



BRIDGEWAY COMMONS - A CONDOMINIUM NEIGHBORHOOD
CONDITIONAL USE / PLANNING / DESIGN REVIEW APPLICATION - Design Narrative
1745, 1757 and 160 Filbert Streets
1 . 10 . 2015

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CONDITIONAL USE / PLANNING / DESIGN REVIEW APPLICATION – Design Narrative

1745, 1757 BRIDGEWAY, 160 FILBERT STREETS, SAUSALITO CA.

The Bridgeway Commons is comprised of 16 garden apartments on .58 Acres (25,461 SF) along Sausalito's major Blvd., Bridgeway Street. The site is accessed from Bridgeway, the major Blvd. of Sausalito and is bordered above by a residential street, Filbert Street 50 feet above the site. In addition to its goal of providing much needed modern designed and layout residential space for Sausalito in this central, transit accessible location, it is designed to preserve the important views of properties above the site, and to provide a continuity of the dense landscape environment along Bridgeway, to be consistent with the high density residential character of its neighbors, and to reflect the articulation of scale and the natural materials and colors characteristic of Sausalito.

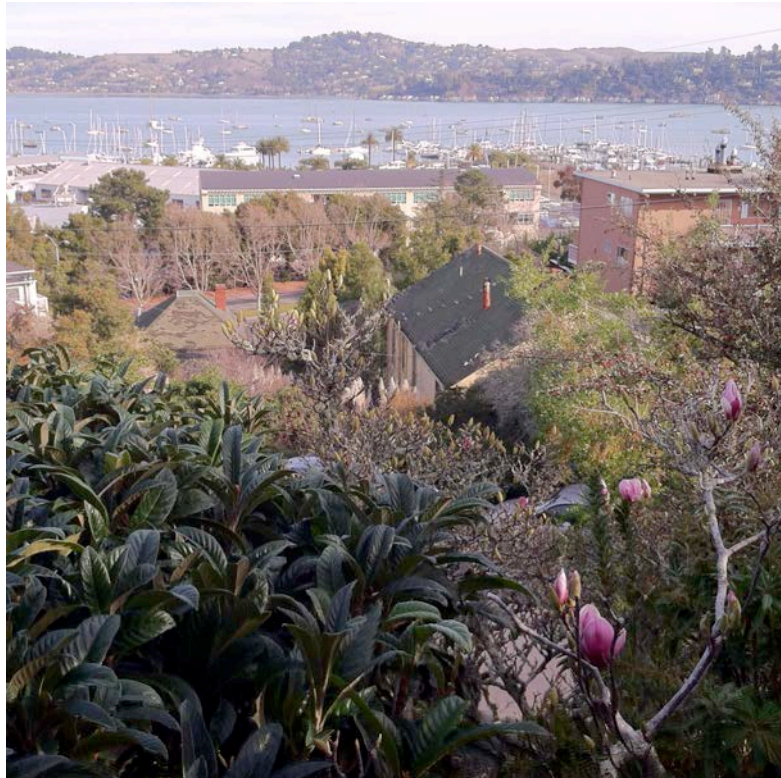
SITE CHARACTERISTICS:

Ideal Location for housing:

This site fronts along and is entered from Bridgeway, the highest volume major thoroughfare in Sausalito. While it is not in the commercial and historic center of Sausalito, as a location for mid-density apartments it is ideal. The site is on public transit lines, within easy walking distance to shopping of all kinds and has views of the San Francisco / Richardson Bay as a visual amenity. It is also very near the onramp to Highway 101 and can be accessed from 101 and Bridgeway without travel through any of the adjacent residential neighborhoods. The site has been identified by the Sausalito Housing Task Force as an ideal location for higher density housing.

Large, Modern Commercial Buildings along Bridgeway Across from Bridgeway Commons :

Across from the site on Bridgeway are many of the large scale and ship building facilities of Sausalito. Many of these have been converted to large-scale office and commercial uses. The North side of Bridgeway across from the site also houses new moderate and large scale contemporary designed commercial office and commercial spaces. There is no fine grain residential or small historic architecture facing the project. In fact the proposal faces a large modern, highly traveled arterial downtown street.



EXISTING VIEWS OVER THE SITE FROM FILBERT STREET HOUSES SHOWING THE LARGE MARIN SHIP B

Bridgeway Landscape Buffer;

One of the special characteristics of the approach to Downtown Sausalito along Bridgeway is the deep green landscape buffer of public open space. It stretches from the highway past our site several hundred yards to the beginning of the office/commercial zone.



