that might be caused by the project.

Thank you for your consideration,



Shawn Smallwood, Ph.D.

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Photo 14. *Western gull over the project site, 3 April 2024.*



Photo 15. *Hermit thrush on the project site, 3 April 2024.*

EXHIBIT C

HISTORIC DESIGN ANALYSIS

of

Waterstreet Condominiums
605 - 613 Bridgeway Boulevard
Sausalito, California

February 28, 2024

Amended March 14, 2024

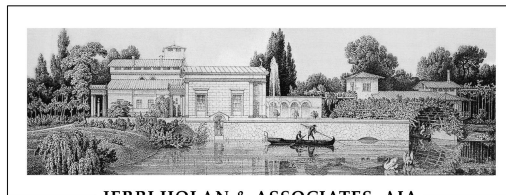


605-613 BRIDGEWAY - FRONT ELEVATION, FEBRUARY, 2024

Prepared for:

City of Sausalito

Prepared by:



JERRI HOLAN & ASSOCIATES, AIA
Architects ♦ Engineers ♦ Planners

1323 Solano Avenue, Suite 204
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HISTORIC DESIGN ANALYSIS

605 Bridgeway Boulevard

METHODOLOGY

In February, 2024, the City of Sausalito retained Jerri Holan & Associates to evaluate a proposed condominium addition to 605-613 Bridgeway, an historic single-story retail property in the Downtown Historic District. The condominium proposal adds six stories to the property, consisting of 47 new units in 76,636 square feet including a two-story parking structure. The historic analysis identified impacts to the historic structure and its surrounding Historic District. It was based on plans submitted to the City of Sausalito in February, 2024, for Housing Development Application #2024-00014. The plans were prepared by Francis Gough Architect, Inc.

In March, further research was conducted at the Sausalito Historical Society's History Research Room, the Northwest Information Center, and the California Office of Historic Preservation. The current analysis amends the previous one with this additional information.

The evaluation was prepared by Jerri Holan, FAIA, a preservation architect and architectural historian. Since 1991, Ms. Holan has been professionally qualified as a Preservation Architect and Architectural Historian per *The Secretary of the Interior's Standards and Guidelines for Historic Preservation*. Holan has also been certified with the State of California, Office of Historic Preservation, since 2004, as a Historical Resource Consultant. Jerri Holan has an advanced degree from the University of California, Berkeley, and is a Fulbright research scholar and a Fellow of the American Institute of Architects.

DESCRIPTION OF 605-613 BRIDGEWAY BOULEVARD

The building which contains the 605 and 609 Bridgeway retail units was constructed in 1912-1914. The addition, which contains the 611 and 613 Bridgeway units, was added to the original building in 1924. The property was owned by the Noble family from 1914 until the 1960s and there is no record of the builder or architect. The building is known as the Marin Fruit Co. after its second tenant, Willie Yee. Mr. Yee was so well-respected in Sausalito that, in 1977, Princess Park was renamed Yee Tok Chee in his honor. The Marin Fruit Co. operated on the site from 1915 until 1998.

The building has been altered very little up to the present day. A simple, one-and-a-half-story building, it is finished with textured stucco and a brick cornice line. The southern portion of the building features three heavy vertical columns with the building's name in stucco relief above the transom windows. The northern portion of the building is a bit shorter,

HISTORIC DESIGN ANALYSIS

605 Bridgeway Boulevard

has a different stucco texture and has four stucco columns. The storefronts are typical for their time, with tile bulkheads (now concealed), recessed entries, storefront windows and steel sash transom windows. The facade today appears original and exhibits minor alterations. [For a historic summary of the building, see Preservation Architecture's Survey from January, 2024.]

The Marin Fruit Co. is a historic resource in Sausalito's Downtown Historic District. The building itself was placed on the California Register of Historic Places on 1/1/81 and is also eligible for listing in the National Register. It's California Status Code is 2D: "*A contributor to a multi-component resource determined eligible for NR by the Keeper. Listed in the CR.*"

DESCRIPTION OF SAUSALITO HISTORIC DISTRICT

Sausalito's Downtown Historic District was established in 1981 with the purpose of promoting the conservation, preservation, and enhancement of the historically significant structures and sites that form an important link to Sausalito's past. It is the only historic district in Sausalito and requires all new construction, as well as alterations, to existing buildings to be reviewed by the Historic Preservation Commission. Additional information regarding the regulations of the District are found in Sausalito's Zoning Ordinance Chapters 10.28 and 10.46.

The historic district boundaries were determined to be that of the present and historical central business district. Within the central area, a variety of architectural styles are evidence of the city's growth and change since 1868. District styles emerged between 1885 and 1900 and again between 1914 and 1924. Both periods represent times of growth and heavy construction in the downtown area. The commercial architecture in the historic district exemplifies some of the most notable examples of these time periods. The first period was typified by an Italianate commercial, a variation of Northern California storefront Victorian. These structures sported false fronts, friezes, bracketed or boxed cornices, flat windows with hoods or pediments, or bay windows decorated with medallions or flat columns. The second period was characterized by a more utilitarian approach to commercial architecture - sturdy brick or concrete construction, recessed entryways, plate glass windows, transoms, and reserved exterior decoration except for occasional false-front silhouettes, mission style revivals or grand classic revival facades.

Sausalito's District is one of eight National Park Service Certified Historic Districts in California. These Districts are local historic districts that have been certified by the Secretary of the Interior, for purposes of the Tax Reform Act of 1986, as substantially meeting all the requirements for listing in the National Register of Historic Places. As a result of this

HISTORIC DESIGN ANALYSIS

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determination, individual property owners of depreciable buildings within the certified district may pursue Federal tax incentives for historic preservation. All new construction and alterations to existing structures must meet *The Secretary of the Interior's Standards & Guidelines for the Rehabilitation of Historic Buildings*. It should be noted that changes to a certified historic district may render the certification null and void and may require re-certification for continued benefits under the above laws.

Certification is for purposes of the Federal Preservation Tax Incentives Program only and is not a listing on the National Register of Historic Places (NR). It constitutes eligibility for listing in the NR because the District was evaluated under NR criteria and found to meet them. In California, a District that is Certified is automatically on the California Register (CR). Sausalito's Historic District is on the California Register and its Status Code is 2S: "*Individually determined eligible for the NR by the Keeper. Listed in the CR.*"

I. SOI ANALYSES OF PROPOSED PROJECT

The definition of a historic resource is contained in Section 21084.1 of the California Environmental Quality Act (CEQA) Statute as amended in January, 2005. For purposes of this Evaluation, an historical resource is a resource listed in, or determined to be eligible for listing in, the California Register of Historical Resources (CRHR).

CEQA requires projects to be evaluated based on *The Secretary of the Interior's Standards for Treatment of Historic Properties with Guidelines for Rehabilitating Historic Buildings* (SOI). A project must follow *The Standards and Guidelines* to have less than a significant impact on historic resources. In the following discussion, the proposed project is evaluated relative to the *SOI Standards and Guidelines*.

A. ANALYSIS – SOI STANDARDS

Standard 1 - A property will be used as it was historically or be given a new use that requires minimal change to its distinctive materials, features, spaces, and spatial relationships.

The proposed project meets a portion of this rehabilitation Standard. The original use of the property, a retail commercial building, remains unchanged. The new residential addition above and behind the original structure preserves the historic facade with minimal changes to its distinctive materials, features and spaces. However, the new addition radically changes the

HISTORIC DESIGN ANALYSIS

605 Bridgeway Boulevard

spatial configuration of the historic building and its relationship to the surrounding Historic District. While preserving the historic structure is important, the proposal's mammoth scale outweighs any mitigating effect its preservation may have. The Historic District does include residential properties, but, as designed, the new residential use for this site is an inappropriate way to introduce new housing into the Historic District. Consequently, the proposal does not meet this Standard.

Standard 2 - The historic character of a property will be retained and preserved. The removal of distinctive materials or alteration of features, spaces, and spatial relationships that characterize a property will be avoided.

The proposed project meets a portion of this rehabilitation Standard. While the project does preserve the distinctive facade, features and materials of the historic building, its overwhelming scale dominates the property and it does not retain the character and scale of the one- and two-story commercial buildings surrounding it. Consequently, the proposal does not meet this Standard.



PROPOSED RENDERING (EAST) OF WATERSTREET PROJECT AT 605-615 BRIDGEWAY

Standard 3 - Each property will be recognized as a physical record of its time, place, and use. Changes that create a false sense of historical development, such as adding conjectural features or elements from other historic properties will not be undertaken.

HISTORIC DESIGN ANALYSIS

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This Standard discourages changes to property that create a false historical development. The historic building will remain as a physical record of its place. The new building would introduce a new architectural style that is also a record of its time, place, and use. Since no conjectural features are being added to either the old or new building, the project does meet this Standard.

Standard 4 - Changes to a property that have acquired historic significance in their own right will be retained and preserved.

The project is preserving both the 1912 building and its 1924 addition. The tile bulkheads on 605 and 609 have been covered and the project will remove the plywood covering and restore the original tile. Consequently, the project meets this Standard.

Standard 5 - Distinctive materials, features, finishes, and construction techniques or examples of craftsmanship that characterize a property will be preserved.

The proposed project meets this rehabilitation Standard because it preserves the original building.

Standard 6 - Deteriorated historic features will be repaired rather than replaced. Where the severity of deterioration requires replacement of a distinctive feature, the new feature will match the old in design, color, texture, and where possible, materials. Replacement of missing features will be substantiated by documentary and physical evidence.

The project appears to comply with this Standard as no deteriorated materials are evident and the original tile bulkhead will be restored.

Standard 7 - Chemical or physical treatments will be undertaken using the gentlest means possible. Treatments that cause damage to historic materials will not be used.

The project appears to comply with this Standard as no chemical or physical treatments are proposed.

Standard 8 - Archeological resources will be protected and preserved in place. If such resources must be disturbed, mitigation measures will be undertaken.

Plans should indicate that, if any significant archeological resources are found, the City of Sausalito would be notified and that they would be mitigated with appropriate measures.

HISTORIC DESIGN ANALYSIS

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Standard 9 - New additions, exterior alterations, or related new construction will not destroy historic materials, features, and spatial relationships that characterize the property. The new work shall be differentiated from the old and will be compatible with the historic materials, features, size, scale, and proportion and massing to protect the integrity of the property and its environment.

The project does not meet this Standard. Perhaps the most relevant Standard to this project, Standard 9 encourages new construction to avoid destruction of original historic structures and spatial relationships to ensure the integrity of the existing environment.

The average height of buildings in the Historic District is two to three stories. This southern portion of the District generally has smaller storefronts and a mix of one and two-story buildings. By adding six stories directly over the original single-story structure, the new addition will destroy the spatial relationships and integrity that characterizes the property as well as its surrounding commercial Historic District. Because the building does not maintain Sausalito's commercial facade character, it is not compatible to the District. The bulk and mass of the new building are out of scale with the existing waterfront streetscape and, as a result, it overwhelms, dwarfs, and damages this area of Sausalito.

While the new work is differentiated from the old and the use of stucco and steel windows is appropriate, the large expanses of glass are incompatible with the historic building and the District. New windows are out of proportion to historic windows and are out of scale with other traditional openings in the District.



NORTH & SOUTH ELEVATIONS OF PROPOSED WATERSTREET PROJECT

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Standard 10 - New additions and adjacent or related new construction will be undertaken in such a manner that, if removed in the future, the essential form and integrity of the historic property and its environment would be unimpaired.

The project meets this Standard as the new building is being proposed on a vacant lot and could easily be removed without impacting the form and integrity of the original historic building.

B. ANALYSIS – SOI GUIDELINES

The SOI Rehabilitation Guidelines reinforce *The Standards'* compatibility requirements for historic buildings and settings. They provide specific guidance on how to integrate new construction onto a historic site and into a historic district. The following *Guidelines* are applicable to the addition at 605 - 613 Bridgeway:

- 1) A new addition to a historic property or district must be compatible with the massing, size, scale and design of the historic building and site. It can be any style - contemporary or traditional - but must achieve a balance between differentiation and compatibility to maintain historic character. Extreme contrasts between old and new construction and identical construction are not compatible. The addition should be stylistically appropriate (p. 26).

The proposal for condominiums at 605 - 613 Bridgeway is not compatible with the existing historic building nor compatible with the Downtown Historic District. The design uses an extreme contemporary architectural style with no relation to surrounding traditional styles and its massing and density is incompatible with the District.

- 2) The Guidelines do not recommend substantially changing important site features that diminish its character (p. 137).

An important feature of this site and surrounding small-scale buildings is its open character, the trees and residences on the hill behind Bridgeway are visible from the street and waterfront. The proposed condominium building will create a tall facade which disrupts the neighborhood and destroys the site's visibility. The sheer size of the condominium building substantially changes a single-story facade into a seven-story facade, diminishing the building, the site, as well as transforming the District.

- 3) The Guidelines do not recommend adding buildings to a site that create an inaccurate historic appearance (p. 138).

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The seven-story facade is not an accurate or appropriate appearance for the Historic District which features mainly one- two- and three-story buildings.

- 4) The Guidelines recommend retaining the historic relationship between buildings and their landscape (p. 138).

The seven-story building destroys the relationship between the existing one- and two-story structures, the residential hillside properties behind it, and the waterfront. The result is a loss of historic fabric.

- 5) The Guidelines recommend that a new use be as unobtrusive as possible to retain the historic relationship between the building and the district (p.146).

The massive seven-story facade is very obtrusive and overwhelms existing buildings and the Historic District.

- 6) The Guidelines recommend that a new use should not be visually incompatible. A new addition that is significantly different and thus, incompatible, with historic building is not recommended (p. 156).

The District is a consistent architectural grouping of older commercial buildings of late 19th Century styles. The contemporary style and massing of the new addition is not visually compatible with the Historic District's traditional buildings.

- 7) The Guidelines do not recommend constructing a new addition on or adjacent to a primary elevation or placing new construction too close to the historic building so that it damages the building's character and setting (pp. 156, 161).

The proposed design locates the new addition directly above the historic building and is too close to the other historic buildings in this neighborhood thereby destroying the existing spatial relationships and historic integrity.

- 8) The Guidelines do not recommend constructing a new addition that is as large as – or larger than – the historic building which results in the diminution of its historic character (p. 156).

The proposed 7-story design is much larger than the existing 1-story building. The original building volume consists of 77,250 cubic feet while the new building volume

HISTORIC DESIGN ANALYSIS

605 Bridgeway Boulevard

consists of 10,348,920 cubic feet – 133 times the size of the historic building. The mass of the proposal completely obscures the historic building as well as diminishes the District.

- 9) The Guidelines do not recommend constructing a rooftop addition that is highly visible which negatively impacts the building and its historic setting or district (p. 159).

The proposed design locates the new addition directly above the historic building and is highly visible. Its visibility obscures the building, its historic setting, and the surrounding district.

- 10) The Guidelines do not recommend constructing a highly-visible, multi-story rooftop addition on a low-rise, one- to three-story historic building that alters the building's and the district's character (p. 160).

The proposed multi-story design locates a highly visible, six-story addition directly above the existing, low-rise one-story building. This damages and alters the character of the building and its historic setting.

C. SOI ANALYSES CONCLUSION

After reviewing the project, it has numerous negative impacts on the historic resources, both the building and its surrounding District. Consequently, it is not in conformance to *The Secretary of the Interior's Standards for Treatment of Historic Properties with Guidelines for Rehabilitating Historic Buildings*.

D. PRESERVATION BRIEF 14

In addition to The Standards and Guidelines, the National Park Service offers further recommendations through its Technical Information Services. In particular, *Preservation Brief 14 - New Exterior Additions to Historic Buildings* provides useful guidelines and gives many examples of successfully integrated projects.

An important section of PB 14 discusses rooftop additions. Generally, a rooftop addition should be stepped back at least one full bay from the primary elevation. It should be no more than one story in height. A rooftop addition is more likely to be compatible on a building that is adjacent to similarly sized or taller buildings (Grimmer and Weeks, p. 14).

HISTORIC DESIGN ANALYSIS

605 Bridgeway Boulevard

The proposed project at 605 - 613 Bridgeway clearly does not follow recommended practices or protocol described in Preservation Brief 14 for new additions on historic buildings or in historic districts.



PRINCESS STREET ELEVATION OF PROPOSED WATERSTREET PROJECT

II. SAUSALITO HISTORIC DESIGN GUIDELINES ANALYSIS

City codes require historic projects to be evaluated based on Sausalito's *Historic Design Guidelines* (HDG). Sausalito's *Historic Design Guidelines* protect the Downtown Historic Overlay Zoning District. They promote the conservation, preservation, and enhancement of the historically significant structures and sites that form an important link to Sausalito's past. Because this project is adding new construction to the Historic District, it is evaluated according to Chapters 4 and 5 of the HDG.

A. CHAPTER 4 ANALYSIS

4A. GENERAL PRINCIPLES - To assure authentic character, the HDG recommends that new buildings be a product of their time while respecting key features of its context.

HISTORIC DESIGN ANALYSIS

605 Bridgeway Boulevard

Contemporary interpretations of traditional designs are encouraged while the imitation of older historical styles is discouraged (p. 59).

The proposed contemporary multi-story condominium is a product of its time. However, it does not contain any key features of the surrounding context which is a traditional two- to three-story Downtown Commercial Historic District.

4B. COMMERCIAL BUILDINGS - To maintain human scale in the District, the HDG requires new buildings to maintain the District's massing, scale, and building patterns.

The proposed seven-story facade is too large, does not respect the existing height-to-width proportion of the block, and has no relation to the low-density pattern of adjacent historical structures.

4.1 TRADITIONAL SIZE - Buildings should not be monolithic or contrasting to the established scale of the streetscape. The height of a new facade should fall within the existing range of roof lines.

The current proposal contrasts sharply with its surrounding neighborhood. It's scale does not reflect the small commercial buildings from the 19th Century and it's roofline is much higher than adjacent structures.

4.2 TRADITIONAL SPACING - New buildings in the District should reflect the range of widths found on a block and should use design elements to break up the facade so that it appears as a collection of smaller building modules.

The proposed condominium project has large, uniform, monolithic facades that do not maintain the width of other buildings found on the block. All of the proposed building facades are homogeneous and unbroken with few small elements that reflect a human scale.

4.3 BASE, MIDDLE, AND CAP - Traditional buildings are composed of these three basic elements and incorporating similar elements for the new design reinforce the visual continuity of the area.

The proposed condominium project does not have any tri-partite facades and disrupts the continuity of the waterscape and District.

HISTORIC DESIGN ANALYSIS

605 Bridgeway Boulevard

4.4 SITE POSITION - The HDG recommends locating taller structures away from small buildings to minimize the looming and shadow effects on neighbors.

With seven stories and lot-line to lot-line development, this project does not meet the HDG. It will loom over the neighborhood, casting shadows over a good deal of the District.

4.4 HUMAN SCALE - The HDG requires new buildings to have vertical and horizontal divisions, changes in color and texture, and to use architectural features and materials to convey interest.

The proposed condominium only has horizontal divisions, has very few changes in color or texture, has monolithic planes of glass and stucco, and does not incorporate architectural features that convey interest.

B. CHAPTER 5 ANALYSIS

5.A DESIGN GOALS AND VISION - All improvements in the Historic District should help achieve preserving the character and scale of the District, its architectural integrity, streetscape scale, and view corridors (p. 71).

As designed, the new Bridgeway building will not preserve the character or scale of the District, it damages the neighborhood's integrity, it disrupts the street scale, and destroys view corridors.

5.1 COMMERCIAL FACADE CHARACTER - The traditional commercial buildings have a clear distinction between street and upper facades. Windows are proportional and storefront stories are typically taller than upper stories.

As designed, the project makes a clear distinction between the existing single-story building and the new project above it. However, the six stories that are being proposed for this site have no distinction between each other, they are all similar with overlarge windows, and they have no relation to the other facades in the area.

5.2 TRADITIONAL UPPER STORY WINDOWS - The HDG recommends traditional proportions and spacings of windows with the height of headers and sills similar to existing upper-story windows.

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Floor-to-ceiling glazing on the proposed project has no relation to other windows in the District and the large areas of glazing have no rhythm or spacing. Its windows are too large for the existing traditional commercial corridor.

C. HDG ANALYSIS CONCLUSION

After reviewing the project, it does not conform to Sausalito's *Historic Design Guidelines*.



WEST ELEVATION OF PROPOSED WATERSTREET PROJECT

III. SAUSALITO GENERAL PLAN - HISTORIC PRESERVATION ELEMENT

Sausalito's *General Plan* (GP) outlines policies for its Historic District and properties in Element 4. In this "Community Design, Historic and Preservation Element," the GP outlines important strategies for reviewing developments on or near historic properties. The discussion below summarizes relevant sections of the Element that are applicable to the Waterstreet project.

The purpose of the Preservation Element is stated in its Introduction, "The policies contained in the Element ensure the future design and development are well-integrated into Sausalito's existing design style, the city's history is preserved and honored, the distinct culture of Sausalito is supported and the iconic views of the natural landscape are maintained. The preservation of historic buildings will be balanced with the incorporation of new buildings that respect the existing scale and diverse architectural character of the community."

HISTORIC DESIGN ANALYSIS

605 Bridgeway Boulevard

A. DESIGN GOALS AND VIEWS SUMMARY (pp. CD-2 - CD-6)

A major factor in achieving the desired appearance is promoting the City's rich architectural history, its existing character, and the scale of development. Size and location of structures are important factors in considering new development proposals. Maximum bulk limits shall be placed on new development to minimize potential negative impacts. Designs of new development should be considerate and compatible with surrounding properties.

Other considerations that promote quality design include, but are not limited to, views, privacy, light and air, and scale. View corridors from streets and paths, special vantage points, and views from private properties will all be considered in the development review process.

B. OBJECTIVES, POLICIES AND PROGRAMS SUMMARY (pp. CD-10 - CD-20)

Many of the objectives listed in the Element are similar to the HDG and SOIS Guidelines. Policy CD-1.2 discusses new development being compatible with historic landmarks and the District. CD-3 stresses that new projects have minimal interference with primary views from structures on neighboring properties and public view corridors. CD-4 promotes maintaining the uniqueness of Sausalito's neighborhoods. Lastly, CD-4 .3 lists desirable qualities for each of the City's Sub-Areas. For the Southern Waterfront (Princess Street south to the City Limit), the Element promotes maintaining a primarily open, unobstructed visual character of the area.

C. HISTORIC ELEMENT ANALYSIS

After reviewing the *GP Preservation Element*, it is clear that the Waterstreet project does not align with the City's goals and policies for historic buildings and its Downtown Historic District. The project is not compatible with, nor integrated to, the Historic District. Its bulk and mass are too large for the neighborhood and it interferes with view corridors. It does not maintain the open quality recommended for this area and it will significantly impact light, shadows, and air for surrounding structures.

* * * * *

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EXHIBIT D



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BY E-MAIL AND US MAIL

June 20, 2024

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Re: Proposals to develop 605-613 Bridgeway: HAA Application for 47 units submitted on January 31, 2024; SB 35 Pre-Application for 59 units submitted on February 20, 2024; and Draft Housing Elements Programs EIR

Dear Director Phipps, Mayor Sobieski, and Honorable Members of the City Council:

I write on behalf of Save Our Sausalito ("SOS"), an organization comprised of numerous active residents of the City of Sausalito. SOS and its members are deeply concerned with a proposal to place a massive luxury condominium development in the heart of Sausalito's downtown historic district at 605-613 Bridgeway ("projects"). We provide the information below to assist city staff and governing bodies as they consider these applications. I write to follow up on my June 3, 2024, letter regarding the historic significance of the property at 605--613 Bridgeway.

SOS notes that neither the applicant for these projects nor the city have prepared a formal Historic Resources Evaluation for this property to evaluate and establish its historic significance beyond its listing in the California Register of Historical Resources (“CRHR”) as a contributing resource the Sausalito Historic District. The absence of such an evaluation has compromised all efforts to date by the applicant and the city to discuss the impacts on historic resources of these proposed projects, including the Housing Elements Programs EIR.

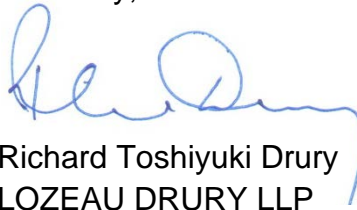
Therefore, SOS commissioned the preparation of a formal Historic Resources Evaluation (“HRE”) for the property by Connor Turnbull of Preservation Consulting. This HRE is attached as Exhibit 1.

Please note that, in addition to the property’s listing in the CRHR as a contributing resource to the Sausalito Historic District, the HRE concludes that the property is “individually significant” pursuant to criteria 1 and 2 of Public Resources Code section 5024.1(c), paragraphs (1) and (2).¹ (Ex 1, pp. 56-60.)

Please note that lead agencies have a mandatory duty to exercise their discretion to determine if a resource is historic. (Guidelines, 15064.5(a)(3) [“Generally, a resource shall be considered by the lead agency to be ‘historically significant’ if the resource meets the criteria for listing on the California Register of Historical Resources.....” (italics added).) The word “shall” identifies “a mandatory element which all public agencies are required to follow.” (Guidelines, § 15005(a); see also, *Valley Advocates v. City of Fresno* (2008) 160 Cal.App.4th 1039, 1060, 1063.)

Thank you for your attention to this matter.

Sincerely,



Richard Toshiyuki Drury
LOZEAU DRURY LLP

¹These are the same criteria used in CEQA to determine if a property may be listed on the California Register of Historical Resources. (See Title 14, Cal. Code Regs., § 15064.5(a)(3) [“(A) Is associated with events that have made a significant contribution to the broad patterns of California’s history and cultural heritage; (B) Is associated with the lives of persons important in our past; (C) Embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of an important creative individual, or possesses high artistic values; or (D) Has yielded, or may be likely to yield, information important in prehistory or history”].)

EXHIBIT 1

Historic Resources Evaluation

APN 065-132-16 (formerly 065-132-11) /
605 & 607 Bridgeway & 611-613 Bridgeway
Sausalito, CA

June 17, 2024

Prepared for:
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APN 065-132-16 / 605 & 607 Bridgeway and 611-613 Bridgeway, Sausalito
Historic Resources Evaluation

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APN 065-132-16 / 605 & 607 Bridgeway and 611-613 Bridgeway, Sausalito
Historic Resources Evaluation

I. Introduction

Purpose and Overview

This Historic Resources Evaluation (HRE) was prepared in June 2024 at the request of Lozeau and Drury LLP, to determine whether 605 & 607 Bridgeway and 611-613 Bridgeway located on APN 065-132-16 (subject property) situated within the Sausalito Downtown Historic Overlay Zoning District (Sausalito Historic District) still qualify as historic resources and district contributors under the California Environmental Quality Act or CEQA (Public Resources Code Section 21084.1 and California Code of Regulations, tit.14 § 15064.5). Under CEQA Section 15064.5, a property qualifies as an historic resource if it is “listed in, or determined to be eligible for listing in, the California Register of Historic Resources.”¹ Properties that are included in a local register are also presumed to be historic resources for the purposes of CEQA.²

In January 2024, consulting firm Preservation Architecture assembled a summary of information about 605 & 607 Bridgeway and 611-613 Bridgeway for the APN 065-132-16 parcel owner as part of the proposed “Waterstreet Condominiums” project on the site (“605 -613 Bridgeway, Sausalito Historic Resource Summary – January 26, 2024). Connor Turnbull, Preservation Consulting reviewed the report but determined that the background research was insubstantial. In May 2024, Preservation Architecture prepared an additional report (“605 -613 Bridgeway, Sausalito Historical Summary and Project Evaluation” – May 11, 2024) stating that the subject property was not listed on the California Register of Historic Places. This Historic Resources Evaluation is intended to provide a more complete set of research material in order to determine the current significance of 605 & 607 Bridgeway and 611-613 Bridgeway, part of APN 065-132-16, all located within the Sausalito Historic Overlay Zone District.