LANDSCAPE ADJACENT TO SITE ALONG BRIDGEWAY

The application continues and enhances this buffer as detailed in the landscape description below .

NEIGHBORING STRUCTURES



HOUSES ABOVE SITE ON FILBERT

Above the project site, across Filbert Street are three attractive residential homes, some with rental units. None has a garage on Filbert but they have either stairs up to a front door or a stair to a rear access. In both cases the elevation of the first habitable floor or deck of these residences is either 13' or 17' above the uppermost built point of our proposal. The existing Richardson Bay views from these residences should not be affected by this proposal in any way. There is a third home not directly across from our site within a visual range of our site. It's lowest habitable space is 4' above our highest built point and again views should not be affected.

The sloped elevation of Filbert Street varies from 74' to 82'. The first floors of the adjacent residences are at elevations 93', 102' and 106'. The top of our proposal is 89' - 4' below the lowest floor elevation of the homes along Filbert Street. The bottom residential floor of the upper units of the proposed structures is at elevation 66' well below Filbert Street.



ADJACENT APARTMENTS AND HOUSES

Adjacent to the site are large-scale apartment buildings to the East and two two-and-three story tall houses rented as apartments to the West. The Easterly buildings contain 8 Apartments Served by 9 parking spaces. Under the density standards of our project these are at exactly the same allowed density. However rather than the 9 cars they garage, the project would require 16 garage spaces including accessible parking. They include 7 fewer cars than the code requires

The two Westerly structures contain 3 dwelling units and provide no off street parking spaces. (2 cars do park off the street informally in the City-owned Right of way). They would only be allowed 2 units by the current zoning and thus are 150% of the standards under which our project is designed. In every case these complexes contain a higher FAR, floor area and impervious surface per acre than our proposal.

These statistics are not recounted to decry the adjacent projects as they perform needed and valuable functions. It is mentioned to show that our proposal is not higher but rather comparable or lower in density and in greater code conformity in all these critical planning criteria of density, floor area ratios, parking adequacy and accessibility than these older buildings immediately adjacent to our site and comprising our immediate neighborhood.

EXISTING STRUCTURES ON THE SITE:

Uninhabitable Derelict Structures:

The existing 5 rental units on the site, 1757 Bridgeway & 160 Filbert Street, are housed in three buildings with ridge heights comparable to the parapet heights of the proposal (Existing = El.66', 66.3' and 68' as compared to roof high of the proposed project at 66' and parapet of 69.5'). They are all over 50 years old. A report on the deterioration of the structures prepared by Hoyt Inspection Services in 2005, described them as "in a severe state of disrepair and that "All three buildings have been subject to water intrusion during adverse weather". "Conditions observed render the structures uninhabitable". In summary the report stated that " based on the upon the unsafe and uninhabitable condition of these buildings and the nature and extent of the reconstruction that would be necessary to make them safe and habitable and bring them into conformance with current standards and building codes, it does not appear cost-effective to salvage them and therefore we recommend these "3 structures... be razed in their entirety and new structures constructed in their place".

The small two-unit building at 1745 Bridgeway contains a single room studio apartment on the upper floor and a nonconforming rental space in the basement below. While this structure is not in the disrepair that the other structures on the property, it also suffers from foundation tilt and shift, water and termite intrusion, warped roof and wall structure and does not comply with current structural, electrical and energy codes. Again, its small size, inaccessibility, age and deterioration militate against repair or reconstruction.



BUILDINGS ON SITE

No Apparent Historical Significance or Compatibility of the Structures:

In a report by Mr. Ignatius Tsang, architect, in 2006 "no notable architect or style is responsible for their design." A Mr. Medeiros, a temporary postmaster resided on the property and until recently his family owned the structures. The County of Marin does not list the buildings on any record of historical significance. The properties are old and do exhibit a style of building that characterizes the Bridgeway of a century ago but they do not contribute to or are not in any way typical of the Bridgeway environment of today or the future.