605 & 607 Bridgeway and 611-613 Bridgeway are identified as Sausalito Historic District contributors under CRHR code 2D2 (01/01/1984) within the Built Environment Resource Directory (BERD) of the California Office of Historic Preservation (OHP).³ California Historical Resource Status Code 2D2 is defined as a “Contributor to a multi-component resource determined eligible for NR by consensus through Section 106 process. Listed in the CR.”⁴ The multi-component Sausalito Historic District is eligible for the National Register under the themes: architecture, commerce, exploration/settlement, and transportation.⁵ Therefore, 605 & 607 Bridgeway and 611-613 Bridgeway are officially deemed historical resources listed in the California Register under CEQA Section 15064.5.

In addition, after undertaking more intensive research and assessing the subject properties under California Register Criteria 1-4, criteria that is based on the National Register Criteria A-D, it is

**APN 065-132-16 / 605 & 607 Bridgeway and 611-613 Bridgeway, Sausalito
Historic Resources Evaluation**

evident that 605 & 607 Bridgeway, and 611-613 Bridgeway, part of APN 065-132-16, are individually significant under Criterion A/1 (Events). APN 065-132-16 and its associated buildings are significant for their associations with early commercial development, transportation, as well as settlement of Asian-Americans and their associated businesses, in Sausalito. APN 065-132-16 has been owned as one parcel since at least 1924 and is associated with the Yee Tock Chee/Yee family/Marin Fruit Co. as well as the Hong Lee laundry/Lee family. 605 & 607 Bridgeway are directly associated with these two families and their businesses and are therefore significant under Criterion B/2 (Persons). In addition, it is also evident that 605 & 607 Bridgeway and 611-613 Bridgeway, part of APN 065-132-16, are determined to be eligible to be included in Sausalito's Noteworthy Structures and Sites list. This list is maintained by the Sausalito Historic Preservation Commission as a living document as defined in Zoning Ordinance 10.46, Historic Preservation, of the Sausalito Municipal Code.

This Historic Resources Evaluation has been undertaken per the requirements of the Sausalito Community Development Department (CDD). The City of Sausalito requires that an Historic Resource Evaluation be prepared by an individual that meets the Professional Qualification Standards as used by the National Park Service, Secretary of the Interior, and as published in the Code of Federal Regulations. Connor Ishiguro Turnbull of Connor Turnbull, Preservation Consulting, the preparer of this Historic Resources Evaluation for APN 065-132-16, qualifies under the Secretary of the Interior's Standards Professional Qualification Standards for History and Architectural History.

This Historic Resources Evaluation for parcel APN 065-132-16 provides as detailed a history as possible of the subject property, including the buildings currently numbered 605 & 607 Bridgeway and 611-613 Bridgeway, associated people and events, a description of the architectural character, and the neighborhood context including the Sausalito Downtown Historic Overlay Zoning District. As will be discussed in this report, the address and parcel numbers have changed over time.⁶ Street address changes include: 605 Bridgeway was 777 Water Street, 607 Bridgeway was 783 & 785 Water Street, 611 Bridgeway was 801 Water Street, and 613 Bridgeway was 803 Water Street. The parcel number changes include lots 14, 15, 16, 17, J, K and L became APN 065-132-11, which then became APN 065-132-16.

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Location

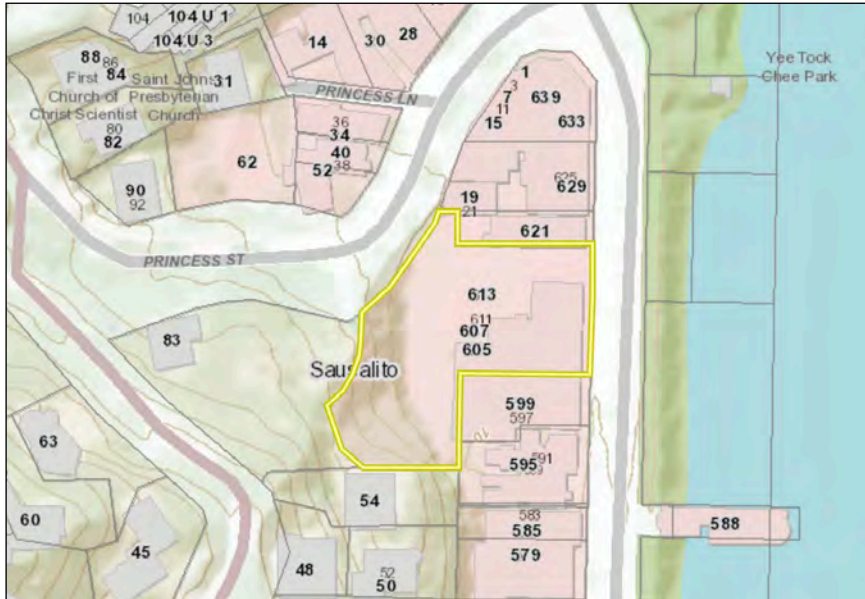


Figure 1: APN 065-132-16, Turnbull screenshot, May 18, 2024 (marinmap.org)

The buildings currently identified as 605 & 607 Bridgeway and 611-613 Bridgeway are part of APN 065-132-16, and are located on the west side of Bridgeway, just south of Princess Street, in the City of Sausalito’s downtown area. APN 065-132-16 is a non-symmetrical parcel with sides fronting onto Bridgeway and Princess Street, the western edge incorporates a steep and wooded hillside area, and 621 Bridgeway and 599 Bridgeway form the north and south edges along the Bridgeway street front (Figure 1).

**Sausalito Downtown Historic Overlay Zoning District / Current Historical Status /
Historic Resources in the Vicinity**

The Sausalito Downtown Historic Overlay Zoning District was established under the 1981 Sausalito Resolution No. 2985. The City of Sausalito is a Certified Local Government (CLG) and the district is a Certified Local Government District which is defined as a partnership among local governments, the State of California (OHP), and the National Park Service (NPS) which is responsible for administering the National Historic Preservation Program and through the CLG program “local communities make a commitment to national historic preservation standards.”⁷ On the National Park Service Certified Districts website it defines such a district - “National Park Service (NPS) Certified Historic District are those state or local historic districts that have been certified by the Secretary of the Interior (Secretary) for purposes of the Tax Reform Act of 1986, as substantially meeting all the requirements for listing in the National Register of Historic Places.”⁸

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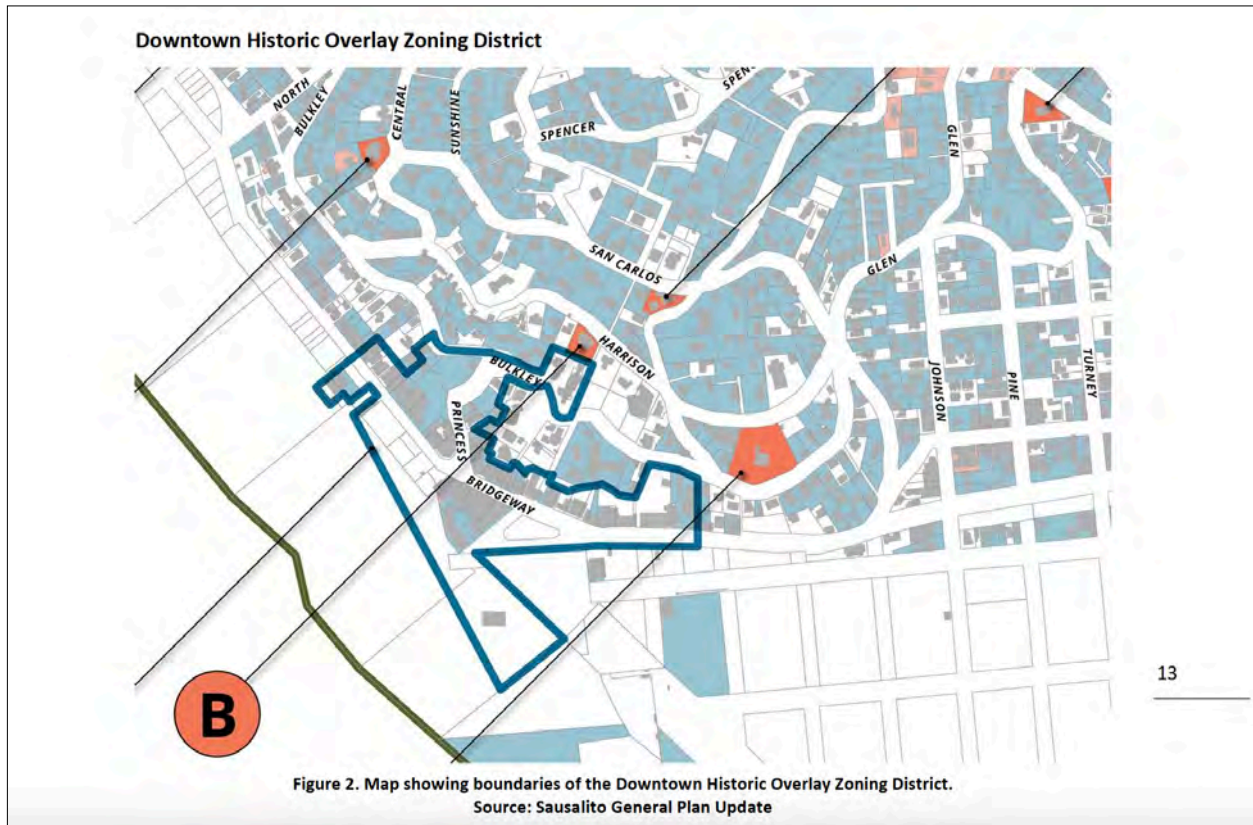


Figure 2: Turnbull screenshot May 18, 2024, blue outline is the historic district boundary (Sausalito Citywide Historic Context Statement)

APN 065-132-16 is included in the Sausalito Downtown Historic Overlay Zoning District, and 605 & 607 Bridgeway and 611-613 Bridgeway, are identified in the Built Environment Resource Directory (BERD) with California Register Status Code “2D2.” The BERD shows that the subject properties were first identified in 1/1/1981 under code 2D which defines them as a “Contributor to a district determined eligible for the NR by the Keeper. Listed in the CR” but also lists the 1/1/1984 code 2D2 listed which defines them as a “Contributor to a multi-component resource determined eligible for NR by consensus through Section 106 process. Listed in the CR.”⁹ The BERD is a list of “resources in the Office of Historic Preservation’s (OHP) inventory” and in the BERD, “The OHP uses status codes to indicate whether resources have been evaluated as eligible under certain criteria or not.”¹⁰

Other than identification as District Contributors, 605 & 607 Bridgeway and 611-613 Bridgeway are not currently listed in the City of Sausalito’s Noteworthy Structures and Sites, nor in the City of Sausalito Local Historic Landmarks. The subject property is directly adjacent to identified historical and archaeological resources. The list of adjacent district historic resources is included in the Appendix.

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Research of registers included:

- National Register of Historic Places
- California Register of Historical Resources
- City of Sausalito Local Historic Landmarks
- City of Sausalito List of Noteworthy Structures and Sites

APN 065-132-16 is located adjacent to the 2021 General Plan of Sausalito Archeological Sensitivity Zones. The closest Archeological Sensitivity Zone to the subject property is Zone 1 that runs along the Sausalito waterfront from the south end of the main downtown area to the south end of the Sausalito waterfront (Figure 3). The first survey of Miwok sites in the Bay Area and Sausalito was done by N.C. Nelson in 1909.¹¹ (see Appendix for map) Nelson identified shell mound sites in what is now Sausalito and located them along the original waterfront which is roughly aligned with the path of Bridgeway.

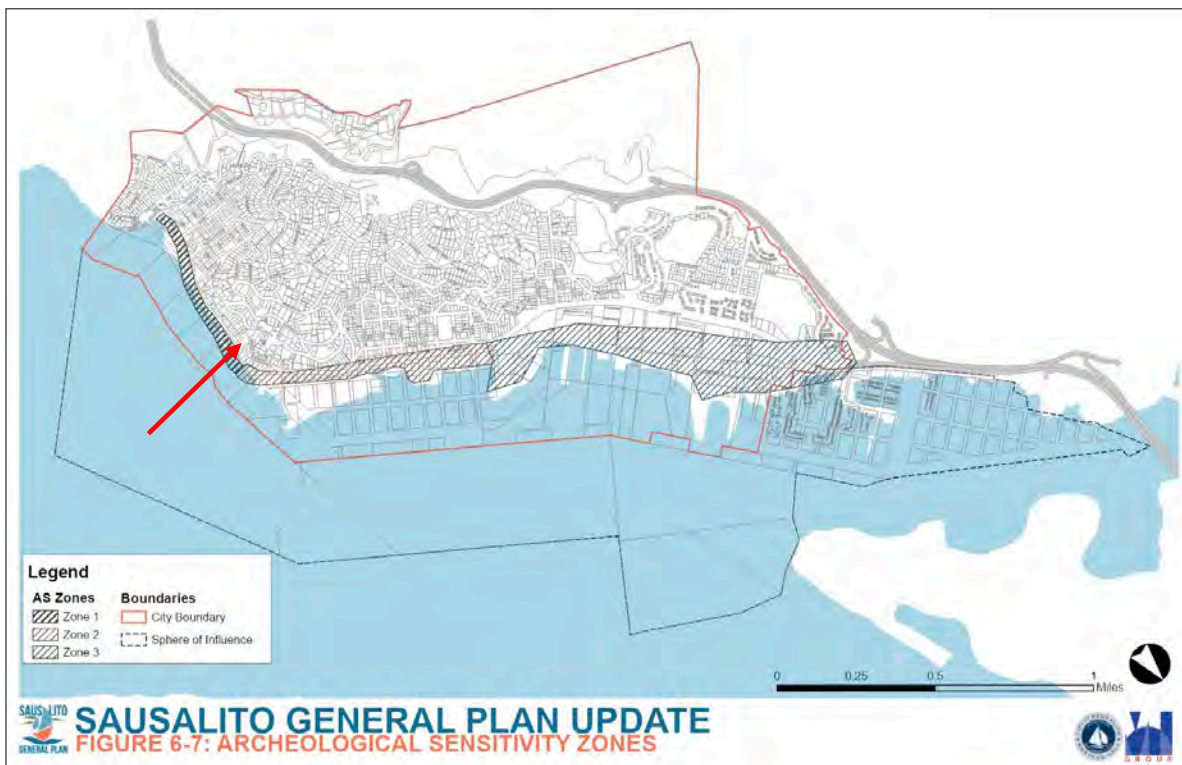


Figure 3: Sensitivity Zones, red arrow indicates parcel (City of Sausalito General Plan, 2021)

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Methodology

The methodological approach for this Historic Resources Evaluation consisted of a site visit in April 2024 to examine APN 065-132-16 and its vicinity. During the visit the buildings on the site were assessed from the exterior for their architectural character and their place in the development of the neighborhood context. Connor Turnbull, Preservation Consulting utilized The Sausalito Citywide Historic Context Statement, completed by VerPlanck Historic Preservation Consulting (approved and adopted by the Sausalito City Council on September 20, 2022).¹² It provided the foundation for the Sausalito context, its evolution, architectural typology, notable people and events, and its regulatory framework.

Permits and other residential records scanned by the Sausalito Community Development Department were available for the subject property and the adjacent buildings. Research undertaken at the Sausalito Historical Society included the original 1980 historic resource inventory forms that formed the basis for the 1981 Sausalito Downtown Historic Overlay District, as well as tax assessment records, block books and a plat map book. Additional Sausalito Historical Society research included City Directories, historic photos and maps, biographical files, and subject folders or binders. Supplemental research was undertaken at the Anne T. Kent California Room and the Marin History Museum. Online resources included the University of California Riverside California Digital Newspaper Collection, newspapers.com, ancestry.com, Federal Census records, Great Register of Voters, aerial photographs in the University of California Santa Barbara Geospatial collection, San Francisco Public Library digitized Sanborn Fire Insurance Maps, and the 1909 N.C. Nelson shellmound map. All remaining sources came from the in-house library of Connor Turnbull, Preservation Consulting, including the 1983 Jack Tracy book *Sausalito: Moments in Time*.¹³

II. Site Context – Downtown Sausalito¹⁴

The following historic context information is extracted from the Sausalito Citywide Historic Context Statement completed in October 2022 by VerPlanck Historic Preservation Consulting. The following includes selections that relate to the subject parcel and Sausalito’s Downtown Historic Overlay Zoning District.

Sausalito Land & Ferry Company

The Sausalito Land & Ferry Company (SL&F Co.) was a partnership of 19 San Francisco businessmen founded in 1869 to market Sausalito as a residential suburb of San Francisco. After purchasing 1,164 acres of land from Samuel Throckmorton et al for \$440,000, the consortium commissioned a survey of its landholdings, an area encompassing virtually all of modern-day Sausalito aside from Old Town, which still belonged to Charles T. Botts. The tract also included

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what are now the unincorporated communities of Marin City and Tamalpais Junction.¹⁵ The survey resulted in a hybrid subdivision plan consisting of curvilinear lanes terracing up the steep hillsides of The Hill and a conventional gridiron street plan in the valleys and along the waterfront. The gridiron plan also extended out into the shallow tidal flats of Richardson's Bay, creating a large number of "water lots." The survey map shows the future city of Sausalito in striking detail. The map identifies locations of many natural features, including streams and natural springs, oak groves, and peaks. The map also shows the boundaries of each parcel, its acreage, any buildings on it, as well as the names given to the major valleys, including "Turney Valley" (New Town), "Woodward Valley" (Spring Street Valley), and "Leaside" (Nevada Street Valley).

Rail Service Comes to Sausalito

What Sausalito needed was a railroad. In 1872, there was much excitement stemming from the Central Pacific's announcement that it planned to build its transcontinental railroad terminus in Sausalito. Unfortunately for local landowners, the Central Pacific soon decided to keep Oakland as its terminus. In 1871, the newly founded North Pacific Coast Railroad (NPCRR) began planning a narrow-gauge line from Point San Quentin to the redwood stands of Sonoma and Mendocino counties. The directors of the SL&F Co. saw their chance and donated 30 acres along the waterfront to the fledgling railroad, along with the company's ferry boat.¹⁶ Construction on the new line began in 1873 simultaneously in Tomales and Sausalito. Workers built a wooden trestle across Richardson's Bay from Strawberry Point to Alameda Point (later called Pine Hill Station) in Sausalito, approximately where Nevada Street and Bridgeway intersect today.¹⁷ The line between Tomales and Sausalito was completed in 1874, and on January 7, 1875, the first train entered Sausalito, stopping at a new wharf built just north of the SL & F Co. wharf at Princess and Water Streets.

As discussed above, most of Sausalito's downtown was destroyed in the 1893 fire. Those buildings that survived the fire are nearly all heavily altered structures that bear little resemblance to their original design. However, there are several intact commercial buildings that pre-date the fire in Downtown, Old Town, New Town, and Spring Street Valley. Most are simple, woodframe, rustic-clad structures, though brick was occasionally also used. Ornament was rarely employed for what was then thought to be a utilitarian building type. A good example is the very modest gable-roofed, folk/vernacular commercial building at 19 Princess Street in Downtown. This building, long home to the Sausalito Salvage Shop, is one of the oldest surviving commercial buildings in Sausalito, likely dating to the early 1890s.¹⁸ The building was originally shingled and it housed a variety of businesses during the late nineteenth and early twentieth centuries, including hay, wood, and coal dealers. Though the exterior has been restored, it still retains the bulk of its character-defining features, including its front-facing gable-roof, raking

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cornice, simple fenestration pattern, and no applied ornament. Its next-door neighbor at 21 Princess Street is very similar. Both buildings are contributors to the Downtown Historic Overlay District.

North Pacific Coast Railroad

The growth of commerce and industry in Sausalito after 1900 was mainly due to its central location and its good railroad and ferry connections. As previously discussed, Sausalito had become the primary gateway from San Francisco to Marin County and the vast “Redwood Empire” to the north. Seeking to capitalize on this business, as well as the growing number of commuters traveling between San Francisco and the suburban cottages/weekend retreats that were springing up in Mill Valley, Corte Madera, and Larkspur, the NPCRR rebuilt its rail and ferry terminal in Sausalito in the early 1900s. The new facility consisted of a combination freight and passenger depot capable of accommodating four trains at one time. In 1902, the North Shore Railroad (later renamed the Northwestern Pacific), a subsidiary of the Southern Pacific, bought out the North Pacific Coast Railroad and rebuilt the Sausalito terminal, increasing the number of ferry slips to three. The company also built a new Neoclassical Revival-style freight and passenger depot.¹⁹ In addition, the railroad began filling “water lots” at the foot of Spring Street to make way for a sprawling new maintenance facility, which by 1909 consisted of an electrical shop, two roundhouses, a machine shop, a blacksmith shop, and various other structures. None of these railroad buildings or structures exist today, having all been demolished after World War II.

Sausalito’s Demographics in 1900

The expansion of railroad operations in Sausalito between 1893 and World War I ushered in a period of tremendous growth in the traditionally working-class enclaves of Old Town, New Town, and Spring Street Valley. Previously unsold lots in all three neighborhoods were bought by workers employed in local industries, including the railroad, ferries, lumber yards, and food processing plants. An examination of the 1900 U.S. Census schedules for Sausalito reveals a town inhabited by a diverse mix of nationalities, including people of Portuguese, Irish, Italian, Swedish, Swiss, German, Austrian, English, Scottish, Greek, and Chinese descent. The Hill remained largely Anglo-American and English, and Spring Street Valley mainly Portuguese, but the rest of Sausalito’s neighborhoods were actually well-integrated. Old Town was mainly inhabited by native-born Anglo-Americans and New Town had many people of Irish, Portuguese, and Italian descent.²⁰

Post-1906 Building Boom

With a steady supply of water finally assured and various civic improvements underway, Sausalito experienced its first sustained building boom in the years between the 1906 Earthquake and

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World War I. This building boom was caused in part by a growing number of San Francisco residents who had moved to Sausalito after the 1906 disaster, with some commuting to the city via ferry.. Between 1900 and 1910, Sausalito's population grew from 1,628 to 2,380. An article in the March 25, 1911 *San Francisco Call* described several important public and private buildings under construction in Sausalito in that year. The article stated that more "fine residences have been built here during the last six or eight months than in the same number of years before."²¹

1920s-era Building Boom

Sausalito's population grew by 877 during the 1920s, reaching 3,667 in 1930.²² During this period residents applied for 215 building permits, in comparison with the 125 building permits granted between 1910 and 1920.²³ The 1920s-era building boom was in part a nationwide phenomenon, fueled by cheap credit and optimism that the prosperity of the "Roaring Twenties" would continue forever. Other factors included the ongoing suburbanization of southeastern Marin County. Although private automobiles had made an appearance in Sausalito as early as 1902, they remained a plaything of the rich until the early 1920s, when falling prices made them affordable to a much wider sector of society. By the 1920s, autos had actually become a nuisance in Sausalito. Congestion became especially bad following the opening of the Golden Gate Ferry Company in 1922, which carried passengers' autos (located across the street from the subject property on Water Street). By the mid-1920s, especially on weekends, Water Street was gridlocked. Another factor was that periodic fare wars between the Golden Gate Ferry Company and the Northwestern Pacific was making auto commuting to San Francisco affordable and easy for many Marinites.²⁴ Increasing automobile ownership decoupled housing from having to be within walking distance of transit, making remote and steeper hillside lots increasingly desirable for residential development.

Downtown Sausalito, mostly built-out after the 1906 Earthquake, still had several vacant lots remaining north of El Monte Lane, and also several south of Princess Street. Nearly all of the commercial buildings constructed on these lots during the 1920s were built of modern reinforced-concrete. In contrast to earlier brick or wood frame buildings, concrete was relatively inexpensive and required less skilled labor. It was also more durable and could carry heavier loads, making it perfect for garages and industrial buildings. With the influx of automobiles in the 1920s, it soon became apparent that Sausalito needed a place to store them.

The Depression

The Depression hit Sausalito very hard. Its population actually dropped slightly, from 3,667 in 1930 to 3,540 in 1940. Meanwhile, during the same period the number of building permits plummeted from 215 to 72. Much of the new construction during the Depression consisted of additions to existing structures or accessory dwelling units. In addition, there were several infill

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projects in Old Town and New Town, as well as a few houses constructed in the newly urbanizing area above New Town. Stylistically speaking, most buildings constructed during the 1930s were either utilitarian or finished in a nondescript version of the Mediterranean style. Despite the “dull times” in Sausalito, major changes were just around the corner with the planning and the construction of various public works projects, including the Golden Gate Bridge.

Historic Context Statement -Pertinent Periods of Significance

Sausalito’s Incorporation to the Golden Gate Bridge (1893-1945)

The period between 1893 and 1937 encompasses nearly a third of Sausalito’s recorded history, beginning with incorporation and culminating with the construction of the Golden Gate Bridge...This period encompasses the reconstruction of Downtown following the fire of 1893, as well as the continued growth of the town’s traditionally working-class neighborhoods of Old Town, New Town, and Spring Street Valley. During this time, The Hill continued to remain much as it had before 1893, an enclave of estates belonging to wealthy Anglo-Americans and English expatriates.

Initially most of the commercial buildings constructed after the 1893 fire were not that different from their predecessors. Indeed, most were of wood frame construction, two or three-stories in height, and designed in popular Late Victorian stylistic modes, including the Stick/Eastlake and Queen Anne styles.

Golden Gate Bridge, Redwood Highway, and World War II (1937-1945)

This period, bracketed by the opening of the Golden Gate Bridge in 1937 and the end of World War II, is vastly shorter than the period that comes before it, but that is because so many more changes – both physical and social – came to Sausalito in those eight years than during the preceding 44 years. During this brief period of eight years, Sausalito’s importance as a transit node began to erode, especially following the opening of the Golden Gate Bridge and the resulting demise of passenger railroad and ferry service. In 1941, the U.S. entry into World War II resulted in even bigger changes. Sausalito’s strategic location just inside the Golden Gate, as well as its long stretches of underutilized waterfront and good rail connections to the rest of the United States, resulted in the small city being chosen as the location of one of 18 “Emergency Shipyards” funded by the U.S. Maritime Commission...Societal changes also accelerated; during this period the city’s population doubled, causing many native-born and long-time residents to feel besieged in their own town, as thousands of outsiders flocked to Sausalito.

Several changes were made to local roads in anticipation of the Golden Gate Bridge. Chief among them was a new two-lane highway between Waldo Point and San Carlos Avenue. This

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highway, which would serve as the “business” alignment of the Redwood Highway, paralleled the Northwestern Pacific Railroad tracks from the northern city limits to San Carlos Avenue. At San Carlos Avenue the new highway joined Water Street, forming a continuous link between Waldo Point and the Sausalito Lateral, then under construction through Fort Baker. The construction of the new highway resulted in the condemnation and demolition of most of the remaining industrial properties along the waterfront. Completed in 1936, the business segment of the Redwood Highway was soon renamed Bridgeway Boulevard. In 1938, the name was simply shortened to “Bridgeway.”²⁵

Commercial Development (1946-1975)

Commercial development, especially hotels, accelerated as tourism began to supplant more traditional economic sectors, including fishing and boatbuilding. Though tourism had long been an element of Sausalito’s economy, it was not until after World War II that mass tourism, fueled by inexpensive jet travel and postwar affluence, began to increase. Before the war, most visitors to Sausalito were local residents (mainly San Franciscans) on day trips or longer-term visitors staying “for the season” at the exclusive Alta Mira Hotel or at a few other smaller hotels and guesthouses on The Hill. After the war, increasing numbers of tourists (both domestic and foreign) began to hear about Sausalito. By the early 1960s, motor coaches on their way back from Muir Woods began dropping off tourists in Downtown Sausalito for lunch. To meet the growing demand for accommodations and other services, developers planned several new hotels and restaurants for the waterfront. Meanwhile, commercial property owners began raising rents on long-time businesses to take advantage of the higher rents paid by owners of galleries and souvenir shops.²⁶

The adoption of the 1961 National Housing Act, which allowed the Federal Housing Administration to insure mortgages on condominiums, played a significant part in encouraging this type of construction. However, in Sausalito, it was the growing scarcity of buildable land that led to the increasing popularity of condominiums. Sausalito’s first condominium project was the 60-unit Côte d’Azur project at 100 South Street in Old Town. Constructed in 1962-3 on the south side of Shelter Cove, the controversial project shocked many Sausalitans, some of whom thought that the development was out-of-scale and a visual intrusion on the working waterfront. Indeed, this project, as well as another one built on the site of the former Nunes Brothers Boat Yard (also on Shelter Cove), galvanized the “slow growth” movement. Over the next few years, Sausalitans successfully resisted several large-scale projects, including several condominium, apartment, and luxury hotel projects.²⁷ Other causes included open space preservation, saving Richardson’s Bay from fill, and protecting views and waterfront access.

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The near-continual volunteer efforts needed to keep Sausalito's waterfront free from commercial development compelled the City Council to pass a three-year moratorium on all new waterfront development on August 17, 1964. Designed to buy time before the anticipated passage of the McAteer-Petris Act in 1965 (the enabling legislation behind BCDC), in the short term the moratorium blocked a proposal by Sausalito Properties, Inc. to build a \$10,000,000 hotel, yacht harbor, and condominium project on 42-acres near the Napa Street Pier.²⁸

The only significant new buildings to be constructed Downtown during the 1950s and 1960s were the Sausalito Medical-Dental Building at 763-71 Bridgeway (1960); and the Inn Above Tide at 30 El Portal Street (1962). The Medical-Dental Building was designed by John G. Kelley in a modern vocabulary. The Inn Above Tide was originally constructed as an apartment building and later converted into a hotel. It is designed in the Third Bay Region Tradition influenced by the contemporary work of Sea Ranch architects Moore Lyndon Turnbull Whitaker (MLTW).

Commercial and Industrial Development in Downtown Sausalito (1874-1941)

The arrival of the North Pacific Coast Railroad in 1874 and the consequent construction of a rail yard and ferry terminal along the waterfront led to the development of Sausalito's Downtown commercial district. This most "urban" part of Sausalito, which largely consists of Victorian and Edwardian-era commercial blocks and hotels, was partially destroyed by fire in 1893. After its reconstruction, Downtown became the administrative as well as the commercial heart of Sausalito until city government moved to New Town in the 1970s. Many buildings in Sausalito's Downtown Historic Overlay Zoning District date from this period. Boatbuilding, Sausalito's best-known traditional industry, occurred along the waterfront to the south and north of Downtown, though little remains of this industry in these areas.

Gateway to the North –Sausalito as Regional Transit Hub (1874-1941)

Ever since the establishment of regular ferry service between Sausalito and San Francisco in 1874, Sausalito became the primary transit node for travelers journeying between San Francisco and Marin and the North Coast. Downtown Sausalito remained the primary nexus of waterborne and rail transit until the opening of the Golden Gate Bridge in 1937, which led to the discontinuation of both passenger rail and ferry service in 1941. Until World War II, Sausalito was the primary transit hub for tourists, day trippers, and an increasing number of commuters living in the growing suburban communities of Marin County. Although ferry service was eventually restored after World War II, but very little physical fabric remains of Sausalito's historic transit infrastructure.

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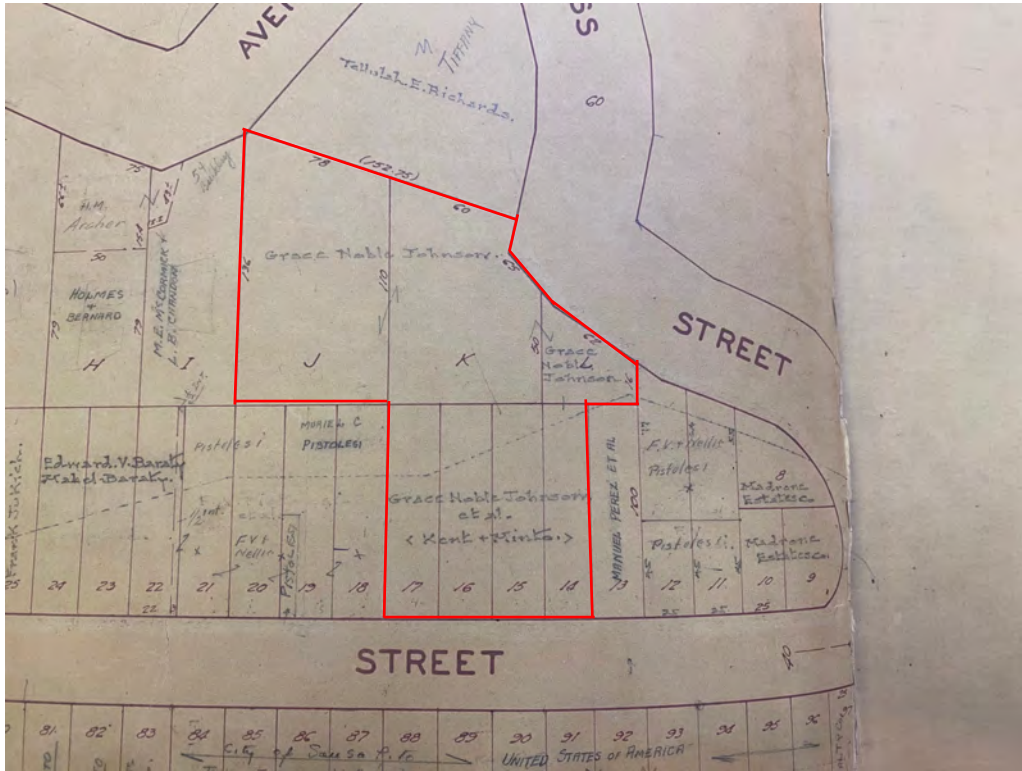


Figure 4: red outline shows current parcel 065-132-16 (Sausalito Historical Association collection, Block Book, photo by Turnbull)

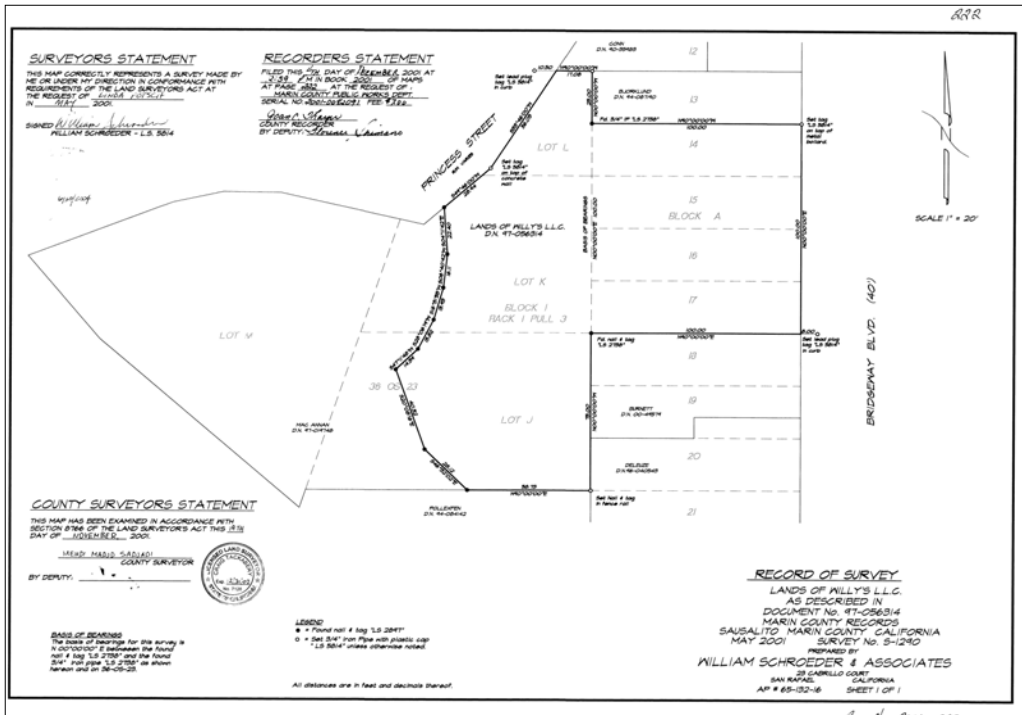
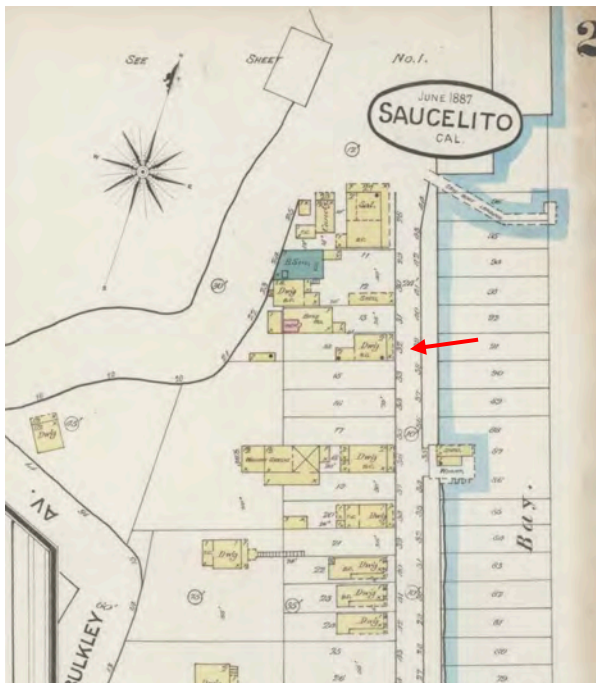


Figure 5: APN 065-132-16 (marinmap.org)

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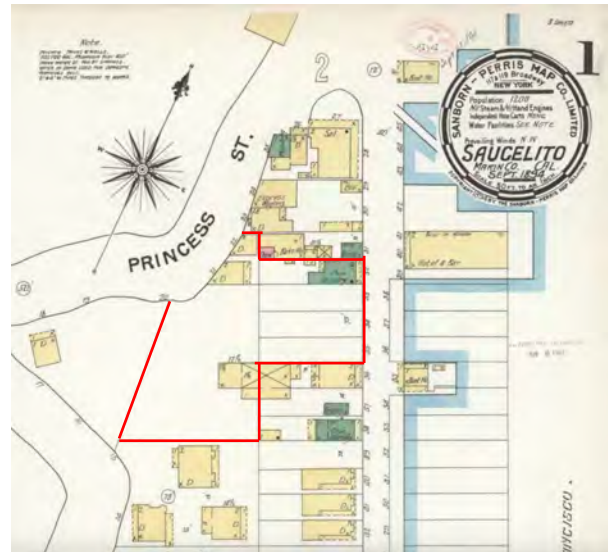
III. Parcel History

The subject parcel, APN 065-132-16, is comprised of lots 14-17 of “Block “A, and lots J-K-L Block “1” of the Saucelito Land & Ferry Co., Map C. The 1887 Sanborn Fire Insurance Map identifies each individual lot. Lot 14 contains a two-story, wood frame dwelling with a one-story porch. This building also appears in an early Water Street photograph in the book *Sausalito: Moments in Time* by Jack Tracy (Figures 6-8). Lots 15-17 are vacant. Lot L that abuts Princess Street contains two one-story, wood frame buildings. Lot J and K are mostly vacant except for the one-and-a-half story rear wagon shed of a two-story dwelling located on Lot 18 (note: J and K are not shown as separate lots in the Sanborn Map). The 1891 Sanborn map is the same except that lot L shows two, two-story wood frame dwellings both aligned with Princess Street. In the 1894 Sanborn map (Figure 10), the two-story, wood frame dwelling on lot 14 is identified as a “Chinese Laundry”, the color green indicates some specialized treatment of its cladding with one-story wood porches on the front and back of the laundry. Nothing appears differently in parcel on the 1901 Sanborn map.

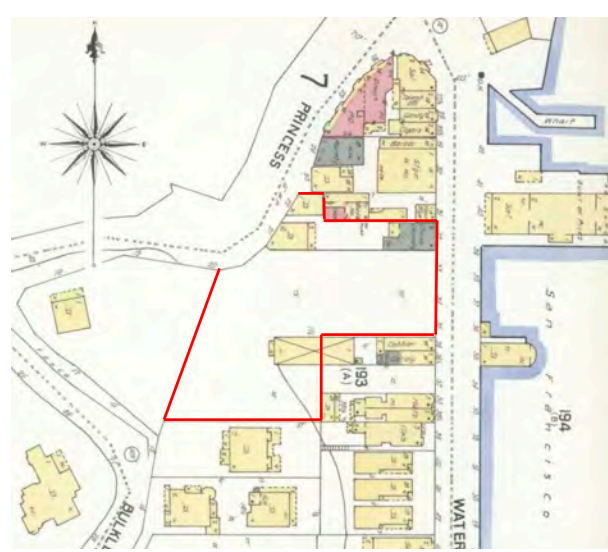
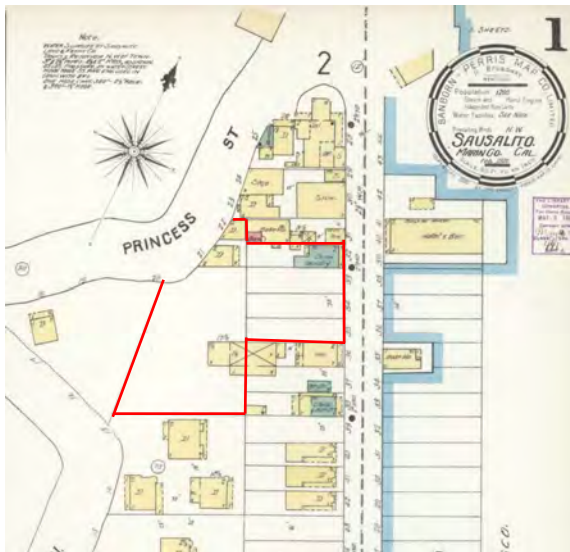


Figures 6-8: 1887 Sanborn map, CTPC edit (loc.gov); (upper right) Water Street, looking south, c.1887 and (lower right) view towards Water Street (Edwin Long collection, Sausalito Historical Society), arrows indicate lot 14 and the dwelling that became Hong Lee Laundry.

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Figures 9 & 10: 1891 Sanborn (left) and 1894 Sanborn (right), Turnbull edit (loc.gov)

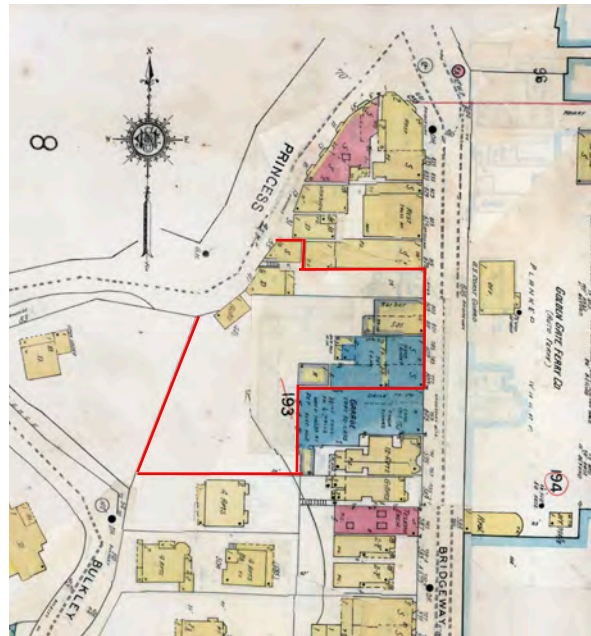
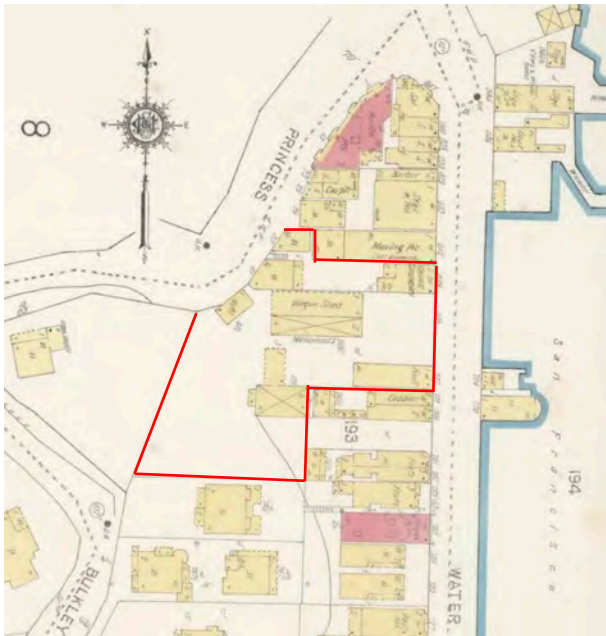


Figures 11 & 12: 1901 Sanborn (left) and 1909 Sanborn (right), Turnbull edit (loc.gov)

In the 1909 Sanborn map, lots 15-17, and lots J-K are shown as one area. The dwelling on the neighboring lot 18 appears gone and a “cobble” and “candy” store occupy a two-story, two-store wood frame building. A rectangular, one-story, large wood stable behind the stores extends into the subject parcel’s lots J-K. At the north edge of the parcel, lot 14 still shows the Chinese laundry but the lot is combined with lot L but the two wood frame dwellings are still on Princess Street (Figure 12).

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A June 1912 *Sausalito News* article announces the lease of a portion of lot 14 from H.H. Noble to L.R. Doucet to erect a horse stable.²⁹ And in an August 1913 *Sausalito News* article it states that, “A frame building is being erected on the Noble lot next to the Japanese shoemaker for a Chinese fruit store.”³⁰ The 1919 Sanborn map shows the wood frame, one-story, rectangular “fruit” building with the address 777 Water Street (Figure 13). The building features wood shake roofing and also an open-sided, one-story, wooden shed at the rear. A rectangular, two-story, wood frame “merchant’s stable” with the address 801 ½ abuts a one-story wood frame “Wagon Shed” in the area of lot K towards the rear of the subject parcel. The Wagon Shed address appears along Water Street in the vicinity of lot 15 as “801.” A one-story wood frame “Auto” shed also appears on this map along Princess Street and shows the address number 41 ½. It belongs to one of the two c. 1891 wood frame dwellings, number 41, seen on earlier Sanborn maps. The Wagon Shed and Dwelling number 41 also abut. The other Princess Street c.1891 dwelling is number 35. The Chinese laundry on lot 14 is shown on the 1919 Sanborn map as “809” Water Street and appears as a two-story, wood frame, L-shaped building, with a one-story wood porch in the interior corner of the L-shaped plan. The neighboring lot 13 contains a “Moving Pic.” theatre and a rear wood frame dwelling. The theatre (now 621 Bridgeway) was constructed in 1910 and was briefly known as the “Swastika Theater.”



Figures 13 & 14: 1919 Sanborn (left) and 1945 Sanborn (right), Turnbull edit (loc.gov)

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Between the 1919 Sanborn map and the next available Sanborn dated 1945, historical newspaper records, Sausalito Historical Society records, and the City of Sausalito records indicate changes to the parcel. In this period after WWI and up to the end of WWII, the wood frame Chinese laundry on lot 14, and the wood wagon shed and stables on lots J-K were demolished. A May 1929 *Sausalito News* states that building inspector A.J. Buckley calls for “the old ramshackle horse stable in the back of the Chinese laundry on Water Street-now used as a garage for eleven cars but still containing hay in the loft-should be torn down.”³¹ The City of Sausalito also passed Ordinance 317 which states that, “All old buildings or structures situate within the town of Sausalito, and which are dilapidated beyond repair, to be public nuisances, and provided for the abatement of such nuisances.”³² In a 1931 aerial photograph from the University of Santa Barbara Geospatial collection, the 777 Water Street store is extant on lot 17, as well as the Chinese laundry on lot 14 with an ancillary building to the rear. 801-803 Water Street (611-613 Bridgeway) is also visible on lot 15, with a rectangular ancillary structure to the rear on lot J-K-L (the trace footprint of this ancillary building is visible in the later 1945 Sanborn). The Chinese laundry was removed not soon after this aerial was taken. In a July 1931 *Sausalito News* article titled “Removing Firetrap” it was announced that:

*The Chinese laundry on Water Street opposite the Golden Gate ferry landing will be torn down and a reinforced concrete building of one-story will take its place. A building permit was issued this week to Thomas Kent and W. Robert Miller for the new building, which will cost \$5000. The building will be used for a grocery store and a laundry.*³³

The grocery and laundry are presumed to be the Marin Fruit Co. grocery business at 777 Water Street (now 605 Bridgeway) and the Chong Lee laundry at 783 & 785 Water Street (607 Bridgeway).³⁴ The Kent & Minto office was located nearby at 935 Water Street in a 1925 advertisement.³⁵

In the years between 1919 and 1945, the one-story, wood frame with metal siding, two-store building at 801-803 Water Street (now 611-613 Bridgeway) appears in *Sausalito News* advertisements from 1927 - Carlisle Sandwich shop (801 Water Street) and the “new” Delux Barber Shop (803 Water Street).³⁶ The Sausalito Historical Society’s collection of 1924 Tax Assessment records includes 809 Water Street (Chinese laundry and residence), 801 Water Street (Barn and Auto shed), 777 Water Street (fruit store and residence) (see full sheets in the Appendix). The 1928 Tax Assessment records in the Marin History Museum collection includes lots 14-17, Block A, as well as lots J-K-L, Block 1 of the Saucelito Land and Ferry Company, Map C. All the lots are still owned by Grace Noble Johnson et al (Kent & Minto) and each lot features a building. The footprint is drawn on each sheet, along with other detailed information. The following information is extracted from the Assessor’s sheets (See full sheets in the Appendix):

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Lot 14 (constructed c.1898): two-story, wood frame building with wood siding - laundry (ground floor), four-room residence (2nd floor).

Lot 15 (constructed 1925): one-story, wood frame, stucco front and sheet metal siding on side elevations – Stores.

Lot 16 (constructed n.d.): one-story, wood frame, board & batten siding – Auto and adjacent open shed.

Lot 17 (constructed 1912): one-story, wood frame, gable roof with shingle cladding, wood siding – Store; Ancillary buildings - auto building & shed building.

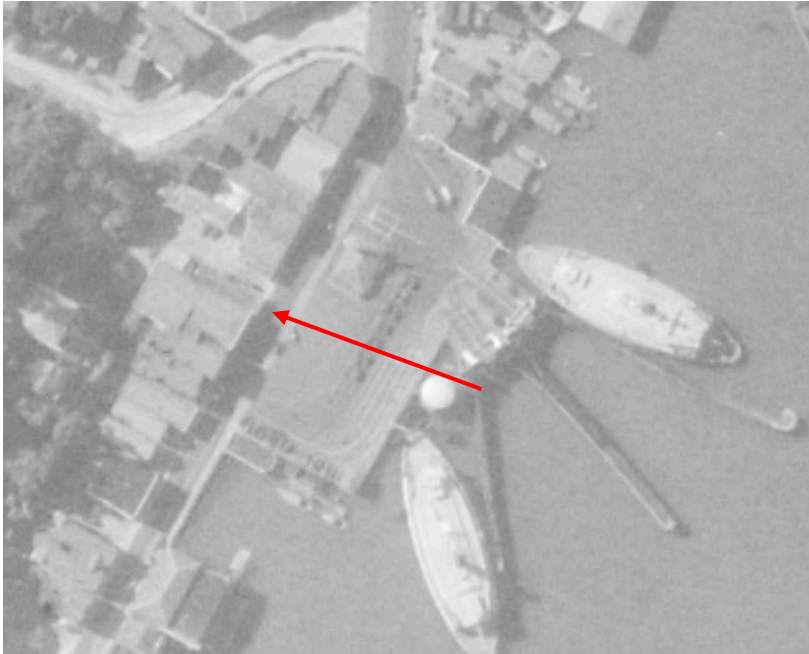
Lot J-K-L, Lot K (constructed c.1883): one-and-a-half story with basement, wood frame, gable roof with shakes, dwelling – tea room (1st floor), three-room residence (upper floor); Ancillary building – three car garage

Lot J-K-L, Lot L (constructed n.d.): one-story with basement, wood frame, shingle siding, gable roof with shingles, three room dwelling.

In 1936, to acknowledge the new Golden Gate Bridge, Water Street became Bridgeway. In the Sanborn map the concrete building containing the stores at 605 Bridgeway (former 777 Water Street) and 607 Bridgeway (former 783 & 785 Water Street) is visible. The stores are both one story at the street with two stories from the middle of the building to the rear. 605 Bridgeway (777 Water Street) has a longer footprint. A wood frame “Auto” building with metal cladding appears directly to the rear of 605 Bridgeway (777 Water Street). 607 Bridgeway (783 & 785 Water Street) is called out as a “hand laundry” and a one-story, wood frame with metal cladding space (boiler) abuts the rear elevation. On the Sanborn map, all windows are indicated as steel sash, at both floors. The adjacent one-story, wood frame 611 Bridgeway (801 Water Street) and 613 Bridgeway (803 Water Street) are extant. 611 Bridgeway is identified as a “Saloon” and 613 Bridgeway as a “Barber.” 611 Bridgeway also has a small room at the rear. The 1945 Sanborn also shows that between 1919 and 1945 two long rectangular wood auto sheds were constructed after 1919 on lots J-K but were demolished by 1945. Also, on lots J-K-L, the two, wood frame dwellings and the auto building are extant along Princess Street. However, in the 1955 Sanborn map, the Princess Street dwellings and auto are non-extant. All other buildings on the subject parcel are the same in 1955 as in 1945.

No Sanborn maps exist after 1955 but aerial and neighborhood photographs, as well as newspapers, directories, and City of Sausalito permit records (1950-present) provide insights into the subject parcel from the 1950s to the present. 1931, 1952, c.1955, 1965, and 1968 aerial photos indicate that the area behind the Bridgeway stores remained undeveloped after the demolition of the sheds. From the 1950s onwards many cars are visibly parked in that space. The building footprints do not appear to change, and no additional stories have been added. There have been several attempts to develop the parcel since the early 1960s but none have gone forward due to resistance by the community or the City of Sausalito.

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Figures 15: 1931 aerial, Turnbull crop. The Golden Gate Ferry is active. The 1913 Marin Fruit Co. store at 777 Water St. visible (red arrow), and 801 & 803 Water Street, as is the Hong Lee Laundry building at 809 Water Street (UC Santa Barbara Geospatial collection)



Figure 16: 1947 aerial, Turnbull crop – the 777 Water Street wood frame building is replaced with 605 & 607 Bridgeway (red arrow); the 609 Water Street Chinese laundry building is gone in 1947 and 611-613 Bridgeway is visible (yellow arrow) (UC Santa Barbara Geospatial collection)

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Figures 17 (left): 1955 Sanborn (updated from 1919), Turnbull crop (Sausalito Historical Society)

Figure 18 (right): 1965 aerial, Turnbull crop (UC Santa Barbara Geospatial collection)

In 1961, the Kennedy administration passed the Housing Act to promote low-interest rental housing loans. In 1962, Stanley P. Berney attempted to develop the property as the “Sausalito Arms and Arcade” which was intended as a mixed-use project - professional and medical offices combined with apartments and parking access from Princess Street. The project was taken up by the subsequent owner Charles Mead in 1963. A letter in 1979 from the Sausalito City Council indicates that there was a continued effort to develop the parcel. In 1979 the five co-owners of Ondine Enterprises, also owners of Ondine Restaurant, began the process to develop the subject parcel into the “Sausalito Inn.”³⁷ There was vigorous community pushback when the development project was formally submitted. Part of the resistance came from Ronald MacAnnan, who owned the building where Ondine restaurant was located. The development was called Princess Properties. After the failure to develop the site, Ronald MacAnnan purchased the Princess Properties.³⁸ In 1997 Ronald MacAnnan and his co-owner and wife Carol MacAnnan attempted to develop the parking space at the rear of APN 065-132-16 but did not succeed.³⁹

In the ensuing years after the departure of the Marin Fruit Co. and the Chong Lee laundry, various businesses have occupied the four storefronts. The main issue that has come up in City of Sausalito building records are signage, particularly in reference to the parking at the rear of the parcel. A 1993 proposal to change the siding, roof, and rear of 611-613 Bridgeway by Ronald MacAnnan and his architect Edmund Heine was rejected by the City of Sausalito. In a letter to

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Heine, it states that, “staff has reviewed the submitted revisions dated February 11, 1993 and conducted a site investigation in response to your request...staff has determined that the project would result in a considerable exterior renovation to the structure, visible from the commercial and residential areas along Princess Street, and the requirement for HLB and DRB approval cannot be waived.”⁴⁰ HLB refers the Historic Landmarks Board, the prior name to the current Historic Landmarks Commission, and DRB refers to the Design Review Board.