PROJECT DESIGN GOALS

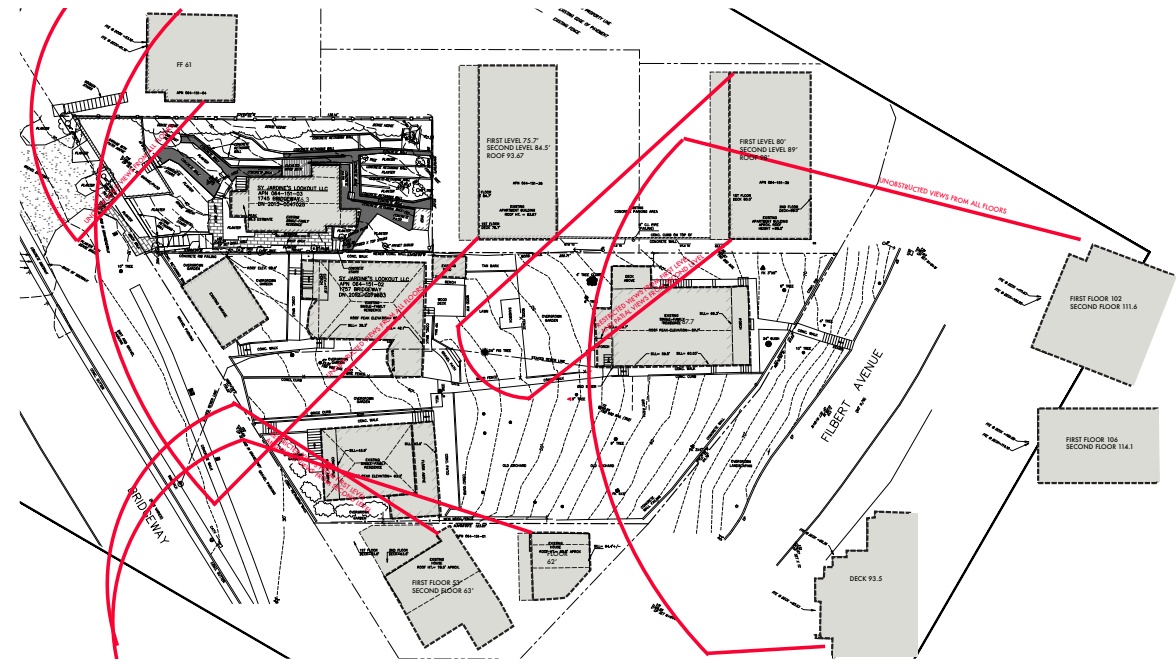
PRESERVE VIEWS OVER THE SITE

Critical to being the kind of "good neighbor" proposal we envision is to preserve the critical views to Richardson Bay over the project that are currently enjoyed by neighbors.

The houses and rentals next to us on the West primarily look straight out to the Bay across Bridgeway. But there are some existing angular views across our site for the lower structure. Some of these views are interrupted by the high ridgelines of the existing structures on the site. The existing views from these adjacent apartments are also preserved by the new proposal. While the parapet of the new structure is 4 feet higher than the ridge of the existing house, the project is further away from the adjacent homes. The existing side yard setback of the roof is approximately 8' the setback of the new roof at the same spot is 14' opening up essential the same view lines.

Views from all the houses above our site are preserved as the finished floor of even the lowest levels of the existing houses on Filbert are well above the highest point of the parapet of the 6 units on the upper portion of our site near Filbert.

In summary, all the views over the project from the houses behind us on Filbert are preserved. All the views across the site enjoyed by the apartments to our West are preserved. Our roof heights are below the floor levels of those residences and apartment buildings.



EXISTING VIEWS ACROSS SITE
1.30.2014

BRIDGEWAY PLACEMENT
100 MARKET AVENUE, 1000 MARKET STREET, SAN FRANCISCO, CALIFORNIA, 94102

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SCHWARTZ DESIGN
PROJECT: BRIDGEWAY PLACEMENT
SCALE: AS SHOWN
DRAWN BY: JMB
PROJECT NO.: 1000
DATE: 1.30.2014 **AO.3**



EXISTING VIEWS PRESERVED FROM ADJACENT SITES.

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100 MARKET AVENUE, 1000 MARKET STREET, SAN FRANCISCO, CALIFORNIA, 94102

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SCHWARTZ DESIGN
PROJECT: BRIDGEWAY PLACEMENT
SCALE: AS SHOWN
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PROJECT NO.: 1000
DATE: 1.30.2014 **AO.4**

EXISTING VIEWS OVER EXISTING BUILDINGS

VIEWS WITH THE PROJECT IN PLACE - VIEWS OVER SITE ARE PRESERVED BY THE NEW CONSTRUCTION

MAINTAIN VIEWS OVER THE PROPOSED PROJECT

As the computer photomontage below shows, the project roofs are well below the decks on even the lowest floors of the houses along Filbert Street. Views from the adjacent structures are comparable to those that exist now and no critical features in the views are blocked by the new construction. This photomontage is to complement the two view diagrams presented above.