IV. Building and Property Description / Construction History

Parcel Description (APN 065-132-16)

The subject property consists of the large parcel APN 065-132-16 that includes two buildings 605-607 Bridgeway and 611-613 Bridgeway and associated ancillary structures; a surfaced driveway and parking area to the north and rear of the buildings; and a portion of the hillside on the western edge, including the Princess Street retaining wall. The parcel contains seven original lots from the 1884 Saucelito Land and Ferry Co. map C – lots 14, 15, 16 and 17 of Block “A”, and lots J, K and L of Lot “1”.⁴¹ By 1989 the lots were merged to create APN 065-132-11.⁴² By 2004 the parcel is identified as APN 065-132-16.⁴³

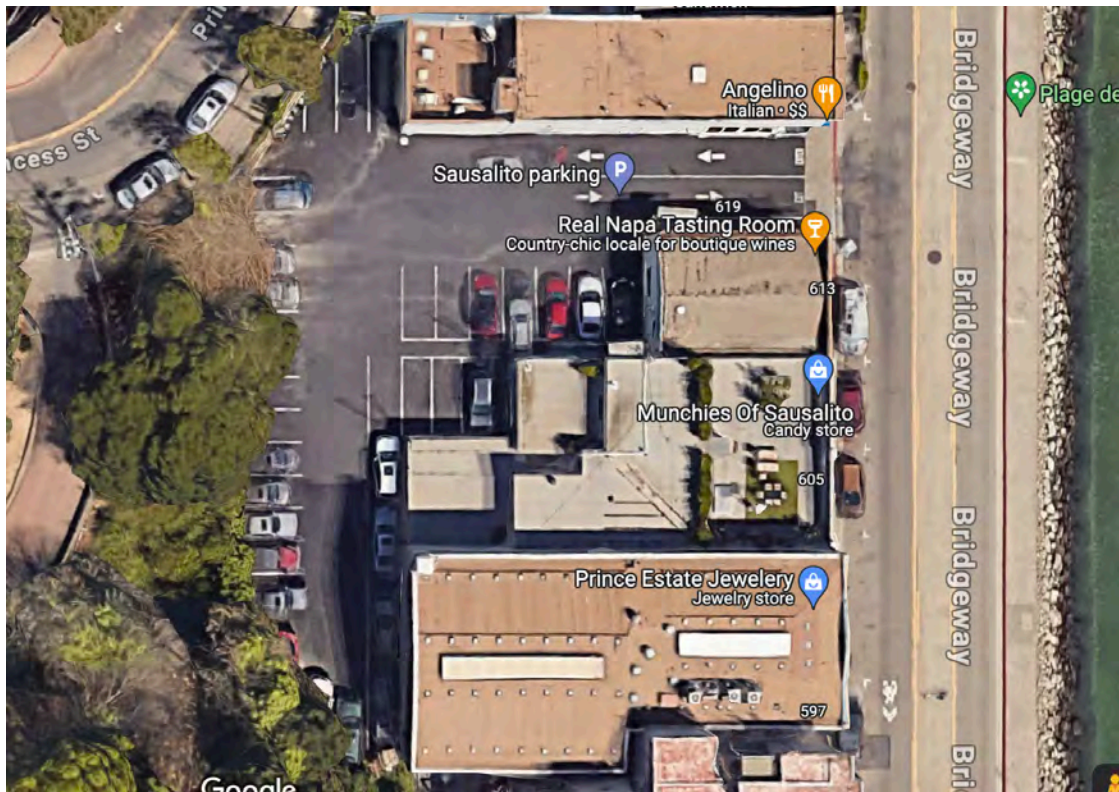


Figure 19: 2024, current parcel APN 065-132-16 condition, Turnbull crop (Google Satellite view)

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Exterior Description

605 & 607 Bridgeway is a one-story, double storefront with a second-story residential portion towards the rear of the building. The property's footprint steps back from the shorter 607 Bridgeway portion to the longer 605 Bridgeway portion. upper story of the property contains separate apartment units which are accessed via a rear exterior stair. The property is of concrete construction with flat roof. A rear garage building is located directly behind 605 Bridgeway and is wood frame with corrugated metal siding and a flat roof.

The storefront elevations of 605 and 607 Bridgeway are almost identical. Both feature a central entrance with double doors flanked by plate glass display windows over a bulkhead. A multi-lite, steel sash transom window with operable pivot windows spans the length of each individual storefront. The transom is topped by a spandrel with a decorative raised framed panel. The 605 Bridgeway panel reads "Marin Fruit Co." A decorative brick edging spans the storefronts' parapet. At the rear elevations, fenestration is primarily located at the upper story and is multi-lite steel sash.

611-613 Bridgeway is a one-story, wood frame building with a shallow gable roof surrounded by a parapet. The Bridgeway elevation features painted, stucco cladding, and the north and rear elevations feature corrugated metal cladding. The storefront features an arrow-shape entry area with an entry door at each face. Each store features a plate glass display window over a bulkhead. Shallow stucco clad piers flank the entry area, and also mark the building's corners. An opaque transom with painted panels fills the space over the entry and above each display window. The top portion of the elevation is filled with a single recessed panel. The building's north elevation faces the parking area driveway entrance and has no windows. The rear elevation contains a window and a double entry door at the lower area, and another window over the entry door. The gable roof line is visible at the rear elevation.

Historic photographs and aerials indicate that the building footprint has remained intact. City of Sausalito building records, and historic photographs indicate that the 605 Bridgeway elevation has also remained intact. The distinctive Marin Fruit Co. sign was removed in 1998 with the closure of the store. 607 Bridgeway's storefront was altered during the period of the laundry but was remodeled in the 1990s to mirror 605 Bridgeway again. 611-613 Bridgeway appears largely intact except for the orange Tuscan color added in 2006. A more detailed construction history, and accompanying permit history, follows.

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Current Photos



Figure 20: 605 & 607 Bridgeway on left, 611-613 Bridgeway on right (Turnbull May 2024)



Figure 21: Bridgeway, subject property middle right (Turnbull May 2024)

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Figure 22: 605 & 607 Bridgeway and 611-613 Bridgeway (Turnbull May 2024)



Figure 23: 605 Bridgeway, former Marin Fruit Co. (Turnbull May 2024)

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Figure 24: 607 Bridgeway, former Hong Lee Laundry (Turnbull May 2024)



Figure 25: 611-613 Bridgeway, former Carlisle Sandwich / DeLuxe Barber (Turnbull May 2024)

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Figure 26: Subject parcel, looking east from parking lot (Turnbull May 2024)



Figure 27: Subject parcel, looking east, "Auto" on far right (Turnbull May 2024)

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Figure 28: 605 & 607 Bridgeway, north elevations and exterior stair, "Auto" shed on right, looking south from parking lot (Turnbull May 2024)



Figure 29: 605 & 607 Bridgeway, north and west elevations, "Auto" shed on right, looking southeast from parking lot (Turnbull May 2024)

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Figure 30: 605 Bridgeway, "Auto" shed (Turnbull May 2024)



Figure 31: 611-613 Bridgeway, west elevations, looking east from parking lot (Turnbull May 2024)

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Figures 32 & 33: 605 Bridgeway, storefront (upper), original tile bulkhead behind painted wood panels and Marin Fruit Co. raised lettering (lower) (Turnbull May 2024)



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Historic Photos



Figure 34: Parcel and with buildings in 1952, Turnbull crop (Sausalito Historical Society)



Figures 35-36: 1955 (left) and 1946 (right) (Sausalito Historical Society)

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Figure 37: 1968 Aerial view of Parcel 065-132-16, Turnbull crop with approximate boundaries, part of parcel is out of view, the parking area is used for off-street parking for the Marin Fruit Co. and Hong Lee Laundry business traffic (Sausalito Historical Society collection)

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Figure 38: Bridgeway c.1966 (Sausalito Historical Society, Edwin S. Long photo binders)

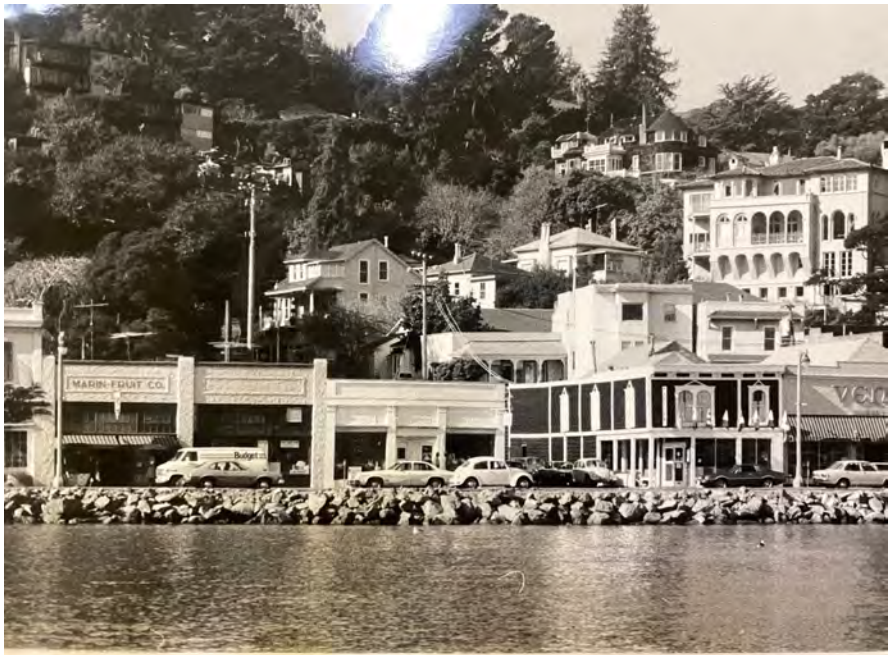


Figure 39: Bridgeway 1979 (Sausalito Historical Society, Edwin S. Long photo binders)

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Figure 40: 1981 “before” photograph from a *Marin Scope* article about proposed Ondine Enterprise development (UCR, California Digital Newspaper Collection)



Figure 41: c.1988 around the termination of the Lee laundry, bulkhead tile is still visible on both 605 & 607 Bridgeway (City of Sausalito, digitized building records)

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Figure 42: 1990, Tapia Art Gallery has taken over from Town & Country Antiques (City of Sausalito, digitized building records)

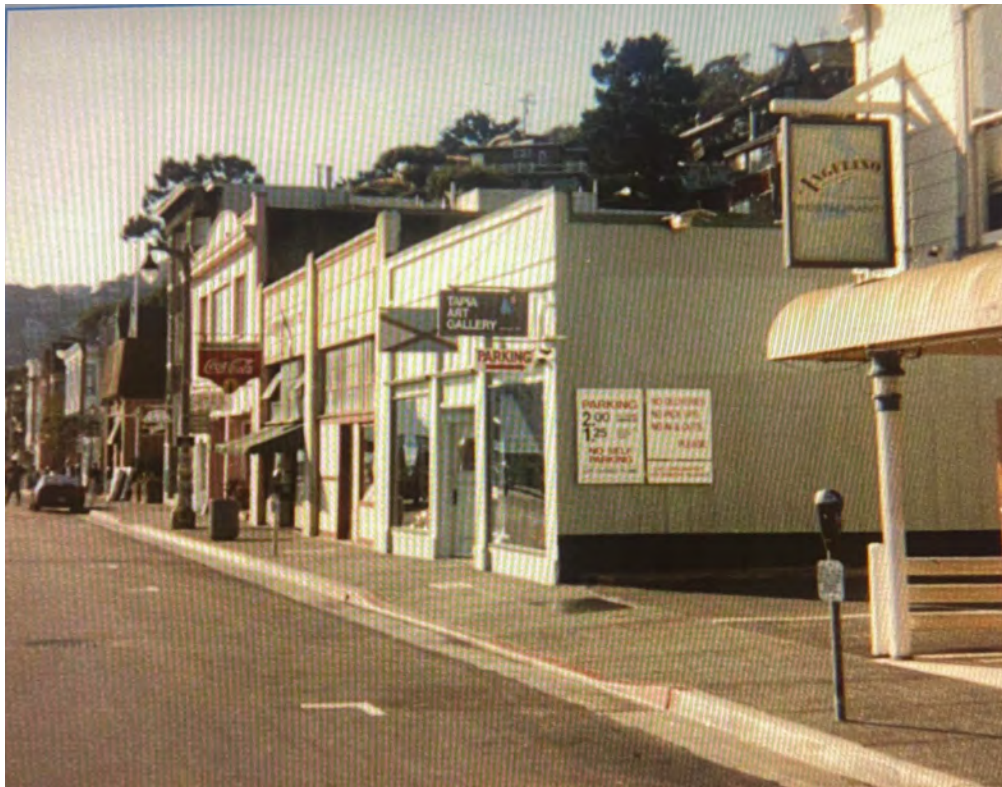


Figure 43: 1991, the storefront at 607 Bridgeway is covered (City of Sausalito, digitized building records)

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Figure 44: 1991, parking at rear of parcel (City of Sausalito, digitized building records)

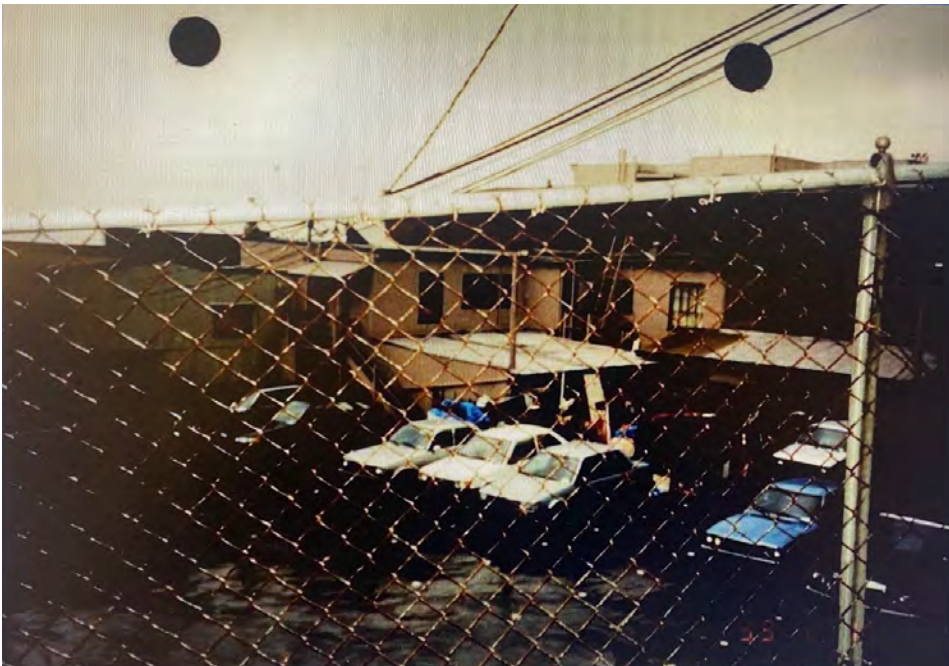


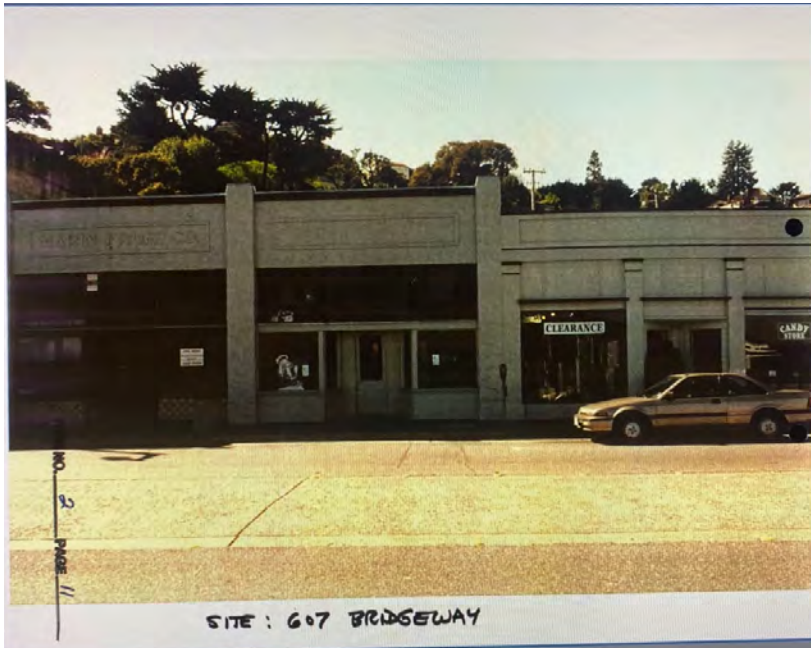
Figure 45: 1993, site photos by Heine, designer for 607 Bridgeway “Candy” store proposed project (City of Sausalito, digitized building records)

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Figures 46-49: 1993, site photos by Heine, designer for 607 Bridgeway “Cakery” store proposed project (City of Sausalito, digitized building records)

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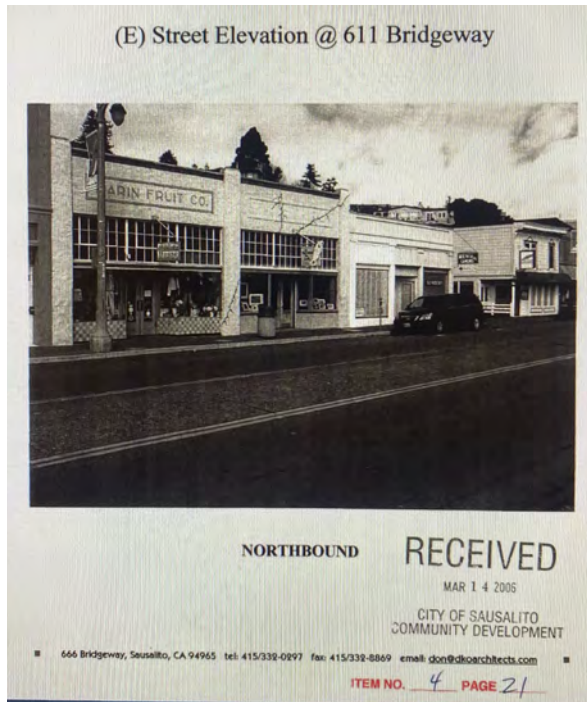


Figures 50: 1998, existing condition of proposed storefront alteration (City of Sausalito, digitized building records)



Figures 51: 1998, existing condition at time of proposed storefront alteration (City of Sausalito, digitized building records)

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Figures 52-53: 2006, Existing conditions, photos by Donald Olsen Architecture (City of Sausalito, digitized building records)

Construction History

605 & 607 Bridgeway (777 & 783/785 Water Street)/ 811-813 Bridgeway (801-803 Water Street)/ 809 Water Street

The earliest available permit record for 605 Bridgeway dates from January 23, 1950 when proprietor Willie Chee rearranged the office, casing and shelving for \$500. Digitized permit and building records available from the City of Sausalito, indicate that 605 Bridgeway underwent minimal changes over the years - fire damage repair in 1985, and in 1998 the rear stairs were rebuilt and some interior walls were adjusted. Historical newspapers describe a warehouse fire in 1953 with \$2,000 damage.⁴⁴ It is not verified, but this may explain the demolition of one of the sheds on the parcel between the 1945 Sanborn and 1955 Sanborn maps. A 1985 *Sausalito Marin Scope* article describes the 1985 fire as “damage to several rear storage areas, stairs and small utility rooms.”⁴⁵ Examination of historic aerials and photographs indicates that the footprint of 605 Bridgeway (777 Water Street) is largely the same, and that the “Auto” building evident on the 1945 Sanborn map remains extant. The Marin Fruit Co. storefront, with its raised lettering, operable steel multi-lite transom windows, plate glass with bulkhead, and recessed storefront entrance remains extant. The tiled bulkhead is hidden behind plywood panels but is still extant.

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The earliest available permit for 607 Bridgeway is permit application #2453 dated November 25, 1959 and it was submitted by owner Charles Mead et al for a sheet metal sign. Subsequent records (that were not expired permits or rejected projects) include the 1970 addition of an exterior stair and a remodel of some interior walls (permit #5606); and some interior remodeling and a façade renovation in 1998 (#98-22). Historic photographs indicate that the northern half of the 607 Bridgeway storefront was altered by 1955 (see figure 18). The southern half matched 605 Bridgeway (777 Water Street), with a tiled bulkhead and plate glass windows in 1988 (see figure 22). Drawings from the City of Sausalito digitized records from 1989 show existing and proposed storefront plans and elevations. The existing storefront doorway is flush with the bulkhead and features only one door. A series of 1991 photos from the online records show that the south plate glass storefront window and bulkhead are covered by a panel, there is one entry door that is flush with the bulkhead, and the northern plate glass window is visible with a plywood covered bulkhead below (see figure 24). By 1998, the entrance mirrors the recessed storefront of 605 Bridgeway, except that the front door is a single door with opaque sidelites, and the bulkhead is untiled. The multi-lite steel sash transom is extant in both 1991 and 1998. Currently, the entrance features double-doors.

An August 8, 1962 permit application #4010 is the earliest available permit record for 611-613 Bridgeway and it is for repair of minor damage from an automobile. In 2006, the owner repainted the exterior stucco to Tuscan orange. And in 2010, the owner opened a doorway between the central partition wall between the stores; the opening is closer to the storefront entrances. The majority of permit records related to 611-613 Bridgeway concern signage changes. A comparison of a 1955 historic photo, and a 2006 photo from the online permit records, indicates that the distinctive triangular entryway with individual storefront doors, and the plate glass storefront windows, has remained intact; however, a three-part transom window that spanned the front elevation was infilled with opaque panels (see figures 18 & 33). The north elevation and west elevations feature extant corrugated metal siding that is identified in the 1945 Sanborn map.

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Permit and Building Records Tables

A summary of available building permit history follows⁴⁶:

605 Bridgeway (777 Water Street)

Date	Source	Names	Description / Cost
1/23/1950	None shown	Willie Chee, proprietor (lives at 605 Bridgeway); Hammond(sp?) Hall, builder	Rearrange office and casework, shelving etc. (building inspector); \$500.
11/14/1962	CUP #284 (APN 065-132-11)	Berney, Stanley P., owner	Proposed "Sausalito Arms & Arcade", five- story, mixed use professional and medical offices, and apartments, with garage. Note: not constructed
3/5/1965	Sign application	Marin Fruit & Grocery Co., proprietor	Replace Coca Cola sign with a neon sign (rejected)
3/27/1985	Permit # 9377	Mr. De Natale, owner (558 Bridgeway); Leonard Solomon, Inc., contractor	Repair fire damage to rear of bldg. (inspection record); \$9,822.00
9/16/1985	Building Inspection Record, Permit #1471 (parcel 65-132-11)	Princess Properties, owner (Ondine Restaurant, lives at 558 Bridgeway); Martinez Electrical, contractor	Proposed electrical for 611, 613, 615, 618 Bridgeway; \$6000.00
3/23/1989	Application #11339 (parcel 65-132-11)	Ronald and Carol MacAnnan, owner	Encroachment permit for driveway apron off of 83 Princess Street*
6/27/1998	Permit # A 6400	Linda Fotsch, owner (655	Repair dry rot and water damage; \$5,000.00

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		Sausalito Blvd) and contractor	
3/20/1998	Permit # A 6438 Building/Plumbing/Electrical and Mechanical	Linda Fotsch, owner; Wilson Building, contractor	Rebuild stairs, add light fixture, remodel ½ bar, interior walls (inspection record); \$6000.00
5/22/1998	Permit # 6528	Linda Fotsch, owner and contractor	Upgrade lighting, paint & patch, stain floors
6/26/1998	Permit #A 6583	Fotsch, owner; Wilson Building, contractor	Repair wiring to parking lot flood lights (expired by limitation)
7/27/2004	Permit #M 10950	Willy's LLC- Linda Fotsch (Bench House Clothing Co. & Splash), owner; Knolls Systems Corp, contractor	HVAC unit inside bldg., for apartment (expired by limitation); \$8690

607 Bridgeway

Date	Source	Names	Description / Cost
11/25/1959	Application #2453	Charles Mead et al, owner	New 2'x3' sheet metal sign
11/14/1962	CUP #284 (APN 065-132-11)	Berney, Stanley P., owner	Proposed "Sausalito Arms & Arcade", five-story, mixed use professional and medical offices, and apartments, with garage. Note: not constructed
11/23/1970	Permit #5606 (parcel #65-132-11)	Ondine Ent. Inc., owner; Fred Martinez, contractor; Clift Parlee, architect	Erect new exterior access stairway to storage, 50 sqft; \$421.00



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9/16/1985	#1471 (building inspection record)	Princess Properties, owner (Ondine Restaurant, lives at 558 Bridgeway); Martinez Electrical, contractor	Proposed electrical for 611, 613, 615, 618 Bridgeway; \$6000.00
1989	Permit # A2109	Ronald MacAnnan, owner; Edmund C. Heine, eng	Proposed “Cakery” bakery and café, note: not constructed
2/12/1990	Application for (parcel 65-132-11)	Ronald R. MacAnnan, owner	Encroachment for underground sewer line from Princess Street
8/12/1993	Occupancy permit application for ground floor	Ronald R. MacAnnan, owner (83 Princess St)	“Cakery”, 1540 sqft Retail bakery and café application, note: not constructed.
4/2/1993	A3945 (APN 65-132-11)	Ronald R. MacAnnan, owner; Edmund C. Heine, architect	Remodel interior, exterior alterations, 1000sqft; \$40,000. (expired)
8/9/1993	A4066 (APN 65-132-11)	Ronald R. MacAnnan, owner;	Remove and replace old tar and gravel roofing, 1000sqft; \$2,000.
6/27/1998	A 6400	Linda Fotsch, owner (655 Sausalito Blvd) and contractor	Repair dry rot and water damage; \$5,000.00
3/17/1998	#6429 (expired by limitation 1999)	Linda Fotsch, owner; Wilson Bldg, contractor	Install doors, frame ceiling, pour slabs, dry wall, elect, plumbing (inspection record)
5/4/1998 (completed 9/8/1999)	98-23 (Encroachment permit)	Wilson Bldg, contractor	Protecting sidewalk during glass replacement;
2/25/1998	98-22 (comments)	Linda Fotsch, owner (665 Sausalito Blvd); Leedy Gallery (occupant); Richard Gould, structural	Façade remodel, and tenant improvements; remove mezzanine section at front of bldg., add new framing support to (e) window and door at front façade; “install front & rear doors, frame ceiling

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		engineers; Wilson Bldg, contractor	wall partition, pour slab floor, provide electrical, plumbing for ADA restroom, drywall trim. Remove interior stairs and one rear door at grd floor.
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611 Bridgeway

Date	Source	Names	Description / Cost
8/8/1962	Application # 4010	Robert Miller Realty, owner (16 Princess Street); R.E. Saleme Cons. Co., contractor	Repair minor automobile damage to rear of store bldg; \$300.00
11/14/1962	CUP #284 (APN 065-132-11)	Berney, Stanley P., owner	Proposed "Sausalito Arms & Arcade", five-story, mixed use professional and medical offices, and apartments, with garage. Note: not constructed
9/16/1985	#1471 (building inspection record)	Princess Properties, owner (Ondine Restaurant, lives at 558 Bridgeway); Martinez Electrical, contractor	Proposed electrical for 611, 613, 615, 618 Bridgeway; \$6000.00
7/10/1990	Permit # E 2728	Ronald MacAnnan, owner and contractor	Install halo track lighting; \$2000.
7/1/1992	Encroachment Permit # 92-30	Ronald R. MacAnnan, owner (558 Bridgeway)	Parking Sign
6/27/1998	Permit # A 6400	Linda Fotsch, owner (655 Sausalito Blvd) and contractor	Repair dry rot and water damage; \$5,000.00
5/10/2006	UP Application #06-004	Linda Fotsch, owner; Donald Olsen, architect	Request to open wine shop, request Class1 CEQA, categorical exemption; Paint color changed (without

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			approval) from blue grey to Tuscan orange
7/20/2010	Permit Application # B10370 (Inspection Record)	Linda Fotsch, owner (Real Napa); Donald Olsen, architect	Add 2 openings to (e) non-bearing wall partition b/w spaces The Real Napa Store

613 Bridgeway

Date	Source	Names	Description / Cost
13/1958	Application #2082	Luther D. Rockus, owner (613 Bridgeway)	2 1/2x3 - Store sign
9/16/1985	Permit #1471 (Building Inspection record)	Princess Properties, owner (Ondine Restaurant, lives at 558 Bridgeway); Martinez Electrical, contractor	Electrical for 611, 613, 615, 618 Bridgeway; \$6000.00
7/10/1990	Permit# E 2728	Ronald MacAnnan, owner and contractor	Install halo track lighting; \$2000.
7/20/1990	# CE 90-37	Bobbie Tapia of Tapia Art Gallery, occupant	Illegal parking sign
7/24/1991	# CE 91-10	Ronald MacAnnan, owner; Bobbie Tapia of Tapia Art Gallery, occupant	Illegal parking sign
7/1/1992	Encroachment permit # 92-30	Ronald R. MacAnnan, owner (558 Bridgeway)	Parking Sign
7/20/2010	B10370 (permit application/inspection record)	Linda Fotsch, owner(Real Napa); Donald Olsen, architect	Add 2 openings to existing non-bearing wall partition between existing spaces of The Real Napa Store*

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Architectural Style and Character-Defining Features

605 & 607 Bridgeway and 611-613 Bridgeway are both early twentieth century utilitarian commercial buildings with minimal Mission Revival ornamentation. 605 & 607 Bridgeway is a combination commercial storefront and residential property, with the storefront visually separated from the recessed upper story. 611-613 Bridgeway is a single-story commercial storefront property.