VIEW OVER SITE AS EXISTS



VIEW OVER PROJECT AFTER CONSTRUCTION

HIDE THE CAR PARKING IN A GARDEN OUT OF VIEW

One of the key features of the proposal is to hide all of the parking within a garden parking area out of sight of Bridgeway. Although the planning code permits parking in front of the project or in a parking lot open to the street and neighbors, we believe this is unsightly for Bridgeway. We propose to conceal the cars from public view. From Bridgeway back to the building, earth berms are raised to conceal the partially subterranean parking behind planters and garden-topped walls. The open-air landscaped car court we call the "Car Garden" contains both paved surfaces and pervious granite gravel. Trees are planted around the edges and the grades slope down to a system of two walls that contain planting and ground covers. It is open to the sky in approximately 1/4 of its area and features a fountain water feature opposite the auto entry. The idea is to make arrival by car a beautiful garden experience rather than entry into a mundane unlandscaped garage. Residents and guests can go up to the podium level from the Car Garden on elevator or on three landscaped stairs



SECTION LOOKING SOUTH THROUGH CAR GARDEN



SECTION NORTH THROUGH CAR GARDEN

CONTINUE AND ENHANCE THE BRIDGEWAY LANDSCAPE BUFFER

The proposal fills in, enhances and will maintain the extensive landscape buffer that extends on both sides of our site to the freeway to the West and several blocks East to the business district. The current site conditions have cut a hole in the landscape buffer that our proposal seeks to reestablish. In addition to the existing 39' City-owned strip, which we will landscape with trees and shrubs, our proposal, seeks to build landscaped earth berms rising up to 6' above the existing grade. These landscaped features will serve to screen the construction from Bridgeway and provides for the extensive planting of flowering shrubs, ground cover and olive trees. The project owners will maintain these without cost to the City of Sausalito. In addition, there are cars of uncertain ownership that park on the City easement. The proposal removes this parking as ample parking is provided out of view in the "car garden". This will again improve the beauty of Bridgeway as the approach to Downtown Sausalito.