Character-Defining Features – APN 065-132-16

- Plateau area at the base of a wooded bluff, Princess Street retaining wall forming the northwest edge.
- Commercial buildings enfronting the landscaped bluff behind.
- Concentration of small-scale commercial storefronts at the street front with no setbacks, and utilitarian areas at the rear open parking area.

Character-Defining Features – 605 & 607 Bridgeway (former 777 and 783 & 785 Water St)

- One-story storefront with a second story residential above.
- Two-bay storefront facade.
- Flat roof with minimal parapet at street elevation.
- Central, recessed storefront entrance flanked by single pane display windows above a bulkhead.
- Multi-colored ceramic tile on bulkhead (where extant).
- Multi-lite steel sash transoms with pebbled glass and horizontal pivoting sash (where extant).
- Pilasters with tapered caps, spandrel between with a central sign band.
- Brick, stepped course above spandrel at parapet.
- Raised “Marin Fruit Co.” lettering (605 Bridgeway, former 777 Water Street)
- Painted cement stucco wall surface at storefront, corrugated metal and cement stucco at rear elevations.
- Steel sash at rear elevations

Character-Defining Features – 611-613 Bridgeway (former 801-803 Water St)

- One-story storefront with tri-partite bays.
- Shallow gable roof with parapet at street elevation.
- Central, recessed triangular entry area, with a single, entry door at each store.
- Single pane storefront display windows, small bulkhead below.
- Engaged pilasters, spandrel with recessed sign band, and parapet.
- Tri-partite transom recessed panel with continuous cornice above.
- Painted cement stucco wall surface at storefront, corrugated metal at rear elevations

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V. Ownership/Occupancy History

Owners

APN 065-132-16 is comprised of seven original parcels from the Saucelito Land & Ferry Company Map C. The owner of the parcels in the early twentieth century was the Noble family. H.H. Noble is the original property owner. In the earliest available tax assessment records from 1924, the owner is identified as Grace Noble Johnson et al (Grace is one of the Noble daughters). The 1928 Tax Assessment lists Grace Noble Johnson et al (Kent & Minto). In fact, APN 065-132-16 and its seven originally individual parcels have all remained under one ownership since the early twentieth century (see Ownership Table) The APN number switched from the individual lot numbers to APN 065-132-11 c.1970. Ownership passed from the collective owners of Ondine Enterprise (also owners of the nearby Ondine Restaurant) to Ronald MacAnnan in 1985. MacAnnan's business was called Princess Properties. Ownership passed to the current owner Linda Fotsch, also known as Willy's LLC and formerly Trident LLC. Under the current ownership the parcel is identified as APN 065-132-16.

Ownership Table

Date	Owner	Sources
1924	Grace Noble Johnson et al	Tax Assessor Records
c.1925	Grace Noble Johnson et al	Tax Assessor Records, Sausalito Platt Book
1928	Grace Noble Johnson et al (Kent & Minto)	Tax Assessor Records, historical newspapers,
1940s	Grace Noble Johnson (Kent & Minto)	Sausalito Block Book
1959	Charles Mead et al (607 Bridgeway)	City of Sausalito Records
1962	Berney, Stanley P.	City of Sausalito Records
1970-1985	Princess Properties/Ondine Enterprises Inc.	City of Sausalito Records
1989-1998	Ronald R. MacAnnan	City of Sausalito Records, historical newspapers
1998-present	Linda Fotsch, also called Willy's LLC	City of Sausalito Records, historical newspapers

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Occupants

The occupants of parcel APN 065-132-16 for at least two of the addresses has been remarkably consistent. The original lot 14, 809 Water Street, was occupied by a Chinese laundry business, as well as residence, as early as 1894. The Hong Lee laundry appears in historic photographs and in City Directories until 1931 when it was demolished. The business moved to the concrete storefront and residence at 783 & 785 Water Street. It remained in this location as both a business and residence until 1988. A November 1988 *Sausalito Marin Scope* article describes the eviction of business owner Ping Lee by the parcel owner Ronald MacAnnan (he purchased the property in 1985).⁴⁷ In the article it describes how the Lee family had owned and run the laundry business at 809 Water Street and then 607 Bridgeway (formerly 783 & 785 Water Street) for 100 years (see Ownership Table). Similarly, the Marin Fruit Co. business at 605 Bridgeway (777 Water Street), next door to the laundry, occupied the location beginning in 1913. In that year, a *Sausalito News* article announced the construction of a wood frame “chinese fruit store” next to an existing Japanese cobbler.⁴⁸ In the 1920 Census, the store is collectively operated by a group of five Chinese men headed by Won Sue Yin, and including 20-year-old Yee Tock Chee (See Occupant Table).⁴⁹ According to an official 1998 City Council of Sausalito proclamation paying tribute to Yee Tock Chee, it states that Yee originally purchased a fruit store business located at 20 Caledonia Street (see Appendix) in 1919 and moved the inventory to 777 Water Street.⁵⁰

In the 1930 Census, Won Shee Yin still heads a group of four Chinese “partners, Fruit Store” and Yee Tock Chee is still a partner in this group. Yee Tock Chee eventually came to be known as Willie Yee in Sausalito. In both the 1920 and 1930 census records, all the men live at 777 Water Street (later 605 Bridgeway). In the 1940 Census, the occupants are the six members of the Chee T. Yee family, except for the lodger Lew Poy (also a partner and lodger in the 1930 Census). Yee is identified as the “manager, retail grocery.” Like the Yee family, in the 1940 Census, only the eight member Lee family occupy the laundry business and residence. Both families are still present at their respective addresses in the 1950 Census (see Occupant Table). The Willie Yee family ran the business and lived at 605 Bridgeway (777 Water Street) until 1998 when the new owner, “increased the rent from \$2,200 to \$9,900.”⁵¹ In the years following the eviction and forced departure of these long-term Sausalito Chinese-American legacy businesses, the storefronts at 605 Bridgeway (777 Water Street) and 607 Bridgeway (783 & 785 Water Street) have supported a variety of businesses.

Another Marin Fruit Co. proprietor, Wing Mow Lung, also appears in the historical newspapers, as well as in a photo in Jack Tracy’s comprehensive Sausalito history book *Moments in Time*. In a 1920 *Sausalito News* article, it announces that “Wing Mow Lung, proprietor of the Marin Fruit store” had left for a trip to visit family in China.⁵² And in a December 1937 obituary in the *Sausalito News* it states, “Sausalito mourns passing of Wing, for two generations proprietor of

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the Marin Fruit and Grocery Company.”⁵³ The Census records indicate that there were at least five co-proprietors of the Marin Fruit Co. in 1920 and 1930. In the story of the Marin Fruit Co. it is the Yee family that is most closely associated with the property both as proprietors but also as residents in the apartment above the store.



Figure 54: 777 Water Street (1923), Yee Tock Chee on left, Wing Mow Lung right in the original 1913 fruit store (*Sausalito: Moments in Time*)

Yee Tock Chee (Willie Yee) and the Marin Fruit Co. played a central role for a large part of the twentieth century. The Yee family and the Marin Fruit Co. appear intertwined in the newspaper records and books about Sausalito. During the Depression era, Yee supported both individuals and neighboring businesses and continued to provide support throughout the following decades. In 1943, his daughter’s wedding announcement stated that, “great interest in the wedding was shown by the attendance of many Sausalito residents, business men, church members and City Fathers.”⁵⁴ In the early 1960s, when it appeared the parcel was to be developed, hundreds of the Sausalito community came to council meetings to find a way to save the Yee family and the Marin Fruit and Grocery Co.⁵⁵ And when Yee died in 1975, within three days the Sausalito City Council voted unanimously to rename Princess Park to Yee Tock Chee park in his honor. When the Yee family was forced to close their store by the current owner of APN 065-132-16, the Sausalito Mayor read a proclamation to commemorate the intrinsic and valued role of the Yee family and the Marin Fruit Co. in Sausalito.

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According to historic Marin County Directories and *Sausalito News* advertisements, the original businesses located at 801-803 Water Street (later 611-613 Bridgeway) were the Carlisle Sandwich shop and the Deluxe Barber shop. The sandwich shop served grilled cheese sandwiches to the ferry commuters who docked across the street at the Golden Gate Ferry landing. The Nite Hawk Café replaced the Carlisle by 1940 and the store space was identified as a Saloon in the 1945 Sanborn map. In 1954 Bill's Place occupied 611 Bridgeway and Harry's Barber Shop occupied 613 Bridgeway. In 1958, Town & Country Antiques took over 611-613 Bridgeway and remained in 611 Bridgeway until moving to 599 Bridgeway. In 1990, Tapia Art Gallery occupied 613 Bridgeway (see Occupant Tables).

Occupancy Tables

605 Bridgeway / 777 Water Street

Date / Source	Name(s)
1920 / Census (777 Water Street)	Yin, Wow Sue (Head, 52yrs, imm yr 1889, Renter), Chuey, Wan Fong (lodger, 21yrs, imm yr 1910), Fun, Chong (lodger, 34yrs imm yr 1901), Wong, Wing (lodger, 30yrs, imm yr 1912). Chee, Yee Tock (lodger, 27yrs, imm yr 1912) – all “Retail Dealer, fruits & veg” and “own account”- 777 Water Street
1923 / “Business, Manufacturers, Merchants and Tradesman,” Marin County CA	Marin Fruit Co. (Wholesale and Retail)
1925 / Marin County Directory	No listing
1929 Telephone Directory	Marin Fruit Co. 777 Water Street
1930 / Census (777 Water Street)	Yin, Won Shee (Head, 63yrs, imm yr 1890, Renter), Willie Chee (lodger, 38 yrs, imm yr 1912), Poy, Lew (lodger, 26yrs, imm yr 1917), You, Hing (lodger, 17yrs, imm yr 1927) – all “proprietor Fruit Store, owners
1931-1932	Marin Fruit Co., 777 Water
March 1933 / Marin County Telephone Directory	Marin Fruit Co., 777 Water
1935	Marin Fruit Co., 777 Water
1939-1940 Marin Classified Business Directory	Marin Fruit Co., 605 Bridgeway
1940 Census	Yee, Chee T. (Head, 48yrs, Manager Retail Grocery), Leong C. (wife, 48yrs), Helen E. (daughter, 17yrs), Nathan E. (son, 8yrs), John E. (son, 6yrs), Jaqueline E. (daughter, 5yrs), Poy, Lew (lodger, 37yrs), Jew, Hing Y. (lodger, 26yrs)

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1942-1943 Marin County Directory	Marin Fruit Co.
1946-47 Marin County Directory	Marin Fruit & Grocery Co. Yee Tock Chee, Mgr, 605 Bridgeway
1949-1950 Marin County Directory	Marin Fruit Co., Yee, Tock Shee (Leong) mgr Marin Fruit Co., r. 605 Bridgeway
1950 Census	Yee, Tock Chee (Head, 58yrs, manager retail Grocery & business owner), Leong (wife, 57yrs) Nathan E. (son, 18yrs), John E. (son, 16yrs), Jacklyn (daughter, 15yrs)
1952-1953 Marin County Directory	Marin Fruit Co.
1954-1955 Marin County Directory	Marin Fruit Co. (“groceries”); Tock Chee Yee
1958 Marin County Directory	Marin Fruit Co., Nathan C. Yee,
1960-1998 Directories, historical newspapers	Marin Fruit & Grocery

607 Bridgeway/783 & 785 Water Street

Date / Source	Name(s)
1925 / Marin County Directory	No listing
March 1933 / Marin County Telephone Directory	Hong Lee Laundry, 783 Water Street; Lee We Jan, 783 Water Street (“Oriental Laundry” list)
1935 / Marin Directory	Hong Lee Laundry, 783 Water Street
1939-1940 Marin Class. Business Directory	Hong Lee Laundry, 607 Bridgeway
1940 Census (607 Bridgeway)	Lee, Chong Kong (Head, 34yrs, Manager Laundry, Renter), Wong (wife, 33yrs, Assistant Laundry), Show Wo (son, 15yrs), Show Ping (son, 14yrs), Show Fung (son, 13yrs), Show Jeung (son, 13yrs), show Jeung (son, 12yrs), Show On (son, 11yrs), Sui Ming (daughter, 5yrs)
1942-1943 Marin County Directory	Chong Lee Laundry
1946-1947 Marin County Directory	Lee Chong (see Wong See) h 607 Bridgeway; Lee Fong Merchant Marine r 607 Bridgeway
1949-1950 Marin County Directory	Chong Lee Laundry; Lee Chong (Wong See) Laundry, h 607 Bridgeway
1950 Census	Lee, Chin Tan (Head, 45yrs, Manager – home laundry & business owner), Wong (wife, 44yrs), Fong (son, 23yrs), Gen (son, 22yrs), Onn (son, 19yrs), May (daughter, 15yrs)

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1952-1953 Marin County Directory	Lee Chong Laundry, 607 Bridgeway
1954-1955 Marin County Directory	Lee Chong Laundry, 607 Bridgeway
1958 Marin County Directory	Lee Chong Laundry, 607 Bridgeway
1960-1989 Directories, historical newspapers	Lee Chong Laundry, 607 Bridgeway

611-613 Bridgeway/801-803 Water Street

Date / Source	Name(s)
1925 / Marin Directory	No listing
1927 / Historical newspapers	DeLuxe Barber Shop (803 Water Street), C.C. Embry Proprietor; Carlisle Sandwich Shop, 801 Water Street
1929 / Telephone Directory	Carlisle, J A; Carlisle Sandwich Shop, 801 Water Street; No barber, 803 Water Street
1931-1932 Marin County Directory	Carlisle, J A; Carlisle Sandwich Shop, 801 Water Street; No barber, 803 Water Street
1935 Marin County Directory	No Carlisle no Busst, no Nite Hawk
1939-1940 Marin Classified Business Directory	The Nite Hawk, 611 Bridgeway; Busst, Harold, (barber) 613 Bridgeway
1942-1943 Marin County Dir	The Nite Hawk, 611 Bridgeway; Busst, Harold, (barber) 613 Bridgeway
1946-1947 Marin County Directory	Nite Hawk Café Drake Whidden 611 Bridgeway, Harry's Barber Shop, 613 Bridgeway
1952-1953 Marin County Directory	Nite Hawk Restaurant 611 Bridgeway; Harry's Barber Shop, 613 Bridgeway
1954-1955 Marin County Directory	Bill's Place, 611 Bridgeway; Harry's Barber Shop, 613 Bridgeway
1958 Marin County Directory	Dunbar, Robt J. Antiques
1960 Marin County Directory	Dunbar, Robt J. Town & Country Antiques (611-613 Bridgeway)
1990 Marin County Directory	Town & Country Antiques (611 Bridgeway); Tapia Art Gallery 613 Bridgeway)
2002-2003 Permit records	Sottovento - Fritz Arco and Jose Garcia (611 Bridgeway);
2006-2010 Permit records	Real Napa Store 611-613 Bridgeway

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VI. Sausalito Downtown Historic Overlay Zoning District

The City of Sausalito's first foray into a preservation movement was the appointment of a "Community Appearances Advisory Board" in 1967. This was followed by the first "historic designation" given in 1974 to downtown's Casa Madrona to save it from demolition. Sausalito subsequently passed its first historic preservation ordinance June 15, 1976, Landmark Ordinance No. 901, that established a "Landmarks Board and created procedures for designation of historic landmarks and districts." This was followed by the first "Noteworthy Structures" list in the same year. In 1977, the State of California prepared a Historic Resources Inventory and the City of Sausalito inventoried 63 buildings to submit to the State Office of Historic Preservation, 11 of these were located in what is now the Downtown Historic Overlay District.

1978 was a period when many of Sausalito's downtown buildings were threatened with change or demolition. The effort to create an historic district began in earnest and was incentivized by the 1978 Federal Revenue Act which:

..necessitates the modification of procedures that the National Register uses to allow Federal Tax incentives provided by Section 2124 of the Tax Reform Act of 1976 for structures within State and locally designated districts. A substantive review is now necessary for each individual district to determine if the district substantially meets the National Register requirements for listing of historic districts. For this purpose, substantially meeting National Register requirements for listing as a district shall mean that a district is one which could, if nominated, meet National Register criteria for listing with no change or only insubstantial modifications.⁵⁶

Beginning in January 1980, R.J. Tracy and E.M. Robinson, of the Sausalito Historical Society Landmarks Board, began preparing Historic Resource Inventory Forms for each property in the proposed district area.⁵⁷ The National Register of Historic Places Nomination form for the "Central Business District-Sausalito" is dated February 1980.

As part of the process to create the historic district Ordinance 982 was adopted November 1980, and on January 6, 1981, the Sausalito City Council adopted Resolution No. 2985 to establish the Sausalito Downtown Historic Overlay District (DHOD). The United States Secretary of the Interior accepted Ordinances 901, 982 and Resolution 2985 as meeting procedural requirements for the district to be listed in the National Register of Historic Places. However, the district remained "eligible" as the majority of property owners were not willing to agree to designation.

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The City of Sausalito has continued to uphold and support the preservation of its built environment. In 1983 and in 1999 the City updated its Noteworthy Structures and Sites list. In 1995 the “Community Design and Historical Preservation” Element was added to the General Plan and in 2011 the “Historic Design Guidelines and Zoning” were approved. In 2011, the City of Sausalito re-certified as a Certified Local Government and began the process of creating an Historic Context Statement (approved by City Council 9/20/2022). The Sausalito Historic Landmarks Board established in 1976 changed its name to the Sausalito Historic Preservation Commission in September 2018. The District is codified in Sections 10.28 and 10.46 of the Sausalito Zoning Ordinance. The District includes approximately 70 Parcels, 54 are contributors. All new construction or alteration to the District’s existing buildings must be reviewed by the Historic Preservation Commission.⁵⁸

In the 1980 National Register Nomination document, the following are some of the characteristics of the potential district.

Near water’s edge, the historic central business district runs principally along Bridgeway – known as Water Street before 1937 when the Golden Gate was built – it is the main street of the town. Along Bridgeway and part of the way up the hill on Princess Street, small, mainly two-story commercial buildings line the sidewalk. As with many old small-business areas, the shops are on the first floor with living quarters above. These anachronistic buildings have miraculously survived the time.

Bridgeway south of Princess has an unrestricted view of Richardson and San Francisco Bays. The sidewalk runs along the water’s edge with an additional walkway below street level that is inundated at high tide. Yee Tock Chee Park is a small, multi-level area of concrete and wood pilings built on the site of the original ferry boat landing (the ferry Princess, 1868)..The buildings along this portion of the street are more heterogeneous than those of the northern portion. Many were either built or remodeled in the 1920s – functional structures that suggest their original uses – stores and garages. Others are representative of the ‘Victorian’ era. Here, as elsewhere, residential use is combined with shops and restaurants. This section of Bridgeway, from Princess Street to the foot of Richardson Street is at the base of a steep bluff that very effectively separates the commercial district from the residential...much of its charm lies in its relationship to its natural setting between the bay and the bluff.⁵⁹

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Character-Defining Features – Sausalito Downtown Historic Overlay Zoning District

- Late 19th Victorian-era buildings in conjunction with more utilitarian early-to-mid-twentieth century buildings and structures.
- Variegated placement of buildings that reflect the topography or the uses.
- Topographical transition between the hillside, bluff and waterfront. The hillside is characterized by mostly residential buildings, while the waterfront contains mostly one-to-three story commercial buildings.
- Commercial buildings around the vicinity of the former and present ferry landings.
- The roadway follows the contour of the hill to Bay transition, and defines the landfill or over-water docks along the edge of the Richardson and San Francisco Bays.

VII. California Register Significance Evaluation/District Contributor Evaluation

California Register Significance

Under the California Environmental Quality Act (CEQA) resources that meet the criteria of the California Register of Historical Resources are considered historical resources for the purposes of CEQA. Properties that are deemed eligible for the National Register are automatically listed on the California Register. The four criteria for listing on the California Register, described below, are based on the National Register Criteria.⁶⁰ Determinations of historical significance is based on the four criteria of evaluation. To be eligible for the California Register, an historical resource must be significant at the local, state or national level under at least one of the following four criteria: Criterion 1 (Events), Criterion 2 (Persons), Criterion 3 (Architecture), Criterion 4 (Information Potential).

To be eligible for the California Register historical resources must possess both historical significance (meet one of the above four criteria) and retain historical integrity. Upon review of the criteria, if historical significance is identified, then an integrity analysis is conducted. Integrity relates to significance in that a property must possess enough integrity to be able to convey its significance. There are seven aspects of integrity: location, design, setting, materials, workmanship, feeling and association. A majority of these aspects must be retained for a property to retain integrity as a whole.

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Criterion 1: Important Events

It is associated with events or patterns of events that have made a significant contribution to the broad patterns of local or regional history, or the cultural heritage of California or the United States.

As discussed in the Sausalito Historic context, as well as in the history of the buildings on APN 065-132-16, this area of downtown Sausalito evolved over time. The subject property is associated with the settlement of Sausalito by multi-ethnicities, the important role of transportation, and the early commercial development that is tied to both influences. The subject property reflects the presence of Asian-American businesses in the development of Sausalito's downtown. In the earliest Sanborn Fire Insurance maps, this area of Water Street supported a Japanese cobbler, two Chinese laundries, and a Chinese fruit store. Two Asian-American businesses, a grocer (Marin Fruit Co.) and laundry (Hong Lee Laundry followed by Chong Lee Laundry), and the families associated with those businesses, remained consistent for almost a century.

The railroad and the ferries that established themselves along Water Street in Downtown Sausalito provided transportation to San Francisco from Marin County . When cars became more readily available and popular the Golden Gate Ferry landing was constructed in 1922 in front of APN 065-132-16 to provide car ferry service. 611-613 Bridgeway was constructed in the mid-1920s with two storefronts that could serve these ferry passengers, a sandwich shop and a barber. Earliest advertisements announced the convenience of the services and location. This commercial corridor along Water Street and then Bridgeway is directly tied to the ferry and its pedestrian and auto passengers.

Water Street was renamed Bridgeway after the Golden Gate Bridge opened. This area of Bridgeway became a popular spot for bars and restaurants in the 1940s and early 1950s. The Nite Hawk saloon and then Bill's Place were two establishments in 611-613 Bridgeway that served this purpose. The barber, along with Marin Fruit Co. and Hong Lee/Chong Lee laundry, continued to provide more domestic needs. In the late 1950s, tourism in Sausalito began to take a more dominant role. Antique shops, t-shirt, candy and ice cream stores, and cafes began to populate the extant downtown Sausalito buildings. 611-613 Bridgeway was transformed into a tourist-oriented antiques store, and then also a t-shirt shop. After the owners forced the Marin Fruit Co. (1998) and the Chong Lee laundry to close (1989), tourist-oriented businesses took over those spaces.

The remainder of APN 065-132-16 has served as a parking space since the 1940s when the ancillary buildings on it were demolished. It served a critical role for the Marin Fruit Co. and the

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Chong Lee laundry by providing off-street parking. Prior to the parking lot, historical newspaper records reference the Sausalito Hill residents' gratitude for the Marin Fruit Co. delivery of groceries by foot. When the 1962 "Sausalito Arms" development was proposed on the parcel, historical newspapers reported that almost fifty Sausalito residents came to City Council meetings to ensure that the Marin Fruit Co. could retain off-street parking in another location (when it seemed that the Marin Fruit Co. needed to relocate).

Despite the loss of the legacy grocery and laundry businesses at 605 & 607 Bridgeway, all four storefronts 605 & 607 Bridgeway, and 611-613 Bridgeway, serve a legacy purpose in Sausalito as small-scale local businesses, as they have always done. APN 065-132-16 and its associated buildings are significant for their associations with early commercial development, transportation, as well as settlement of Asian-Americans and their associated businesses, in Sausalito. Therefore, these buildings, part of APN 065-132-16, rise to the level of individual significance under the California Register criteria for local significance (Events). The subject property's period of significance spans from 1894 (establishment of the first Chinese laundry) to 1975, the year Yee Tock Chee (also known as Willie Yee and the remaining original Marin proprietor of the Marin Fruit Co.), died and was commemorated by the City of Sausalito. Yee Tock Chee's family continued to operate the store until 1998. This period also includes the development of 611-613 Bridgeway (former 801-803 Water Street) to provide services to ferry passengers, and later tourists.

Criterion 2: Important Persons

It is associated with the lives of persons important to local, California, or national history.

As has been explored in depth in this report, APN 065-132-16 is associated with the Marin Fruit Co. and its proprietor Yee Tock Chee (also known as Willie Yee), a central figure in Sausalito's history. Within days of Yee Tock Chee's death, the Sausalito City Council voted unanimously to rename Princess Park to Yee Tock Chee park. His support of Sausalito has been recorded in many newspapers and Sausalito history books. After his death in 1975, his son Nathan and daughter-in-law Theodora took over the Marin Fruit Co. until the rent increase of 1998 closed the business.

During the development pressures of the early 1960s and early 1980s, community members came in huge numbers to City Council meetings to support the Yee family. In 1981, the "Save Old Sausalito" group was created to fight development and in advertisements specifically called out the Marin Fruit Co. as the essential heart of Sausalito (see Appendix). When Yee's daughter married in 1943, all the major City leaders and community members came to celebrate the wedding. The Yee family, and the Marin Fruit Co., appear in every period of Sausalito's history

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from the 1920s onwards until the family was forced to close the Marin Fruit Co. During those years were a central part of the Sausalito community and sense of place.

Although less celebrated than the Yee family in the records, the Hong Lee/Chong Lee laundry and the Lee family also played a central role in Sausalito. The laundry existed on the parcel site for over 100 years. First the laundry took over the wood frame dwelling at 809 Water Street and then after it was demolished, it moved to 783 & 785 Water Street, now 607 Bridgeway. The Lee family remained at this location until the owner pressured the business to close in 1989.

APN 065-132-16 has been owned as one parcel since at least 1924 and is associated with the Yee Tock Chee/Yee family/Marin Fruit Co. as well as the Hong Lee laundry/Chong Lee Laundry/Lee family. Therefore, these buildings, part of APN 065-132-16, rise to the level of individual significance under the California Register criteria for local significance (Persons). The subject property's period of significance spans from 1894 (establishment of the first Chinese laundry) to 1975 (death of Yee Tock Chee).