PROJECT AS SEEN FROM BRIDGEWAY

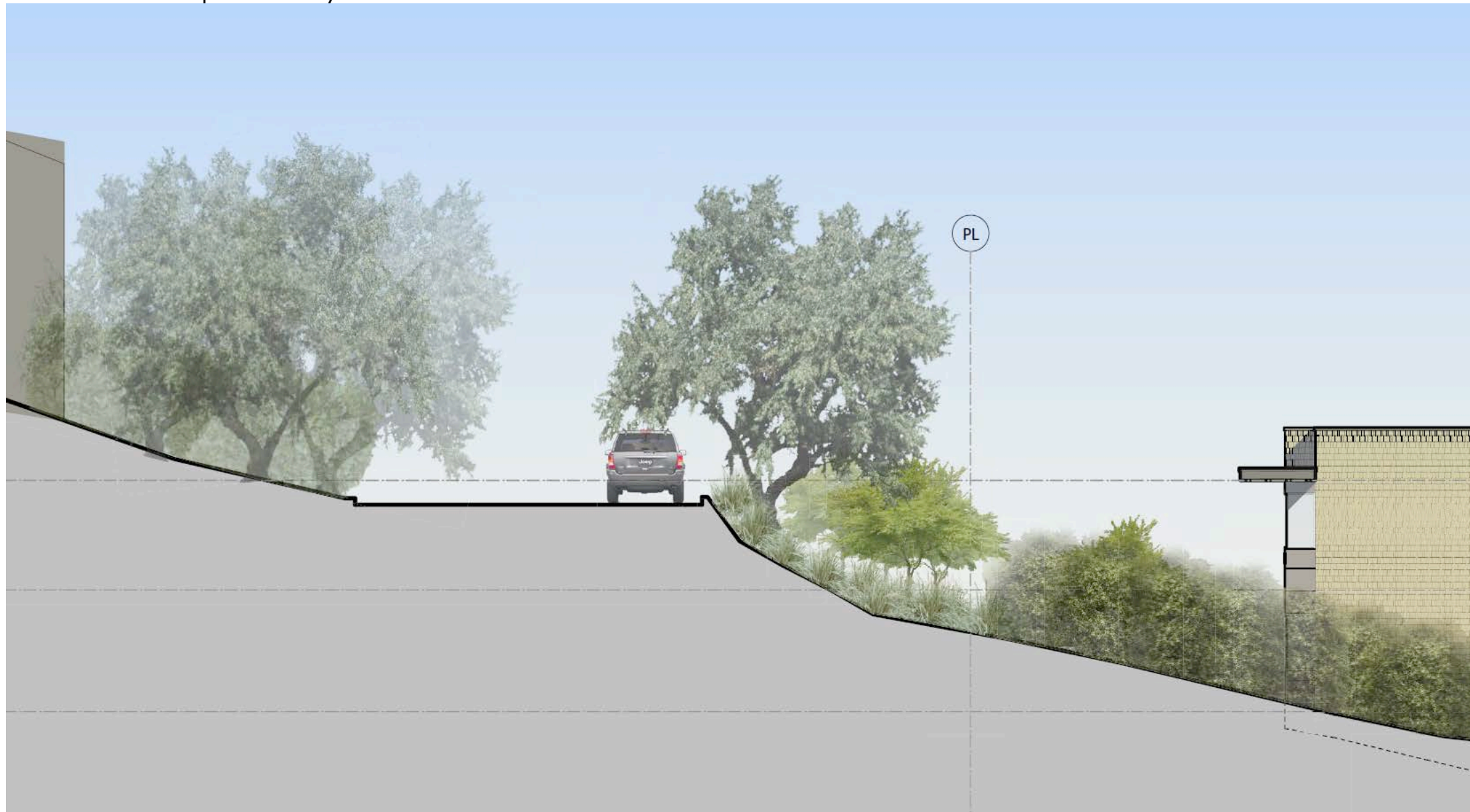


SITE PLAN SHOWING PROPOSED LANDSCAPE ALONG BRIDGEWAY AND FILBERT STREETS

UPGRADE THE GREEN BUFFER ALONG FILBERT

Along Filbert Street the existing public right of way provides a landscape buffer of sorts for the residences across Filbert Streets. However, the old unkempt shrubs and untended undergrowth provide a protected nesting area for vermin that have taken up residence on the abandoned property. The application proposes clearing the worst of the old vegetation, leaving the healthiest of the trees and planting additional shrubs, ground cover and trees to maintain the screening and green foreground.

There are also some deteriorated existing stairs on the existing right of way. Our application will replace the deteriorated and unsafe stairs with a new design of concrete and paver stairs with code compliant railings. These improvements will all be done at no expense to the City of Sausalito.



SECTION AT FILBERT STREET

CREATE LANDSCAPE BUFFERS ALONG THE TWO SIDE PROPERTY LINES

Along the East and West property lines the proposal includes hedges and trees to increase the density and augment the existing screening and landscape materials that currently screen the site from its adjacent neighbors. None of these trees and hedges will be of species that will block any existing views at maturity but they will help to provide privacy for the neighboring properties.

The sides of the project will also receive a 4" x 4" black metal fencing to 6' high max. for security and horizontal cedar fencing around the pedestrian entry near Filbert Street.



EAST ELEVATION HEDGES & CEDAR FENCING



WEST ELEVATIONS AND FENCING



THE TREES PLANTED IN FRONT OF THE BUILDINGS HAVE BEEN REMOVED SO THE BUILDING ARTICULATION CAN BE SEEN.



ILLUSTRATION FROM BRIDGEWAY W/ TREES SHOWN AS PROPOSED

DESIGN A HIGHLY ARTICULATED, GREEN AND ENLIVENED FASCADE ALONG BRIDGEWAY AND FILBERT.

The major impression of the proposal from Bridgeway and Filbert Streets will be the beautiful continuation of the 50'+ landscape buffer on Bridgeway and the 20'+ steeply sloped landscaped buffer along Filbert Street.

In addition, the two residential floors of the proposal are not placed in a single line across the site. Instead they are highly articulated forms that are broken into elements that recess behind each other and never stretch more than 24' before changing direction. There are terraces and decks every 17 feet to further break up the facades into articulated smaller scale elements. This form is used to break down the scale of the buildings. Important also is that the design changes elements along the facade. Changes in color, height, mass, formal detail, and shape as it meets both ground and sky create a lively varied impression. This same variety is used at the East end of the facade with a special feature that projects over the garden wall features. The raised planter forms are given variety of heights, lengths and sizes as they move from West to East. As a whole the facade continually changes and balances within a consistent composition.