Criterion 3: Architecture

It embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of a master, or possesses high artistic values.

605 & 607 Bridgeway (former 777 Water Street and 783 & 785 Water Street) and 611-613 Bridgeway (former 801-803 Bridgeway) were designed as utilitarian commercial buildings featuring modest Mission Revival style ornamentation. 605 & 607 Bridgeway is a commercial typology that includes residential at the upper story. All four stores exhibit characteristic storefront features - central, recessed door entries, plate glass windows over bulkheads with multi-lite transoms above (extant in 605 & 607 Bridgeway). All four also feature minimal piers and modest spandrels. The front facades feature stucco cladding, while the rear elevations are more utilitarian with corrugated metal or unornamented stucco cladding. The rear windows are also utilitarian multi-lite steel sash.

The buildings are not the work of a master, nor do they possess high artistic values. They are characteristic of early twentieth century utilitarian commercial structures, including modest Mission Revival features at the more prominent street front façades and more utilitarian shed portions to the rear the buildings. However, the buildings do not rise to the level of individual significance under the California Register criteria (Architecture). However, they are district contributors, discussed in the Historic District section below. They are also worthy of inclusion in the list of Noteworthy Structures and Sites, also discussed in the Sausalito Municipal Code section.

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Criterion 4: Information Potential

It has yielded, or has the potential to yield, information important to the prehistory or history of the local area, California or the nation.

While professional archaeological studies are outside the scope of this Historic Resources Evaluation, existing archeological studies available about Sausalito were examined including the Sausalito General Plan (2021) and N.C. Nelson’s 1909 “Shellmounds of the San Francisco Bay Region”. The Sausalito General Plan (2021) indicates three Archaeological Sensitivity Zones within the City of Sausalito that are located along the waterfront edge extending from the south end of Sausalito to the north end. APN 065-132-16 is adjacent to Sensitivity Zone 1, but not adjacent to either of the shellmounds documented by Nelson. APN 065-132-16 has the potential to yield information and any excavation or intervention on the parcel should consider this possibility.

Integrity

APN 065-132-16, and its associated buildings, 605 & 607 Bridgeway (former 777 Water Street and 783 & 785 Water Street) and 611-613 Bridgeway (former 801-803 Bridgeway), retains all seven aspects of integrity: location, design, setting, materials, workmanship, feeling and association. The subject property retains integrity of location and feeling. An examination of historic photographs and aerials of the site makes evident that the parcel, and its subject buildings, has remained consistent since at least the 1940s. The Golden Gate Ferry landing was constructed in 1922 and was demolished in 1950. Since its demolition in the 1950 this area along Bridgeway has remained remarkably constant. The subject property also retains integrity of material, workmanship, and design. Historic photographs, aerials, digitized building records at the City of Sausalito Community Development Department, tax records and Sausalito Historical Society records indicate that the properties are consistent in these aspects of integrity. It is understood that storefronts change over time. The most dominant change to these historic storefronts was to repair 607 Bridgeway so that the storefront mirrored 605 Bridgeway’s storefront, as 607 Bridgeway was originally designed. The rear areas of 605&607 Bridgeway and 611-613 Bridgeway retain original materials and fenestration. 605& 607 Bridgeway, and 611-613 Bridgeway, as well as the remainder of APN 065-132-16 would be easily recognizable in all aspects to a visitor from the 1940s.

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Sausalito Downtown Historic Overlay Zoning District

The California State Historic Preservation Office review and certification of the 1981 Downtown Sausalito Central Business District used this language to describe the historic district:

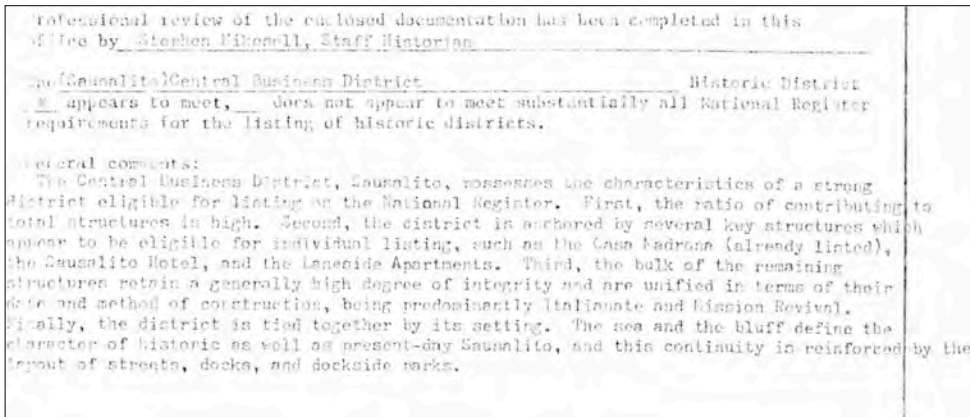


Figure 55: Excerpt from SHPO certification record (City of Sausalito, Historic Preservation Commission records)

It reads that, “the bulk of the remaining structures retain a high degree of integrity and are unified in terms of their date and method of construction, being predominantly Italianate and Mission Revival. Finally, the district is tied together by its setting. The sea and the bluff define the character of historic as well as present-day Sausalito, and this continuity is reinforced by the layout of streets, docks, and dockside parks.”⁶¹ The district was deemed significant under the themes: architecture, commerce, exploration/settlement, and transportation.

605 & 607 Bridgeway and 611-613 Bridgeway, located within parcel APN 065-123-16, exemplify the district’s utilitarian commercial architecture, described in the National Register Nomination form as “Sturdy brick or concrete construction, recessed entryways, plate glass windows, transoms and little exterior decoration, but with the roofline often reflected a carryover from Victorian times with false-front silhouettes or the mission-revival era or the sometimes presumptuous grandeur of classical revival.”⁶² Another characteristic of these downtown commercial buildings, particularly in this southern section of the district, is the combination of street-level storefronts or commercial with residential units above, as is the case with 605 & 607 Bridgeway.⁶³

The parcel boundary and its setting are unchanged from the period of the 1945 Sanborn map, as well as the 1981 district certification. The parcel and the buildings are associated with commerce and transportation, as well as early Asian-American settlement in Sausalito. 605 & 607 Bridgeway and 611-613 Bridgeway continue to exemplify the utilitarian commercial type buildings as described in the district National Register Nomination. As such, 605 & 607

APN 065-132-16 / 605 & 607 Bridgeway and 611-613 Bridgeway, Sausalito
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Bridgeway and 611-613 Bridgeway, located within parcel APN 065-123-16, continue to qualify as Contributors to the Sausalito Downtown Historic Overlay Zoning District. Therefore, they are also listed in the California Register under CRHR code 2D2.

Sausalito Municipal Code (SMC)

Per procedures set forth under Zoning provisions of the SMC (Title 10), individual properties may be listed on the Sausalito Register if four findings can be made, each of which is listed below and followed by a summary evaluation and conclusion. From Chapter 10.46.050 Procedures for listing a site or structure on local register, Section F. Findings:

- 1. The structure or site proposed for the local register is significant to local, regional, state or national history.**
- 2. Listing the proposed structure or site on the local register has been subject to environmental review and the appropriate findings have been made.**
- 3. Listing the proposed structure or site on the local register will preserve the historic character or integrity of the structure or site.**
- 4. Structure or site proposed to be listed on local register has a significant architectural or historical character that can be preserved or enhanced through appropriate controls and incentives on new development and alterations to existing structures and landscaping.**

As discussed in the previous sections, 605 & 607 Bridgeway (former 777 Water Street and 783 & 785 Water Street) and 611-613 Bridgeway (former 801-803 Bridgeway), located within parcel APN 065-123-16, continue to qualify as Contributors to the Sausalito Downtown Historic Overlay Zoning District. As such, they remain part of the local register as significant local historic resources.

In addition, based on the historical research and assessment, previously outlined in this report, it is evident that the historical resources qualify and can be included in Sausalito's Noteworthy Structures and Sites list. This list is maintained by the City of Sausalito Historic Preservation Commission (see Appendix for current list).

APN 065-132-16 / 605 & 607 Bridgeway and 611-613 Bridgeway, Sausalito
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IX. Endnotes

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² Ibid

³ https://ohp.parks.ca.gov/?page_id=30338; https://ohp.parks.ca.gov/?page_id=27283

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⁵ R.J. Tracy & Elizabeth M. Robinson. “National Register of Historic Places Nomination Form, Central Business District-Sausalito,” 1980: Section 8: Significance. (City of Sausalito Historic Preservation Commission records).

⁶ Sometimes the documentation lists incorrect addresses, but a detailed cross-reference of facts makes clear which property is the subject. In the “Sausalito Certified District Property List” and the Built Environment Resource Directory (BERD), 605 & 607 Bridgeway are only referred to as 605 Bridgeway, and 611-613 Bridgeway is also referred to as 605 Bridgeway, but the respective tenant and parcel numbers referenced are correct. In the 1980 National Register District nomination form 605 & 607 Bridgeway are referred to as 605-609 Bridgeway (609 address

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never existed), and 611-613 Bridgeway is also referred to as 605 Bridgeway, but the respective tenants are correct. In the January 1980 Historic Resources Inventory forms, both 611-613 Bridgeway and 605 & 607 Bridgeway are referred to as 605 Bridgeway but the correct respective tenants and parcel numbers (065-132-11).

⁷ <https://www.nps.gov/subjects/clg/index.htm>

⁸ https://ohp.parks.ca.gov/?page_id=27283

⁹ <https://ohp.parks.ca.gov/pages/1069/files/Resource-Status-Codes.pdf>; The BERD also lists an earlier 1981 listing as 2D which is defined as a “Contributor to a district determined eligible for the National Register by the Keeper. Listed in the CR”

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²⁰ U.S. Census Bureau, Census Schedules for Sausalito, 1900. (ancestry.com)

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²⁵ Tracy, 150.

²⁶ “Deak Planners Will Cut Project in Half; Whiskey Springs Will Enlarge Willow Grove,” *Sausalito Marin Scope* (September 9, 1975), 1.; George Hoffman, *Sausalito-Sausalito* (Corte Madera, CA: A Woodward Book, 1976), 183.

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³⁶ *Sausalito News*, vol 43, no. 45, November 5th, 1927; *Sausalito News*, vol 43, no. 40, October 29th, 1927. Retrieved from <https://cdnc.ucr.edu/>.

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⁴¹ City of Sausalito, Community Development Department, digitized building records.



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⁴⁹ U.S. Census Bureau (ancestry.com)

⁵⁰ WWI Draft Registration Card (ancestry.com); Tracy, 101.

⁵¹ ___ “Community Pays Tribute to Marin Fruit and Grocery on Its Lasr Day” *Sausalito Marin Scope*, vol 28, no 39, February 1998. Note: Linda Fotsch of Willy’s LLC is still the current owner.

⁵² *Sausalito News*, Vol.35, No.17, April 24th, 1920.

⁵³ *Sausalito News*, Vol.LII, No.53, December 31st, 1937

⁵⁴ “Helen Yee and Lt. Eddy Tom Wed At Beautiful Evening Ceremony Here.” *Sausalito News*, Vol.58, No.37, September 16th, 1943.

⁵⁵ “Planners Act to Keep Tradition.” *Daily Independent Journal* (San Rafael), May 9th, 1963.

⁵⁶ U.S. Department of the Interior letter to R.J. Tracy, Chairman of the Sausalito Landmarks Board, 1981. (City of Sausalito Historic Preservation Commission records).

⁵⁷ Sausalito Historical Society collection, “District” Binder.

⁵⁸ VerPlanck. *Sausalito Citywide Historic Context Statement*, October 2022.

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⁶⁰ California Office of Historic Preservation Technical Assistance Series #6 California Register and National Register: A Comparison (for purposes of determining eligibility for the California Register) .

⁶¹ “Sausalito Central Business District,” National Register of Historic Places Inventory - Nomination Form, SHPO Review Form (1981) (City of Sausalito Historic Preservation Commission records).

⁶² R.J. Tracy & Elizabeth M. Robinson. “National Register of Historic Places Nomination Form, Central Business District-Sausalito,” 1980, Section 8, p.3 (City of Sausalito Historic Preservation Commission records).

⁶³ Ibid; Section 7, p.1 (City of Sausalito Historic Preservation Commission records).

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X. APPENDIX

- **1924 Tax Assessment Records** (Sausalito Historical Society)
- **1928 Tax Assessment Records** (Marin History Museum)
- **Non-extant Buildings - Princess Street dwellings and Hong Lee Laundry/809 Water Street** (Sausalito Historical Society)
- **1980 Historic Inventory survey forms for Marin Fruit Co. and Town & Country Antiques** (Sausalito Historical Society)
- **1993 City of Sausalito letter to owner and architect rejecting exterior changes to 607 Bridgeway rear elevations** (City of Sausalito, Community Development Department digital records)
- **U.S. Census Records** (ancestry.com)
- **N.C. Nelson “Shellmounds of the San Francisco Bay Region” map.**
(<http://digitalassets.lib.berkeley.edu/anthpubs/ucb/text/ucp007-006-007.pdf>)
- **1981 Advertisement for “Save Old Sausalito” group with specific reference to the historic district and the Marin Fruit Co.** *Sausalito Marin Scope*, November 10th, 1981:3 (UC Riverside, California Digital Newspaper Collection)
- **Sausalito Downtown Historic Overlay Zoning District list of contributors** (VerPlanck Historic Preservation Consulting, Sausalito Citywide Historic Context Statement, 2022, page images captured by CTPC, 2024)
- **Sausalito Noteworthy Structures and Sites List** (Sausalito Historic Preservation Commission, <https://www.sausalito.gov/city-government/boards-and-commissions/historic-preservation-commission>)

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BUILDING APPRAISAL FORM

REVALUATION OF REAL ESTATE FOR THE 1924 ASSESSMENT
SAUSALITO, CALIFORNIA

NO. >>> Water ST. EXAMINED BY [Signature]
OWNER Grace Noble DATE:

LOT No. 17 Blk. No. A As per SANBORNS MAP, Page 12 Blk. 240

SUBDIVISION OR TRACT MS

EACH SQUARE REPRESENTS 10 FEET

STREET FRONT

BUILDING VALUES

Class 2

Total sq. ft. 1800

Total cub. ft.

Price per sq. ft. .80

Price per cub. ft.

Building, \$ 800

Basement, \$

Heat, \$

Out Buildings,

Total Cost, \$ 800

Dep. Val.

Out Bldg. \$

Age-Years 12

Per cent. Dep. 18

Dep. Value, \$ 656

Per cent. Utility Dep.

Present Value, \$ 660

CLASS	Construction	ROOF	LIGHTING	OCCUPANCY—Owner, Rented, Vacant
Hotels	Class A—	Flat, Hip	Gas, Electric	BASEMENT , ft. x ft. x ft. Deep
Loft Bldgs.	Structural Steel	Gables, Dormers	Good, Medium	WALLS , Lot Grade
Warehouses	Terra cotta floors	Cut up, Ordinary	Cheap	CONDITION , Good, Medium, Poor. BUILT
Stores & Offices	Rein concrete	Tile, Shingle	ELEVATOR	Bsm't 1 2 — Typical — Attic
" & Apartments	" " Frame	Tin, Gravel	Sidewalk Elev	Living Room
" & Theaters	Heavy	Composition	Freight	Bed "
Offices	Medium	PARTITIONS	Passenger	Bath "
& Theaters	Light	Brick, Tile	Electric	Kitchen
Hospitals	Class B—	Concrete	Hydraulic	Hardwood Floor
Library	Class C—	Plaster Wood	TRIMMINGS	Hardwood Fin.
California	Class D—	Inside Finish	Cobblestone	Storage
Residence	Good, Med.	Plain	Brick, Plaster	Store
Flat	Cheap	Ornamental	Stong, Wood	Cement Floor
Apartment	EXTERIOR	Stock	Plain	Unfinished
Garage	Bay Windows	Special	Ornamental	Lobby
Shed	Balconies, No.	Built-In Features	Miscellaneous	Offices.
Barn	Enameled Br.	Buffet, Pat. Beds	Fire Escapes	REMARKS —Enumerate Special Features.
Church	Pressed Brick	Refrigerator	Metal Windows	
School	Blue Brick	Bookcases	Cornice	
Bank	Terra Cotta	Plain, Ornament.	Sprinkler	
Shop	Art Stone	HEATING	Marquise	
Garage	Plaster, Met. Lath	Fire places,	Ventilating	
FOUNDATION	" Wood Lath	Stoves	Ceilings	
Stone	Shakes, Rustic	Wood, Coal, Oil,	Stairways	
Concrete	Siding, Board	& Gas Furnace	DECORATING	
Brick	and Batten	Steam, hot water	Ornamental	
Wood	Corr. Iron	PLUMBING	Medium	
Deep, Shallow	Store Front	No. of Fixtures	Cheap	
	Plate in Copper	Good, Medium		
	" " Wood	Cheap		
	Sheet Glass	Cesspool Sewer		

THE MODERN ANALYTIC METHOD OF REALTY VALUATION
JAMES G. STAFFORD, CONSULTING TAX VALUATION EXPERT, OAKLAND, CALIFORNIA

1924 Tax Assessors records, lot 17 (Sausalito Historical Society collection)

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BUILDING APPRAISAL FORM

REVALUATION OF REAL ESTATE FOR THE 1924 ASSESSMENT
SAUSALITO, CALIFORNIA

NO. <u>801 Water</u>	ST.	EXAMINED BY <u>PJ/S</u>
OWNER <u>Grace Noble</u>	DATE:	
LOT No. <u>15-16</u>	Blk. No. <u>A</u>	As per SANBORNS MAP, Page <u>12</u> Blk. <u>240</u>

SUBDIVISION OR TRACT

BUILDING VALUES

ESTIMATORS FIELD NOTES

Class 2675

Total sq. ft. 2675

Total cub. ft.

Price per sq. ft.

Price per cub. ft.

Building, \$ 1031

Basement, \$

Heat, \$

Out Buildings,

Total Cost, \$ 1031

Dep. Val.

Out Bldg. \$

Age-Years 20

Per cent. Dep. 10%

Dep. Value, \$ 516

Per cent. Utility Dep.

Present Value, \$ 520

CLASS	Construction	ROOF	LIGHTING	OCCUPANCY—Owner, Rented, Vacant
Hotels	Class A—	Flat, Hip	Gas, Electric	BASEMENT, ft. x ft. x ft. Deep
Loft Bldgs.	Structural Steel	Gables, Dormers	Good, Medium	
Warehouses	Terra cotta floors	Cut up, Ordinary	Cheap	WALLS, Lot Grade
Stores & Offices	Rein concrete	Plain	ELEVATOR	CONDITION, Good, Medium, Poor. BUILT
" & Aparts.	" " Frame	Tile, Shingle		Sidewalk Elev
" & Theaters	Heavy Medium	Tn, Gravel	Freight	Living Room
Offices	Light	Composition	Passenger	Bed
" & Theaters	Class B—	PARTITIONS	Electric	Bath
Hospitals	Class C—		Brick, Tile	Hydraulic
Library	Class D—	Concrete	TRIMMINGS	Hardwood Floor
California	Good. Med.	Plaster Wood		Cobblestone
Residence	Cheap	Inside Finish	Brick, Plaster	Storage
Flat	EXTERIOR	Plain	Stone, Wood	Cement Floor
Apartment		Bay Windows	Ornamental	Plain
Garage	Balconies, No.	Stock	Ornamental	Lobby
Shed	Enameled Br.	Special	Miscellaneous	Offices.
Barn	Pressed Brick	Built-In Features	Fire Escapes	REMARKS—Enumerate Special Features.
Church	Blue Brick	Buffet, Pat. Beds	Metal Windows	
School	Terra Cotta	Refrigerator	Cornice	
Bank	Art Stone	Bookcases	Sprinkler	
Shop	Plaster, Met. Lath	Plum, Ornament.	Marquise	
Garage	" Wood Lath	HEATING	Ventilating	
FOUNDATION	Shakes, Rustic	Fire places,	Ceilings	
	Siding, Board and Batten	Stoves	Stairways	
Stone	Corr. Iron	Wood, Coal, Oil, & Gas Furnace	DECORATING	
Concrete		Steam, hot water	Ornamental	
Brick	Store Front	PLUMBING	Medium	
Wood	Plate in Copper	No. of Fixtures	Cheap	
Deep, Shallow	" " Wood	Good, Medium		
	Sheet Glass	Cheap		
		Cesspool Sawyer		

THE MODERN ANALYTIC METHOD OF REALTY VALUATION
JAMES G. STAFFORD, CONSULTING TAX VALUATION EXPERT, OAKLAND, CALIFORNIA

1924 Tax Assessors records, lots 15-16 (Sausalito Historical Society collection)

APN 065-132-16 / 605 & 607 Bridgeway and 611-613 Bridgeway, Sausalito
Historic Resources Evaluation

BUILDING APPRAISAL FORM

REVALUATION OF REAL ESTATE FOR THE 1924 ASSESSMENT
SAUSALITO, CALIFORNIA

NO. 809 WATER ST. EXAMINED BY [Signature]
OWNER St. Noble DATE: _____

LOT No. 14 Blk. No. A As per SANBORNS MAP, Page 12 Blk. 192

SUBDIVISION OR TRACT

EACH SQUARE REPRESENTS 10 FEET

STREET FRONT

BUILDING VALUES

ESTIMATORS FIELD NOTES

Class _____
Total sq. ft. 1020
Total cub. ft. _____
Price per sq. ft. 2.55
Price per cub. ft. _____

Building, \$ 2652
Basement, \$ _____
Heat, \$ _____
Out Buildings, _____
Total Cost, \$ 2652
Dep. Val. _____
Out Bldg. \$ _____

Age-Years 50
Per cent. Dep. 55
Dep. Value, \$ 1193
Per cent. Utility Dep. _____
Present Value, \$ 1190

CLASS	Construction	ROOF	LIGHTING	OCCUPANCY—Owner, Rented, Vacant
Hotels	Class A—	Fmt. Hip	Gas, Electric	BASEMENT, _____ ft. x _____ ft. x _____ ft. Deep
Laundries	Structural Steel	Gables, Dormers	Good, Medium	
Loft Bldg.	Terra cotta floors	Plain	Chap	WALLS, _____ Lot Grade
Warehouses	Rein concrete	Tile, Shingle	ELEVATOR	CONDITION, Good, Medium, Pqor. BUILT
Stores & Offices	" " Frame	Tin, Gravel	Sidewalk Elev	Bsm't 1 2 — Typical — Attic
" & Apts.	Heavy	Composition	Freight	Living Room
" & Theaters	Medium	PARTITIONS	Passenger	Bed " "
Offices	Light	Brick, Tile	Electric	Bath " "
& Theaters	Class B—	Concrete	Hydraulic	Kitchen
Hospitals	Class C—	Plaster Wood	TRIMMINGS	Hardwood Floor
Library	Class D—	Inside Finish	Cobblestone	Hardwood Fin.
California	Good. Med.	Plafn	Brick, Plaster	Storage
Residence	Cheap	Ornamental	Stone, Wood	Store _____
Flat	EXTERIOR	Stock	Plafn	Cement Floor
Apartment	Bay Windows	Special	Ornamental	Unfinished
Garage	Balconies, No.	Built-In Features	Miscellaneous	Lobby
Shed	Enameled Br.	Buffet, Pat. Beds	Fire Escapes	Offices.
Barn	Pressed Brick	Refrigerator	Metal Windows	REMARKS—Enumerate Special Features.
Church	Blue Brick	Bookcases	Cornice	
School	Terra Cotta	Plain, Ornament.	Sprinkler	
Bank	Art Stone	HEATING	Marquise	
Shop	Plaster, Met. Lath	Fire places, _____	Ventilating	
Garage	" Wood/Lath	Stoves _____	Ceilings	
FOUNDATION	Shakes, Rustic	Wood, Coal, Oil,	Stairways	
Stone	Siding, Board	& Gas Furnace	DECORATING	
Concrete	and Batten	Steam, hot water	Ornamental	
Brick	Corr. Iron	PLUMBING	Medium	
Wood	Store Front	No. of Fixtures	Chap	
Deep, Shallow	Plate in Copper	Good, Medium	Chap	
	" Wood	Chap		
	Sheet Glass	Cesspool Sewer		

THE MODERN ANALYTIC METHOD OF REALTY VALUATION
JAMES G. STAFFORD, CONSULTING TAX VALUATION EXPERT, OAKLAND, CALIFORNIA

1924 Tax Assessors records, lot 14 (Sausalito Historical Society collection)

APN 065-132-16 / 605 & 607 Bridgeway and 611-613 Bridgeway, Sausalito
 Historic Resources Evaluation

EXAMINED UNDER DIRECTOR OF TAX FACTORS, INCORPORATED SAN FRANCISCO, CALIFORNIA
CLASSIFICATION REALTY AND STRUCTURAL

LOT BOOK No. 11 PAGE 1
 OFFICIAL MAP No. 8
 Owner: (Kent & Minto) Acres
 No. _____ Street
 Subdivision: S.L. & FERRY CO SFO MAP C Lot 34 Block A

VALUATION REAL ESTATE IMPROVEMENTS ASSESSMENT DISTRICTS
 Net Value \$ 4150 \$ 1290
 Ass. Value \$ _____ \$ _____

Commercial Bldg: Stories 1 Year built 1920 Stated _____ Est. _____
 Use: Basement _____ 1st Floor Living Other Floors Living
 Construction: Frame ✓ Concr. _____ Brick _____ H.Tile _____ Steel _____
 Exterior: Wood ✓ Stucco _____ Brick _____ T.C. _____ Tile _____ Sheet M. _____
 Height: Basem. _____ ft. 1st Floor _____ ft. Other Floors _____ ft.
 Store Front: Plain ✓ Orn. _____ Pl. in M. _____ Pl. in W. _____ Sheet Gl. _____ Sides _____
 Misc. F. Es. _____ Sprinkl. S. _____ Fire H.C. _____ Fire Alarm _____ Burg. A. _____ Elev. _____

Dwelling: Aptm. Ho. _____ Rooming Ho. _____ Flats _____ Rooms _____
 Year Built: Stated _____ Est. _____ No. Stories _____ Families _____ Owner _____ Tenant _____ Vacant _____
 Exterior: B&B. _____ R.S. _____ Siding _____ Shingle _____ Stucco _____ Stonetone _____ Brick _____
 Trim: Plain _____ Ornamental _____
 Roof Constr.: Plain _____ Flat _____ Gable _____ Hip _____ Mansard _____ Dormers _____ Cutup _____
 Roofing: Shingle _____ T. & G. _____ Malthoid _____ Compos. _____ Tile _____ Slate _____ Asbestos _____
 Foundation: Wood _____ Concr. _____ Brick _____
 Basement: Unfin. _____ Finished _____ Ave. height walls _____ ft. Area _____ sq. Ft. Floor _____
 Interior: Paper _____ Plaster _____ Pl. Bds. _____ Hardw. _____ Special _____ Unfin. _____ Rooms _____
 Floors: Pine _____ Hardw. _____ Tile _____ Concr. _____
 Bath Rooms: No. _____ Tile Floor _____ Tile Walls _____ No. Fixtures _____ G. _____ M. _____ P. _____
 Heating: Hot Air _____ Pipeless _____ Hot Water _____ Steam _____ Gas Heaters _____ Elect. Heaters _____
 Fire Places: No. _____ Outs. Chimneys No. _____
 Built in Features: _____
 Garage: No. Cars _____ Frame _____ Stucco _____ Concr. _____ Floor _____ Value \$ _____
 Special Features: _____
 Remarks: _____

Class:	Age	Yrs.	A	25	x	30	=	750	ft@	350	3115	Replacement Cost	\$ 3220
Construction:	H.C.	G.	M.	P.	B	10	x	14	=	140	ft@	Depreciation & Obsol.	\$ 1930
Condition:	New	G.	M.	P.	C	14	x	15	=	210	ft@	Depreciated Value	\$ 290
Structural Depreciation:					D	x	x				ft@	Garage	\$
Obsolescence:					E	x	x				ft@		\$
Utility Depreciation:					F	x	x				ft@		\$
					G	x	x				ft@		\$
					Basem.	x	x				ft@	Total Net Value of Impr.	\$ 1290
Classified by:											Total	3220	

EXAMINED UNDER DIRECTOR OF TAX FACTORS, INCORPORATED SAN FRANCISCO, CALIFORNIA
CLASSIFICATION REALTY AND STRUCTURAL

LOT BOOK No. 11 PAGE 2
 OFFICIAL MAP No. 8
 Owner: (Kent & Minto) Acres
 No. _____ Street
 Subdivision: S.L. & FERRY CO SFO MAP C Lot 35 Block A

VALUATION REAL ESTATE IMPROVEMENTS ASSESSMENT DISTRICTS
 Net Value \$ 3840 \$ 2110
 Ass. Value \$ _____ \$ _____

Commercial Bldg: Stories 1 Year built 1920 Stated _____ Est. _____
 Use: Basement _____ 1st Floor Living Other Floors Living
 Construction: Frame ✓ Concr. _____ Brick _____ H.Tile _____ Steel _____
 Exterior: Wood _____ Stucco ✓ Brick _____ T.C. _____ Tile _____ Sheet M. _____
 Height: Basem. _____ ft. 1st Floor _____ ft. Other Floors _____ ft.
 Store Front: Plain _____ Orn. _____ Pl. in M. _____ Pl. in W. _____ Sheet Gl. _____ Sides _____
 Misc. F. Es. _____ Sprinkl. S. _____ Fire H.C. _____ Fire Alarm _____ Burg. A. _____ Elev. _____

Dwelling: Aptm. Ho. _____ Rooming Ho. _____ Flats _____ Rooms _____
 Year Built: Stated _____ Est. _____ No. Stories _____ Families _____ Owner _____ Tenant _____ Vacant _____
 Exterior: B&B. _____ R.S. _____ Siding _____ Shingle _____ Stucco _____ Stonetone _____ Brick _____
 Trim: Plain _____ Ornamental _____
 Roof Constr.: Plain _____ Flat _____ Gable _____ Hip _____ Mansard _____ Dormers _____ Cutup _____
 Roofing: Shingle _____ T. & G. _____ Malthoid _____ Compos. _____ Tile _____ Slate _____ Asbestos _____
 Foundation: Wood _____ Concr. _____ Brick _____
 Basement: Unfin. _____ Finished _____ Ave. height walls _____ ft. Area _____ sq. Ft. Floor _____
 Interior: Paper _____ Plaster _____ Pl. Bds. _____ Hardw. _____ Special _____ Unfin. _____ Rooms _____
 Floors: Pine _____ Hardw. _____ Tile _____ Concr. _____
 Bath Rooms: No. _____ Tile Floor _____ Tile Walls _____ No. Fixtures _____ G. _____ M. _____ P. _____
 Heating: Hot Air _____ Pipeless _____ Hot Water _____ Steam _____ Gas Heaters _____ Elect. Heaters _____
 Fire Places: No. _____ Outs. Chimneys No. _____
 Built in Features: _____
 Garage: No. Cars _____ Frame _____ Stucco _____ Concr. _____ Floor _____ Value \$ _____
 Special Features: _____
 Remarks: _____

Class:	Age	Yrs.	A	30	x	40	=	1200	ft@	160	2248	Replacement Cost	\$ 2248
Construction:	H.C.	G.	M.	P.	B	9	x	30	=	180	ft@	Depreciation & Obsol.	\$ 130
Condition:	New	G.	M.	P.	C	4	x	10	=	40	ft@	Depreciated Value	\$ 2114
Structural Depreciation:					D	x	x				ft@	Garage	\$
Obsolescence:					E	x	x				ft@		\$
Utility Depreciation:					F	x	x				ft@		\$
					G	x	x				ft@		\$
					Basem.	x	x				ft@	Total Net Value of Impr.	\$ 2114
Classified by:											Total	2248	

1928 Tax Assessors records, lot 14 (top) & lot 15 (below), (Marin History Museum collection)

**APN 065-132-16 / 605 & 607 Bridgeway and 611-613 Bridgeway, Sausalito
Historic Resources Evaluation**

CLASSIFICATION

REALTY AND STRUCTURAL

LOT BOOK No. 11 PAGE 8

OFFICIAL MAP No. 9

Grace Noble Johnson et al

VALUATION	REAL ESTATE	IMPROVEMENTS	ASSESSMENT DISTRICTS	Owner: <u>(Kent & Minto)</u>	Acres
Net Value \$ <u>3,500</u>		\$ <u>850</u>		No. Street	
Ass. Value \$				Subdivision <u>S.L. & PERRY CO SEC MAP C</u>	Lot <u>16</u> Block <u>A</u>

Commercial Bldg: Stories 1 Year built 1910 Stated 1910 Est. 1910

Use: Basement 1 1st Floor 1 Other Floors 1 Est. 1910

Construction: Frame 1 Concr. 1 Brick 1 H.Tile 1 Steel 1

Exterior: Wood 1 Stucco 1 Brick 1 T.C. 1 Tile 1 Sheet M. 1

Height: Basem. 1 ft. 1st Floor 1 ft. Other Floors 1 ft.

Store Front: Plain 1 Orn. 1 Pl. in M. 1 Pl. in W. 1 Sheet Gl. 1 Sides 1

Misc. F. Es. 1 Sprinkl. 1 Fire H.C. 1 Fire Alarm 1 Burg. Al. 1 Elev. 1

Description: Imp on 150 16

Per Additional Description See Reverse Side

Dwelling:	Apartm. Ho.	Rooming Ho.	Flats	Rooms	1st	2nd	3rd	4th	5th	A.	B.	BUILDING DIAGRAM
Year Built:	Stated	Est.	No. Stories	Families	Owner	Tenant	Vacant					
Exterior: Bt&B.	R.S.	Siding	Shingle	Stucco	Stonem.	Brick						
Trim: Plain	Ornamental											
Roof Constr.: Plain	Flat	Gable	Hip	Mansard	Dormers	Cutup						
Roofing: Shingle	T. & G.	Malthoid	Comp.	Tile	Slate	Asbestos						
Foundation: Wood	Concr.	Brick										
Basement: Unfin.	Finished	Ave. height walls	ft.	Area	sq. Ft. Floor							
Interior: Paper	Plaster	Pl. Bds	Hardw.	Special	Unfin.	Rooms						
Floors: Pine	Hardw.	Tile	Concr.									
Bath Rooms: No.	Tile Floor	Tile Walls	No. Fixtures	G.	M.	P.						
Heating: Hot Air	Pipeless	Hot Water	Steam	Gas Heaters	Elect. Heaters							
Fire Places: No.		Outs.	Chimneys No.									
Built in Features:												
Garage: No. Cars:		Frame	Stucco	Concr.	Floor	Value \$						
Special Features:												
Remarks:												

Class:	Age	Yrs.	A	16	x	74	x	=	1184	ft. @	50	592	Replacement Cost	\$	592	
Construction: H.C.	G.	M.	P.	B	10	x	74	x	=	740	ft. @	20	290	Depreciation & Obsol.	\$	290
Condition: New	G.	M.	P.	C	x	x	x	=		ft. @			Depreciated Value	\$	302	
Structural Depreciation:				D	x	x	x	=		ft. @			Garage	\$		
Obsolescence:				E	x	x	x	=		ft. @				\$		
Utility Depreciation:				F	x	x	x	=		ft. @				\$		
Classified by:	Date		G	x	x	x	x	=		ft. @				\$		
Checked by:	Date		Basem.	x	x	x	x	=		ft. @			Total	\$	898	
													Total Net Value of Impr.:	\$	300	

CLASSIFICATION

REALTY AND STRUCTURAL

LOT BOOK No. 11 PAGE 8

OFFICIAL MAP No. 9

Grace Noble Johnson et al

VALUATION	REAL ESTATE	IMPROVEMENTS	ASSESSMENT DISTRICTS	Owner: <u>(Kent & Minto)</u>	Acres
Net Value \$ <u>3,300</u>		\$ <u>1310</u>		No. Street	
Ass. Value \$				Subdivision <u>S.L. & PERRY CO SEC MAP C</u>	Lot <u>17</u> Block <u>A</u>

Commercial Bldg: Stories 1 Year built 1910 Stated 1910 Est. 1910

Use: Basement 1 1st Floor 1 Other Floors 1 Est. 1910

Construction: Frame 1 Concr. 1 Brick 1 H.Tile 1 Steel 1

Exterior: Wood 1 Stucco 1 Brick 1 T.C. 1 Tile 1 Sheet M. 1

Height: Basem. 1 ft. 1st Floor 1 ft. Other Floors 1 ft.

Store Front: Plain 1 Orn. 1 Pl. in M. 1 Pl. in W. 1 Sheet Gl. 1 Sides 1

Misc. F. Es. 1 Sprinkl. 1 Fire H.C. 1 Fire Alarm 1 Burg. Al. 1 Elev. 1

Description: Imp on 17

Per Additional Description See Reverse Side

Dwelling:	Apartm. Ho.	Rooming Ho.	Flats	Rooms	1st	2nd	3rd	4th	5th	A.	B.	BUILDING DIAGRAM
Year Built:	Stated	Est.	No. Stories	Families	Owner	Tenant	Vacant					
Exterior: Bt&B.	R.S.	Siding	Shingle	Stucco	Stonem.	Brick						
Trim: Plain	Ornamental											
Roof Constr.: Plain	Flat	Gable	Hip	Mansard	Dormers	Cutup						
Roofing: Shingle	T. & G.	Malthoid	Comp.	Tile	Slate	Asbestos						
Foundation: Wood	Concr.	Brick										
Basement: Unfin.	Finished	Ave. height walls	ft.	Area	sq. Ft. Floor							
Interior: Paper	Plaster	Pl. Bds	Hardw.	Special	Unfin.	Rooms						
Floors: Pine	Hardw.	Tile	Concr.									
Bath Rooms: No.	Tile Floor	Tile Walls	No. Fixtures	G.	M.	P.						
Heating: Hot Air	Pipeless	Hot Water	Steam	Gas Heaters	Elect. Heaters							
Fire Places: No.		Outs.	Chimneys No.									
Built in Features:												
Garage: No. Cars:		Frame	Stucco	Concr.	Floor	Value \$						
Special Features:												
Remarks:												

Class:	Age	Yrs.	A	16	x	60	x	=	960	ft. @	150	1440	Replacement Cost	\$	1440	
Construction: H.C.	G.	M.	P.	B	16	x	74	x	=	740	ft. @	60	260	Depreciation & Obsol.	\$	260
Condition: New	G.	M.	P.	C	x	x	x	=		ft. @			Depreciated Value	\$	310	
Structural Depreciation:				D	12	x	28	x	=	504	ft. @	40	201	Garage	\$	
Obsolescence:				E	x	x	x	=		ft. @				\$		
Utility Depreciation:				F	x	x	x	=		ft. @				\$		
Classified by:	Date		G	x	x	x	x	=		ft. @				\$		
Checked by:	Date		Basem.	x	x	x	x	=		ft. @			Total	\$	1871	
													Total Net Value of Impr.:	\$	1310	

**1928 Tax Assessors records, lot 16 (top) & lot 17 (below),
(Marin History Museum collection)**

**APN 065-132-16 / 605 & 607 Bridgeway and 611-613 Bridgeway, Sausalito
Historic Resources Evaluation**

506
30
F

502

CLASSIFICATION
REALTY AND STRUCTURAL

LOT BOOK No. 11 PAGE 7
OFFICIAL MAP No. 51

Owner: *John H. Johnson, et al* Acres
No. Street
Subdivision: *S.L. & Ferry Sec 16* Lot K Block 1

Net Value \$
Ass. Value \$

Commercial Bldg: Stories Year built Stated Est.
Use: Basement 1st Floor Other Floors
Construction: Frame Concr. Brick H.Tile Steel
Exterior: Wood Stucco Brick T.C. Tile Sheet M.
Height: Basem. ft. 1st Floor ft. Other Floors ft.
Store Front: Plain Orn. Pl. in M. Pl. in W. Sheet Gl. Sides
Misc.: F. Es. Sprinkl. S. Fire H.C. Fire Alarm Burg. A. Elev.

Description: *Imp on lot K*

For Additional Description See Reverse Side

1st	2nd	3rd	4th	5th	A.	B.	BUILDING DIAGRAM
					290		

Dwelling: Aptm. Ho. Rooming Ho. Flats Rooms
Year Built: *1928* Stated Est. No. Stories Families Owner Tenant Vacant
Exterior: B&B R.S. Siding Shingle Stucco Stonetone Brick
Trim: Plain Ornamental
Roof Constr.: Plain Flat Gable Hip Mansard Dormers Cutup
Roofing: Shingle T.&G. Malthoid Compos. Tile Slate Asbestos
Foundation: Wood Concr. Brick
Basement: Unfin. Finished Ave. height walls ft. Area sq. Ft. Floor
Interior: Paper Plaster Pl. Bds. Hardw. Special Unfin. Rooms
Floors: Pine Hardw. Tile Concr.
Bath Rooms: No. Tile Floor Tile Walls No. Fixtures G. M. P.
Heating: Hot Air Pipeless Hot Water Steam Gas Heaters Elect. Heaters
Fire Places: No. Outs. Chimneys No.
Built in Features:
Garage: No. Cars Frame Stucco Concr. Floor Value \$
Special Features:
Remarks: *Remodeling 5/1/28*

Class:	Age	Yrs.	A	B	ft.	ft.	Replacement Cost
Construction: H.C.	<i>35</i>		<i>22</i>	<i>22</i>	<i>660</i>	<i>1320</i>	\$ <i>2300</i>
Condition: New							\$ <i>1600</i>
Structural Depreciation:							\$ <i>1600</i>
Obsolescence:							\$ <i>250</i>
Utility Depreciation:							\$ <i>600</i>
Total							\$ <i>890</i>

CLASSIFICATION
REALTY AND STRUCTURAL

LOT BOOK No. 11 PAGE 7
OFFICIAL MAP No. 50

Owner: *Kent & Minto* Acres
No. Street
Subdivision: *Island & Ferry Co. Map C* Lot L-1 Block 1

Net Value \$ *11,420*
Ass. Value \$ *540*

Commercial Bldg: Stories Year built Stated Est.
Use: Basement 1st Floor Other Floors
Construction: Frame Concr. Brick H.Tile Steel
Exterior: Wood Stucco Brick T.C. Tile Sheet M.
Height: Basem. ft. 1st Floor ft. Other Floors ft.
Store Front: Plain Orn. Pl. in M. Pl. in W. Sheet Gl. Sides
Misc.: F. Es. Sprinkl. S. Fire H.C. Fire Alarm Burg. A. Elev.

Description: *Imp on lot L*

For Additional Description See Reverse Side

1st	2nd	3rd	4th	5th	A.	B.	BUILDING DIAGRAM

Dwelling: Aptm. Ho. Rooming Ho. Flats Rooms
Year Built: Stated Est. No. Stories Families Owner Tenant Vacant
Exterior: B&B R.S. Siding Shingle Stucco Stonetone Brick
Trim: Plain Ornamental
Roof Constr.: Plain Flat Gable Hip Mansard Dormers Cutup
Roofing: Shingle T.&G. Malthoid Compos. Tile Slate Asbestos
Foundation: Wood Concr. Brick
Basement: Unfin. Finished Ave. height walls ft. Area sq. Ft. Floor
Interior: Paper Plaster Pl. Bds. Hardw. Special Unfin. Rooms
Floors: Pine Hardw. Tile Concr.
Bath Rooms: No. Tile Floor Tile Walls No. Fixtures G. M. P.
Heating: Hot Air Pipeless Hot Water Steam Gas Heaters Elect. Heaters
Fire Places: No. Outs. Chimneys No.
Built in Features:
Garage: No. Cars Frame Stucco Concr. Floor Value \$
Special Features:
Remarks:

Class:	Age	Yrs.	A	B	ft.	ft.	Replacement Cost
Construction: H.C.			<i>18</i>	<i>25</i>	<i>450</i>	<i>1800</i>	\$ <i>1800</i>
Condition: New							\$ <i>1200</i>
Structural Depreciation:							\$ <i>540</i>
Obsolescence:							\$
Utility Depreciation:							\$
Total							\$ <i>540</i>

1928 Tax Assessors records, lot K (top) & lot L (below),
(Marin History Museum collection)

APN 065-132-16 / 605 & 607 Bridgeway and 611-613 Bridgeway, Sausalito
Historic Resources Evaluation

Non-Extant Buildings on APN 065-132-16



Princess Street dwellings, dark buildings are on lots J-K-L (Sausalito Historical Society collection, Edwin Long binder)



809 Water Street, Hong Lee laundry c.1917 (Sausalito Historical Society collection)

**APN 065-132-16 / 605 & 607 Bridgeway and 611-613 Bridgeway, Sausalito
Historic Resources Evaluation**

State of California - The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

Ser. No. 80.65

HABS: HAER NR SHL Loc
UTM: A B
C D

**HISTORIC RESOURCES INVENTORY
HISTORIC DISTRICT FORM NO. 53**

IDENTIFICATION

1. Common name: Marin Fruit Co.

2. Historic name: Marin Fruit Co.

3. Street or rural address: 607 - 613 Bridgeway
City: Sausalito Zip: 94965 County: Marin

4. Parcel number: 65-132-11

5. Present Owner: Bridgeway Associates Address: 558 Bridgeway
City: Sausalito Zip: 94965 Ownership: Public Private X

6. Present Use: Grocery Store Original use: Grocery Store

DESCRIPTION

7a. Architectural style: 1920's Grocery Store - California

7b. Briefly describe the present physical description of the site or structure and describe any major alterations from its original condition:

A squat one and one-half story building ... very plain with textured stucco, a thin line of brick across roofline, glass transoms, tile dado and three heavy vertical columns adding to the feeling of stolidity. The words MARIN FRUIT CO. in relief suggest a business that has continued uninterrupted since the construction.

south portion of building constructed in 1912; northern addition in 1924. This facade very likely dates from that time.

Attach Photos Here

Marin Scope 3-11-1975; History of Willie Yee Family p77-415, 1920's interior of store and other Family photos. PM75-79, a and b clippings re "Willie". See subject file: GROCERY STORES -- SAUSALITO -- MARIN FRUIT; see personal files: GIN; CHEB; WING.

8. Construction date: 1912 - 1924
Estimated Factual X

9. Architect

10. Builder: G. Noble

11. Approx. property size (in feet)
Frontage 50 Depth 75
or approx. acreage

12. Date(s) of enclosed photograph(s)

DPR 523 (Rev. 4/79)

13. Condition: Excellent Good X Fair Deteriorated No longer in existence

14. Alterations:

15. Surroundings: (Check more than one if necessary) Open land Scattered buildings Densely built-up
Residential Industrial Commercial X Other:

16. Threats to site: None known Private development X Zoning Vandalism
Public Works project Other:

17. Is the structure: On its original site? X Moved? Unknown?

18. Related features:

SIGNIFICANCE Significant

19. Briefly state historical and/or architectural importance (include dates, event, and persons associated with the site)

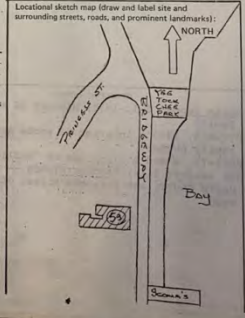
The southern portion of this structure dates from 1912 when the Marin Fruit Co. was owned by Wing How Lung. In 1919, the business was owned by "Willie Yee" whose descendants continue to operate the business today. Willie was so admired and respected by Sausalito residents that in 1977 the Princess Park was renamed Yee Tock Chee (his given name) Park, in his honor. This is the oldest continuous Chinese establishment in Sausalito. The northern portion of the building was added in 1924-25 ... a Chinese Laundry. This Laundry was founded by Hong Lee on the same street in the 1890's.

20. Main theme of the historic resource: (If more than one is checked, number in order of importance.)
Architecture 2 Arts & Leisure
Economic/Industrial 1 Exploration/Settlement
Government Military
Religion Social/Education

21. Sources (List books, documents, surveys, personal interviews and their dates):
1924 Real Estate Appraisal.
1894 Sanborn Map.
Sausalito News, AD December 1925.
History Yee Family.

22. Date form prepared: January 1980
By (name) B.J. Tracy Dir. E.M. Robinson
Organization Sausalito Soc. Landmark Bd.
Address: City Hall - 420 Litch St.
City: Sausalito Zip: 94965
Phone: 332-1005

Locational sketch map (draw and label site and surrounding streets, roads, and prominent landmarks):



State of California - The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

Ser. No. 80.65

HABS: HAER NR SHL Loc
UTM: A B
C D

**HISTORIC RESOURCES INVENTORY
HISTORIC DISTRICT FORM NO. 52**

IDENTIFICATION

1. Common name: Town and Country Antiques

2. Historic name: Nite - Hawk Cafe

3. Street or rural address: 605 Bridgeway
City: Sausalito Zip: 94965 County: Marin

4. Parcel number: 65-132-11

5. Present Owner: Bridgeway Associates Address: 558 Bridgeway
City: Sausalito Zip: 94965 Ownership: Public Private X

6. Present Use: Antique Store Original use: Cafe - Barber Shop

DESCRIPTION

7a. Architectural style: 1920's Storefront

7b. Briefly describe the present physical description of the site or structure and describe any major alterations from its original condition:

A very plain, symmetrical, one story structure, the rectangular false front seeming to be held up by four flat columns with flat Tuscan capitals. The center, two door entryway, is recessed in a triangle shape. Very large square plate glass windows on either side fill the rest of the building's front.

Attach Photos Here

No available old photos

8. Construction date: 1924
Estimated Factual X

9. Architect

10. Builder

11. Approx. property size (in feet)
Frontage 25 Depth 50
or approx. acreage

12. Date(s) of enclosed photograph(s)

DPR 523 (Rev. 4/79)

13. Condition: Excellent Good Fair X Deteriorated No longer in existence

14. Alterations:

15. Surroundings: (Check more than one if necessary) Open land Scattered buildings Densely built-up
Residential Industrial Commercial X Other:

16. Threats to site: None known Private development X Zoning Vandalism
Public Works project Other:

17. Is the structure: On its original site? X Moved? Unknown?

18. Related features:

SIGNIFICANCE Contributing

19. Briefly state historical and/or architectural importance (include dates, events, and persons associated with the site)

Built opposite the Golden Gate Ferry Co. landing (1922-1937), probably originally a sandwich shop for commuters. Sausalito News 12-25-1926 3:5 advertises the Carlisle Sandwich Shop ... specialties of the house: No. 1, Bacon and Tomato; No. 2, Cheese and Ham ... etc. Old timers remember that one-half of the building was a barber shop, the other the Nite-Hawk Cafe (south portion).

The area in back of this and buildings to the south was the stables for various merchants in town: Baraty Market, Fiedler's Store, Marin Fruit (per Fred Nau 1-18-1980).


Building is contributing in the sense of scale and the 1920's type architecture it and the adjoining buildings represent.

20. Main theme of the historic resource: (If more than one is checked, number in order of importance.)
Architecture X Arts & Leisure
Economic/Industrial Exploration/Settlement
Government Military
Religion Social/Education

21. Sources (List books, documents, surveys, personal interviews and their dates):
Interview, Russell Jukich, Fred Nau, 1-18-1980.
1924 Real Estate Appraisal.
1925 City Directory

22. Date form prepared: January 1980
By (name) B.J. Tracy Dir. E.M. Robinson
Organization Sausalito Soc. Landmark Bd.
Address: City Hall - 420 Litch St.
City: Sausalito Zip: 94965
Phone: 332-1005

Locational sketch map (draw and label site and surrounding streets, roads, and prominent landmarks):

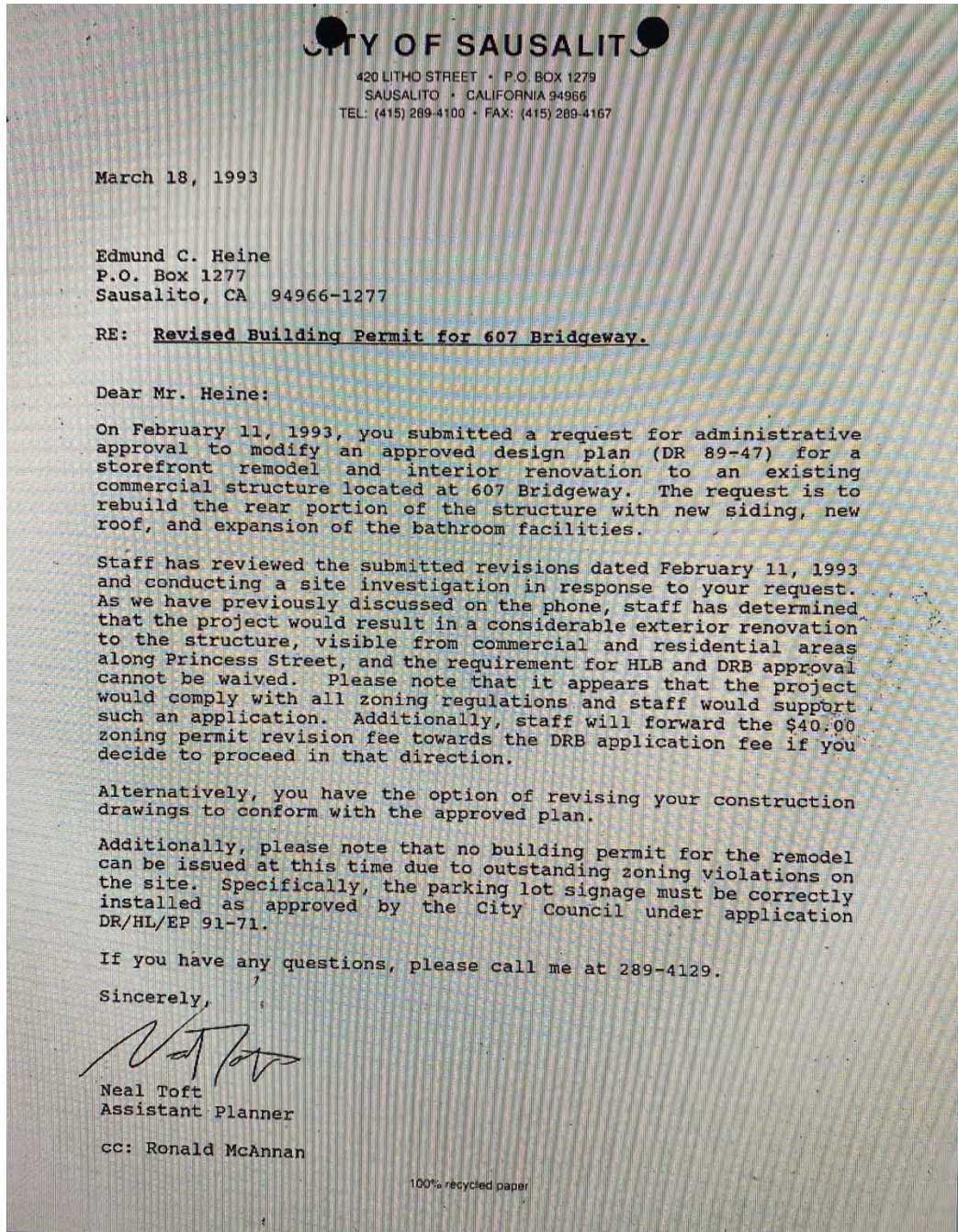


1980 Historic Resource Inventory survey forms (DPR 523), Marin Fruit Co. (top) and Town & Country Antiques (bottom)



CONNOR TURNBULL
PRESERVATION CONSULTING

APN 065-132-16 / 605 & 607 Bridgeway and 611-613 Bridgeway, Sausalito
Historic Resources Evaluation



1993 Letter between City of Sausalito and Edmund Heine, architect for the proposed 607 Bridgeway remodel, denying proposed alterations (City of Sausalito, Community Development Department, digitized records)