The garden wall behind which the cars are hidden is also topped by an articulated planter edge that is varied in height and depth. Additional lower planter elements further serve to provide variety and to tie the planter levels down to the undulated grade level.

Along Filbert Street the same high articulation of the architecture is used. Although much of the proposal is built below street level and out of view, the roof elements and overhangs further serve to articulate the facade.

USE THE TRADITIONAL MATERIALS AND COLORS OF SAUSALITO

It has been our intension to blend with the traditional colors and materials of Sausalito. We take as our model the materials and colors of the Sausalito Presbyterian Church designed by Bernard Maybeck in the 1920s. The materials are natural cedar shingles (in our case including a weather protection and natural color semi-transparent stain to hold color consistency), and painted wood and opaque material trims and siding in a warm dove grey color, slightly darker than that at the church. In essence we have designed contemporary architecture in an historic pallet typical of Sausalito. The other materials will be bronze finish metal sash and trims, and stucco for the base in a warm earth tone color with a rough dash coat finish. The paving will be tri-color warm tone pavers.



SAUSALITO FIRST PRESBYTERIAN CHURCH



PROJECT MATERIALS AND COLORS

CREATE AN ENVIRONMENT FOR CONTEMPORARY LIVING NEAR THE DOWNTOWN

The units have been designed to employ the best aspects of living in the Downtown of Sausalito; convenience, views, garden spaces, outdoor terraces spaces on the views, privacy, security and charm. All the units are two bedroom units with one bedroom as the master and the other for children, a study or guests. Each unit has additional external storage space for large, seldom-used items, two dedicated parking spaces, covered bike storage in the car garden, and security access through a video activated gated entry system to elevator lobby, front stairs and garage.

The master bedroom, kitchen, dining room and living room are all placed on the Richardson Bay views and each unit has access to a 66 square foot balcony or terrace on the view. The units will also have condominium quality sound STC isolation with each other and visual privacy towards the view.

The residents also have access to a small, shared garden built into the hillside and surrounded by hedges and trees. It includes benches, gravel and a fire flame feature. It will serve as a place for small outdoor gatherings and casual garden conversation.

Light pollution is kept under control by limiting exterior lighting to lights in the overhangs, soffits, and stair lighting is done with small LED step lighting. The nighttime light levels will be limited to the levels needed for safety and all the light sources are concealed.



TYPICAL UNIT PLAN

IMPROVE ON CURRENT UNPLEASANT SITE CONDITIONS

The site in its current state has derelict buildings, parking on the City of Sausalito property along Bridgeway, overgrown gardens that are prone to vermin, and conditions that bring down the quality of life and property values for the surrounding properties. The project will correct all these issues; bring more beauty, modernity consistent with the current Bridgeway architecture, safety from squatters, and a beautiful managed landscape to the neighbors. In addition to providing needed housing stock for Sausalito families, it will be an impetus for surrounding properties to invest in improvements in the years to come

LANDSCAPE DESIGN:

Topics discussed relating to the design of the landscape include:

- The extensive and dense continuity of the landscape along Bridgeway. A beautiful landscape buffer is created in the 38-foot easement along Bridgeway. The easement along Filbert Street will also be replaced with new dense screening planting.
- The design pulls the parking away from public view to a landscaped "car garden" in the center of the buildings. Lights and noise are controlled.
- Exterior lighting in the landscape is restricted to step lighting at low-level lighting need for safety. Light pollution is controlled. Lighting near buildings is recessed in the overhanging soffits to conceal the sources from view.

- The materials for the Car Garden are permeable granite gravel driving surfaces held in place by a concealed mesh.
- Runoff is controlled in bioswale areas in the Bridgeway landscape buffer
- Native and low water usage plant materials have been selected where appropriate.
- Plant selections were also chosen to provide seasonal color, while providing screening with evergreen trees and shrubs.