June 2024

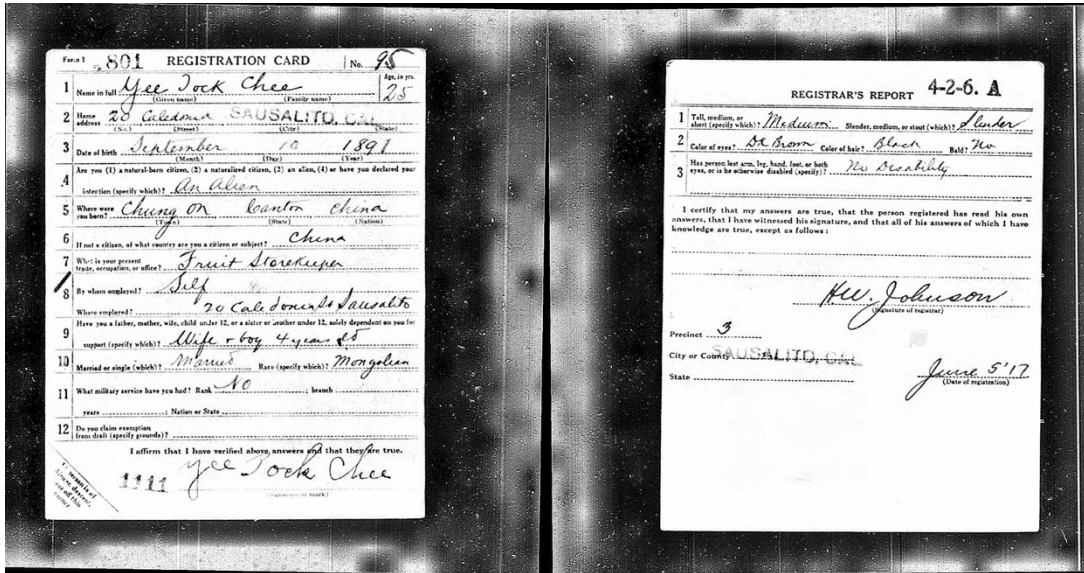
APN 065-132-16 / 605 & 607 Bridgeway and 611-613 Bridgeway, Sausalito
Historic Resources Evaluation

STATE: California		COUNTY: Marin		CITY: Sausalito		TOWNSHIP OR OTHER DIVISION OF COUNTY: Sausalito		NAME OF INSTITUTION: X		DATE OF INSTITUTION: 2/20/2020		SUPERVISOR'S DISTRICT NO.: 1		WARD OF CITY: X		EMUNICIPAL DISTRICT NO.: 102		SHEET NO.: 137	
DEPARTMENT OF COMMERCE-BUREAU OF THE CENSUS		FOURTEENTH CENSUS OF THE UNITED STATES: 1920-POPULATION		NAME OF INCORPORATED PLACE: Sausalito		EMUNICIPATED BY ME ON THE: 2/20/1920		DATE OF INCORPORATION: 1920		SUPERVISOR'S DISTRICT NO.: 1		WARD OF CITY: X		EMUNICIPAL DISTRICT NO.: 102		SHEET NO.: 137			
APN	NAME	RELATION	SEX	AGE	EDUCATION	INDUSTRY	PROPERTY VALUE	PERSONALTY VALUE	PROPERTY VALUE	PERSONALTY VALUE	PROPERTY VALUE	PERSONALTY VALUE	PROPERTY VALUE	PERSONALTY VALUE	PROPERTY VALUE	PERSONALTY VALUE	PROPERTY VALUE	PERSONALTY VALUE	
304	Madeline Bennett	Head	F	41	High School	None	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	
305	Henry G. Bennett	Wife	F	36	High School	None	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	
306	William Bennett	Head	M	40	High School	None	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	
307	William Bennett	Head	M	40	High School	None	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	
308	William Bennett	Head	M	40	High School	None	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	
309	William Bennett	Head	M	40	High School	None	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	
310	William Bennett	Head	M	40	High School	None	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	
311	William Bennett	Head	M	40	High School	None	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	
312	William Bennett	Head	M	40	High School	None	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	
313	William Bennett	Head	M	40	High School	None	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	
314	William Bennett	Head	M	40	High School	None	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	
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344	William Bennett	Head	M	40	High School	None	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	
345	William Bennett	Head	M	40	High School	None	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	
346	William Bennett	Head	M	40	High School	None	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	
347	William Bennett	Head	M	40	High School	None	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	
348	William Bennett	Head	M	40	High School	None	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	
349	William Bennett	Head	M	40	High School	None	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	
350	William Bennett	Head	M	40	High School	None	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	

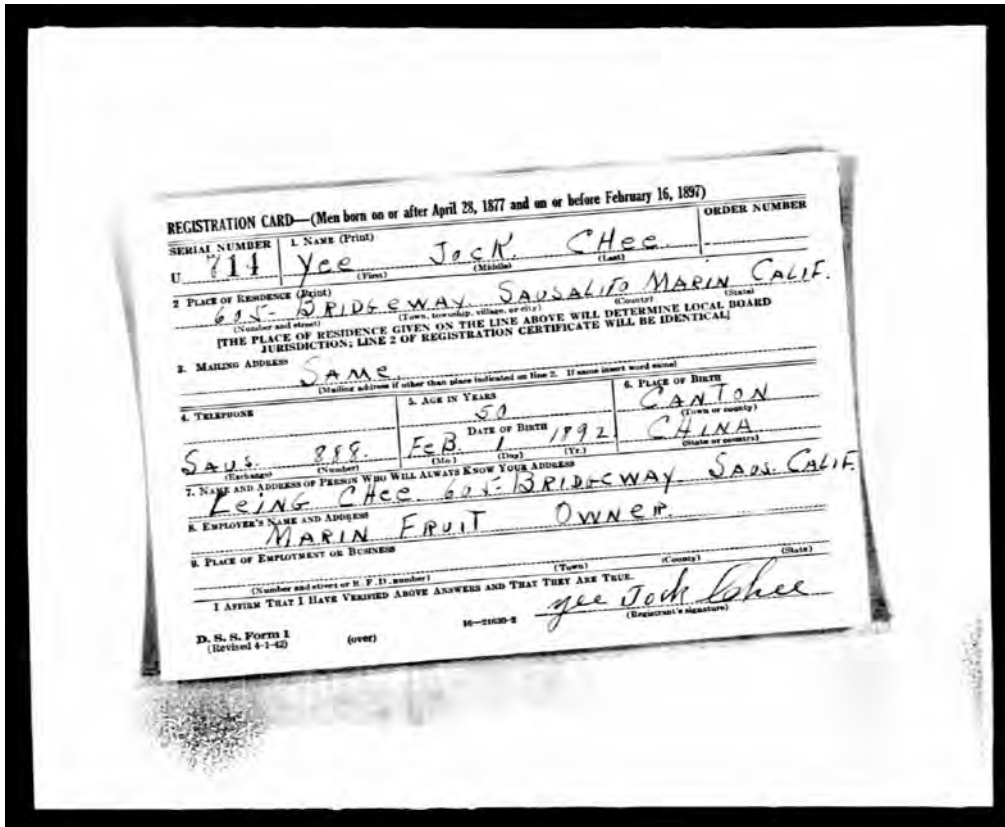
1920 Census (ancestry.com)



APN 065-132-16 / 605 & 607 Bridgeway and 611-613 Bridgeway, Sausalito
Historic Resources Evaluation

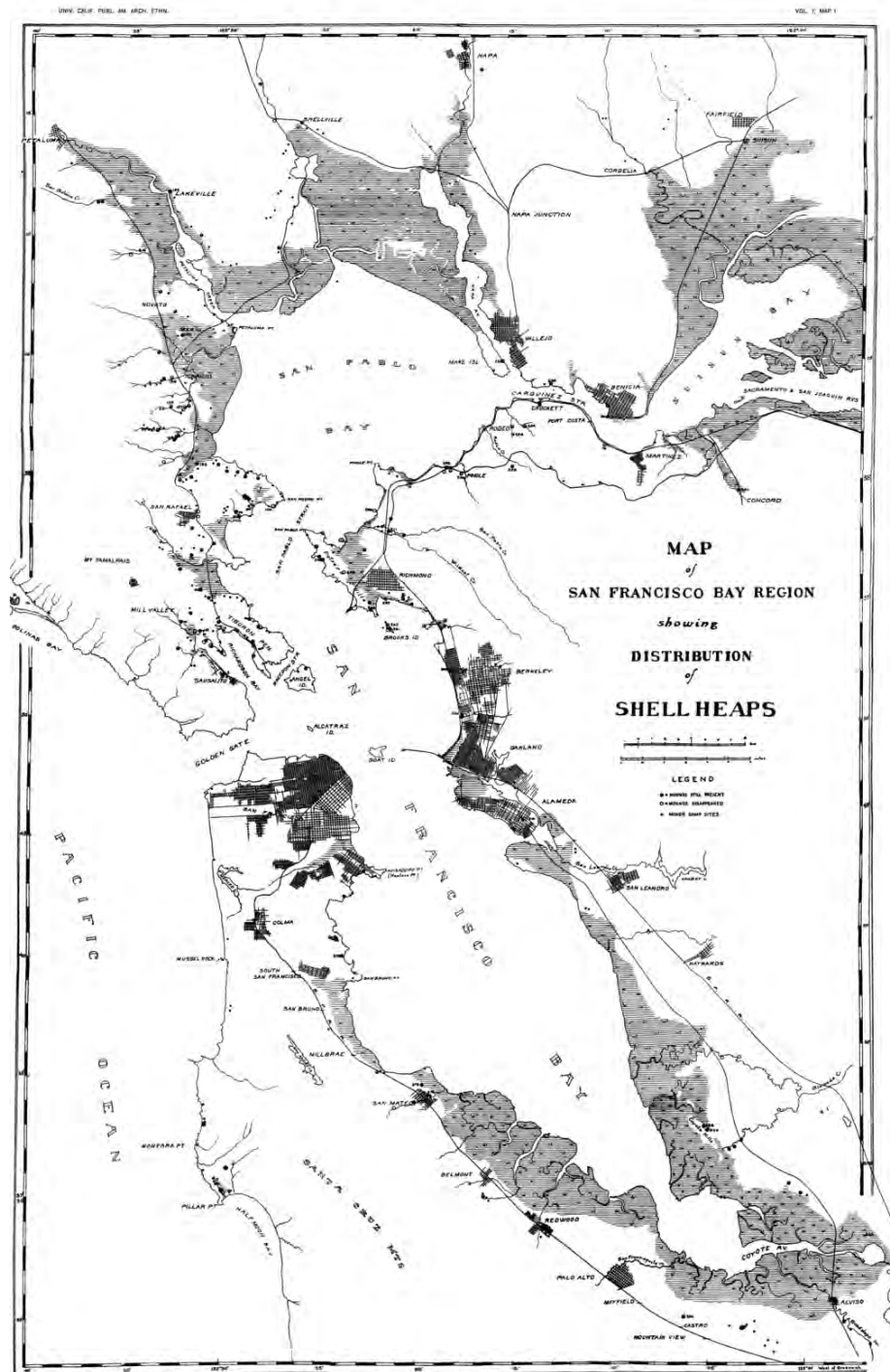


WWI Draft Registration Card (1917) for Yee Tock Chee (ancestry.com)



WWII Draft Registration Card for Yee Tock Chee (ancestry.com)

APN 065-132-16 / 605 & 607 Bridgeway and 611-613 Bridgeway, Sausalito
Historic Resources Evaluation



1909 N.C. Nelson shellmound map (UC Berkeley digital collection)



CONNOR TURNBULL
PRESERVATION CONSULTING

APN 065-132-16 / 605 & 607 Bridgeway and 611-613 Bridgeway, Sausalito
Historic Resources Evaluation

S_{ave} O_{ld} S_{ausalito}

LIMIT IRRESPONSIBLE DEVELOPMENT

HELP put the LID on the Sausalito "Inn" project—a monster hotel in the heart of old Sausalito.

SAVE THE MARIN FRUIT COMPANY—

The Yee family and its grocery have been important to the community since 1915. This development will eliminate the Marin Fruit Company.

SAVE THE HISTORIC DISTRICT—

This monster will wipe out an important part of the district. There is too little left of old Sausalito.

STOP RUNAWAY DEVELOPMENT—

This "Inn" is a 58 room hotel with shops, a 90 seat restaurant with parking for up to 166 cars!

ATTEND AND PROTEST

at the public meeting,
Thursday, November 12, 7:00 pm
Council Chambers, City Hall.

S O S

November 10, 1981 Advertisement in the *Sausalito Marin Scope*

Sausalito Citywide Historic Context Statement

Table 3. Downtown Historic Overlay Zoning District Properties⁸

APN	Street Address	Name	Construction Date	Designer/Builder (if known)	CRHR Status Code
065-073-03 & 05	N/A	Ferry Boat Landing	1996		2D2
065-074-01	N/A	Plaza Viña del Mar	1904		2D2
065-172-12, 13, & 15	558 Bridgeway	SF Yacht Club	1898	R. H. White	2D2
065-171-03	561-63 Bridgeway	Dexter's Boarding House	1897		2D2
065-171-02	565 Bridgeway	Zabit & Associates, Inc.	1983		6X
065-171-01	569 Bridgeway	Sausalito Bakery & Café	1908	C. Fisher	2D2
065-132-15	579 & 583 Bridgeway	"Lolita" and "Lucretia"	1886	Charles Crittenden	2D2 ⁹
065-132-14	585 Bridgeway	Telephone Exchange	1914		2D2
065-133-24	588 Bridgeway	Lange's/Scoma's	ca. 1891 (moved to site in 1923)		2D2
065-132-05	589-595 Bridgeway	Pistolessi Flats	1904 & 1907	F.V. Pistolessi	2D2 ¹⁰
065-132-04	599-603 Bridgeway	Lincoln Garage	1924		2D2
065-132-16	605-09 Bridgeway	Marin Fruit Co.	1912 & 1924		2D2 ¹¹
065-132-16	611 Bridgeway	Nite Hawk Café	1924		2D2 ¹²
065-132-03	621 Bridgeway	Angelino's/Flying Fish Restaurant	1914	A. Gales	2D2
065-132-02	625 Bridgeway	Venice Gourmet	1894		2D2
065-132-01	629 Bridgeway	Giovanni's Pizza	1887		2D2
065-132-01	633-39 Bridgeway/ 3 Princess Street	Ryan's Hotel	1885 & ca. 1929		2D2
065-133-25	660 Bridgeway	Purity Market	1941		2D2
065-133-08	664-66 Bridgeway	Becker Building/ Royal Arts Co.	1897		2D2
065-131-08	667-69 Bridgeway	Ole's Bakery/ Hanson Art Gallery	1914	C.H. Smith	2D2
065-133-09	668 Bridgeway	Princess Theater/ Galerie Elektra	1915		2D2 ¹⁴
065-133-10	670 Bridgeway	Fiedler's General Store	1885		2D2 ¹⁴

Sausalito Citywide Historic Context Statement

APN	Street Address	Name	Construction Date	Designer/Builder (if known)	CRHR Status Code
065-131-07	671-73 Bridgeway	Bank of Sausalito/ 1 st National Bank	1917 (remodeled in Moderne style in 1937)		6X ¹⁵
065-131-06	675 Bridgeway	Chamber of Commerce/ Petri's	1924 (remodeled in 1946 and Ca. 1990)		6X ¹⁶
065-133-11	676-86 Bridgeway	Louis Aronow/Seven Seas Restaurant	1885 & 1889	Jacob Schnell	6X ¹⁷
065-131-05	679-81 Bridgeway	Sausalito Drug/Cat & Fiddle	1915		2D2
065-131-04	683-85 Bridgeway	Marin Hardware	1924		2D2
065-131-02 & 03	687-91 Bridgeway	Eureka Meat Market/ Lappert's Jewelry	1902		2D2 ¹⁸
065-133-12	688 Bridgeway	Sausalito Ferry Co.	1979		6X
065-131-01	693-95 Bridgeway	Sausalito News/Games People Play	1894		2D2 ¹⁹
065-071-13	701 Bridgeway	Del Monte Apartments	1879		2D2
065-071-25	715 Bridgeway	Wells Fargo	1924	Henry H. Miller	2D2
065-071-21	723 Bridgeway	Burlwood Gallery	1894		2D2
065-071-07	731 Bridgeway	Old City Hall/ Bank of Sausalito	1894		2D2
065-071-27	737-41 Bridgeway	Patterson's Bar/ Plaza Bar	1894		2D2
065-071-26	743-45 Bridgeway	Tamalpais Stables/Arcade Shops/Little Theater	1894		2D2
065-071-24	749 Bridgeway	The Tides Bookstore	1899		2D2
065-071-02	755-57 Bridgeway	GG of Sausalito	1899		2D2
065-071-02	759 Bridgeway	No Name Bar	1894		2D2
065-071-01	763 Bridgeway	Medical-Dental Building	1958	John Kelley	6X
065-063-46	777 Bridgeway	Mason's Garage	1924		2D
065-132-08	48 Bulkley Avenue		1894		2D2
065-132-09	54 Bulkley Avenue	Zephyr Cottage	1891		2D2
065-440-04	77 Bulkley Avenue	Portals of the Nook	1891	Willis Polk	2D2
065-440-01, 02, 03, 04, 05, 06, 07, 08, & 09	93-109 Bulkley Avenue	Laneside	1892	M.E. Roundtree	2D2 ²⁰
065-063-45	156 Bulkley Avenue	Casa Madrona	1885		1D
065-133-17	12 El Portal Street	Sausalito Hotel	1915		2D2

Sausalito Citywide Historic Context Statement

APN	Street Address	Name	Construction Date	Designer/Builder (if known)	CRHR Status Code
065-133-18	28 El Portal Street	Northwest Pacific Railroad Express Office	1916		2D
065-133-19	30 El Portal Street	McDevitt Apartments/Inn Above the Tide	1962		6X
065-133-03	N/A	Water Parcel			6X
065-133-05	N/A	Water Parcel			6X
065-133-21	N/A	Water Parcel			6X
065-133-26	N/A	Yee Tock Chee Park	1977		2D2
065-133-27	N/A	Water Parcel			6X
065-133-28	N/A	Water Parcel			6X
065-131-09	4 Princess Street	Schnell's House/ Time After Time	1878		2D2
065-131-10	12-20 Princess Street	Jean Baptiste Baraty Meat Market	1892		2D2
065-132-12	19 Princess Street	Sausalito Salvage Shop	ca. 1874		2D2
065-132-03	21 Princess Street	Copper House/Dynamic Energy Crystals	Before 1887		2D2
065-131-11	28-30 Princess Street	Princess Court/ Pegasus Leather	1913		2D2
065-131-14	36-38 Princess Street	Sausalito Hardware/ Mark Reuben Gallery	1894		2D2
065-131-15	40 Princess Street		1894		2D2
065-131-16	52 Princess Street	Christopher Becker Residence/Eyetalia Gallery	1894		2D2
065-131-18	62 Princess Street	Sausalito Christian Science Church	ca. 1887		2D2
065-132-18	83 Princess Street	Richards House/Glen Bank	1884	John Richards	2D2
065-131-18	90-92 Princess Street	Cabana Bonita/ Buckeye Cottage	1897		2D2

NOTEWORTHY STRUCTURES
AND OTHER BUILDINGS
THAT MAY HAVE
HISTORICAL SIGNIFICANCE

Historic Resources Inventory Listing
City of Sausalito, Marin County, California

Codes NW = Noteworthy, L = Landmark, DHD = Downtown Historic District
 NHRP = National Register of Historic Places

<u>Resource # or Parcel #</u>	<u>Code</u>	<u>Address (or location)</u>	<u>Also known as</u>
	NW	215 South Street	Horn House/Iroquois Villa
	NW	54 Spencer Avenue	Red Gables
	NW	33 Miller Avenue	The Pines
	NW	47 Miller Lane	Tyrell Cottage
	NW	112 Bulkley Avenue	First Presbyterian Church
	NW	140 Bulkley Avenue	Tank House
	NW	141 Bulkley Avenue	Fiedler Villa
	NW	428 Turney Street	Sylva Mansion
	NW	41 Cazneau Avenue	Laurel Lodge
	NW	47 Girard Avenue	The Bower/Gardner House
	NW	201 Bridgeway Boulevard	Walhalla/Chart House
	NW	323 Pine Street	Rety House/Domerque House
	NW	86 San Carlos Avenue	Hazel Mount
	NW	100 Harrison Avenue	McCormack House/Nestledown
	NW	603 Main Street	Schiller Haus
	NW	26 Alexander Avenue	Craig Hazel
	NW	517 Pine Street	Oddlands/Wosser House
	NW	44-46 Santa Rosa Avenue	Redonda Vista
	NW	64 Alexander Avenue	Oak Cliff

May, 1999

NW	172 San Carlos Avenue	Bellevue Cottage
NW	87 San Carlos Avenue	Sweetbriar
NW	35 Central Avenue	Birch Cottage
NW	505 Bridgeway Boulevard	Eastlake Chalet
NW	Bridgeway and Litho Street	Second Richardson School
NW	1709 Bridgeway Boulevard	First Richardson School
NW	93 San Carlos Avenue	Treat House
NW	Block 68, Lot 8	Sunnyhill Cemetery
NW	126 Harrison Avenue	Alta Mira Hotel
NW	108 Caledonia Street	Lawrence House
NW	16 San Carlos Avenue	Villa Veneta
NW	431 Bridgeway Boulevard	Hearst Cottage
NW	215-217 Fourth Street	Rideout Villa
NW	116 Caledonia Street	Linsley House
NW	220 West Street	Koster House
NW	Block 68, Lots 7 & 8	Shanghai Tunnel & Springs
NW	1301 Bridgeway Boulevard	Dunbrow House
NW	153 Bulkley Avenue	Casa Verde
NW	539 Bridgeway Boulevard	Original Firehouse
NW	50 Harrison Avenue	The Hearth
NW	108 Central Avenue	DuBois House

May, 1999

NW	28 Spencer Court	Birds Nest Cottage
NW	31 Bulkley Avenue	Collie House
NW	Harrison and Bulkley	O'Connell Seat
NW	NW Cor. Pine & Caledonia	Miwok Burial Site
NW	489 Bridgeway Boulevard	Dunluce
NW	640 Sausalito Boulevard	Frost Residence
NW	34-36 Bulkley Avenue	Laurel
NW	80-82/84-88 Bulkley Ave.	Richards Flats/1 st "The Nook"
NW	40 Miller Avenue	Yeazell Residence
NW	420 Litho Street	Central School
NW	60 Atwood Avenue	Hearst Wall
NW	Harbor Drive at Gate 5 Rd.	Marinship Mold Loft
NW	315 Main Street	Nunes Bros. Boat Yard/Pilings
NW	493 Bridgeway Boulevard	Bettincourt Residence
NW	501-503 Bridgeway Blvd.	Ladd Residence
NW	616 Main Street	Chapman Residence
NW	415 Main Street	Doucet Bungalow

Ark Row (R-A) District

NW	505 Humboldt Avenue	
NW	507 Humboldt Avenue	Ark Midway
NW	509 Humboldt Avenue	
NW	511 Humboldt Avenue	
NW	513 Humboldt Avenue	
NW	515 Humboldt Avenue	Ark Caprice
NW	* 517 Humboldt Avenue	

Sausalito Landmark Buildings, Sites and Objects

L	168 Harrison Avenue	Tanglewood/The Bungalow
L	221 Bridgeway Boulevard	Castle by the Sea
L	Santa Rosa & San Carlos	Christ Episcopal Church
L	76 Cazneau Avenue	Madrona Cottage/Ritchie House
L	300 Main Street	NWPRR Freight Depot
L	625 Locust Road	Elderberry Cottage
L	780 Bridgeway Boulevard	Ice House
L	25 Liberty Ship Way	Machine Shop

National Register Buildings, Structures, Sites and Objects

NRHP	25 Liberty Ship Way	Machine Shop
NRHP	801 Bridgeway Boulevard (156 Bulkley Avenue)	Casa Madrona/Barrett House
NRHP	639 Main Street	Griswold House/Economo
NRHP	120 Central Avenue	Sausalito Woman's Club

Downtown Historic District
Buildings, Structures, Sites and Objects

DHD	558 Bridgeway Boulevard	San Francisco Yacht Club
DHD	588 Bridgeway Boulevard	Lange Launch Company
DHD	Foot of Princess	Yee Tock Chee Park
DHD	660 Bridgeway Boulevard	Purity Market
DHD	664-666 Bridgeway Blvd.	Becker Building
DHD	668 Bridgeway Boulevard	Princess Theatre
DHD	670 Bridgeway Boulevard	Fiedler's General Store
DHD	676-686 Bridgeway Blvd.	Schnell Store
DHD	688 Bridgeway Boulevard	(New Construction, 1979)
DHD	El Portal & Bridgeway Blvd.	Sausalito Hotel
DHD	12 El Portal	NWPRR Offices
DHD	30 El Portal	Inn Above The Tides
DHD	Foot of El Portal	Ferry Landing
DHD	Bridgeway and El Portal	Depot Park/Plaza Viña Del Mar
*1DHD	801 Bridgeway Boulevard (156 Bulkley Avenue)	Casa Madrona Hotel
DHD	777-789 Bridgeway Blvd.	Mason's Garage/Village Fair
DHD	763-771 Bridgeway Blvd.	Office Building
DHD	757 Bridgeway Boulevard	Oak Grill
DHD	755 Bridgeway Boulevard	

*1 Also Listed in the National Register of Historic Places

DHD	749-751 Bridgeway Blvd.	
DHD	743-745 Bridgeway Blvd.	Tamalpais Stables
DHD	737-741 Bridgeway Blvd.	Ferry Saloon
DHD	731 Bridgeway Boulevard	Bank of Sausalito/Old City Hall
DHD	721-725 Bridgeway Blvd.	
DHD	715 Bridgeway Boulevard	Bank of Sausalito/Wells Fargo
DHD	701-707 Bridgeway Blvd.	El Monte Boarding House
DHD	693-695 Bridgeway Blvd.	Sausalito News
DHD	687-691 Bridgeway Blvd.	Eureka Meat Market
DHD	683-685 Bridgeway Blvd.	Marin Hardware
DHD	679-681 Bridgeway Blvd.	Sausalito Drug Company
DHD	675 Bridgeway Boulevard	Chamber of Commerce Building
DHD	671-673 Bridgeway Blvd.	First National Bank of Sausalito
DHD	667-669 Bridgeway Blvd.	Mecci and Ratto Groceries
DHD	2-10 Princess Street	Schnell House
DHD	12-20 Princess Street	Baraty Building
DHD	28-30 Princess Street	Princess Court
DHD	36-38 Princess Street	U.S. Post Office
DHD	40 Princess Street	Apartments
DHD	52 Princess Street	Christopher Becker Residence
DHD	62 Princess Street	Christian Science Church
DHD	90-92 Princess Street	Cabana Bonita

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DHD	Princess & Bulkley Ave.	Portals of "The Nook"
*2DHD	93-109 Bulkley Avenue	Laneside/Campbell Mansion
DHD	48 Bulkley Avenue	Residence
DHD	54 Bulkley Avenue	Zephyr Cottage
DHD	83 Princess Street	Glen Bank/Richards House
DHD*	21 Princess Street	
DHD	19 Princess Street	Sausalito Salvage Shop
DHD	* 633-639 Bridgeway; 3-15 Princess Street	Ryan's Hotel
DHD	629 Bridgeway Boulevard	
DHD	625 Bridgeway Boulevard	Express Offices
DHD	621 Bridgeway Boulevard	Swastika Theatre
DHD	611-613 Bridgeway Blvd.	Nite Hawk Café
DHD	605-609 Bridgeway Blvd.	Marin Fruit Company
DHD	599-603 Bridgeway Blvd.	Lincoln Garage
DHD	595 Bridgeway Boulevard	Pistolessi Flats
DHD	589 Bridgeway Boulevard	Pistolessi Building
DHD	585 Bridgeway Boulevard	Telephone Exchange
DHD	579-583 Bridgeway Blvd.	Cottages "Lolita" and "Lucretia"
DHD	569 Bridgeway Boulevard	Old Ferry Grill
DHD	565 Bridgeway Boulevard	(New Construction, 1983)
DHD	561-563 Bridgeway Blvd.	Dexter's House

*2Condo's have been added to original house

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