BRIDGEWAY
APARTMENTS
140 TILBEE AVENUE 1701-1707 BRIDGEWAY STREET
SAUSALITO, CALIFORNIA 94965

OWNERS:
BY SARGENT & Lundy, LLC

MILES BERGER, AIA
ILLUSTRATION 11.14.14
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MILESBERGER.COM

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SHEET TITLE: SCHEMATIC DESIGN
ILLUSTRATED SITE PLAN
SCALE: SEE GRAPHIC SCALE
DRAWN BY: MIB
PROJECT No.: 1302
DATE: 1_20_2014

AO.2 ROOF PLAN WITH ILLUSTRATIVE LANDSCAPE

PROVIDE HANDICAPED ACCESSIBLE AND ADAPTABLE UNITS:

A fully wheelchair accessible walkway is provided from the public sidewalk on Bridgeway, and from the accessible handicapped parking in the car garden to the public elevator. This leads to the podium level on which the five units accessible from the podium level are to be special adaptable handicapped units. The podium also leads to the elevator to the upper units. The fourth level garden provides accessible access to three more adaptable accessible units. The handicapped code (title 24) requires an accessible path of travel to the podium level but does not require accessible units. Our project will provide 7 adaptable accessible units at both the lower building of units and the upper building of units. All the varieties of room and layout types are provided as adaptable units providing the full range of living types for prospective owners.

INCREASE STREET PARKING:

Currently the site has 3 24' large driveway curb cuts that limit public and guest parking along Bridgeway. They allow access to the current illegal parking on the public right of way along Bridgeway. The project reduces the curb cut to a single roughly 24' curb cut which has the effect of providing two additional on-street parking spaces along Bridgeway. These will add to the public parking for guests and general parking. There is no change in the parking currently used along the upper property line of Folsom street.

TECHNICAL PLANNING STATISTICS:

Density:
The project contains sixteen units. The R3 zoning provides for a density of 1 dwelling unit per 1,500 SF of site. In the proposal the site area is measured as 25,467 SF. At 1,500 per unit this yields 16.97 units. .03 under the 17-unit threshold. For a site of this size the 16 units are less than might be expected.

FAR:
The FAR (Floor to Area Ratio) for the R3 zone is limited to 80% of the site area. At 18,081 SF or 71% this proposal is significantly 2,300 SF under the FAR limits.

Coverage:
Coverage by patios, planters, roof, walkways and the units themselves is limited to 50% of the site within 2' of natural grade as defined by code. The proposal is limited to 49.9% Coverage.

Parking:
Two off street, parking spaces are provided for each unit as required by code. Bridgeway and Filbert provide ample curb space for guest parking. In addition, guests may be admitted to the Car Garden to park in available spaces in resident areas.

Impervious Surfaces:
The R3 zone limits the coverage on the site by impervious surfaces to 75%. These surfaces are virtually any surface material including several otherwise pervious surfaces including gravel and pervious concrete. The proposal has 72% of impervious surfaces under this definition. However the car garden includes more than 2,500 SF of pervious gravel open to the sky and the project will also include over 400 SF of bioswale and water detention planters as described in the City of Portland Storm water Manual, 2002, the gold standard for Bioswale water detention.

Bike storage:
18 covered secure bike parking spaces are provided in the Car Garden.

ADA Accessibility:
Elevator access is provided to the podium level to provide ADA access to 8 ADA adaptable units.

Schedule of Unit Sizes and Features:
The project consists of 15, 2 bedroom flats of roughly 920 SF, and one three bedroom flat of 1,200 SF, 8 of which are ADA Accessible adaptable flats. While the units will be "mapped" as condominiums current plans are that the project sponsors wish to retain ownership of all the units for ten years, renting them to the Sausalito community. Rents have not been determined at this time.

Constructability:

The proposal is designed with a concrete podium level and type 5 wood frame for the structures built above that level. This is a typical and well-understood construction technology. The Parking area requires grading and soil removal. Much of the soil is to be reused on the site to create the berms and mounds in the Bridgeway buffer. However as the site is both on a major multilane roadway close to freeway onramps and can be accessed without any truck traffic passing through any residential neighborhoods, the proposal should be construed with a minimum of community disruption and nuisance. Best construction practices for grading and construction will be utilized.

Best construction practices will be observed during construction for the suppression of dust. Sausalito sanctioned hours of construction will be observed and materials and truck will utilize Bridgeway exclusively for entry and exit. In addition, the site currently houses a large population of rats and other vermin. Before demolition, the sponsors will undertake a vermin elimination program that will not harm pets or larger animals but will eliminate the vermin before the demolition might chase them into adjacent structures.

Outreach:

The project sponsors have met informally with owners and renters on the East West and North of the project site. They have kindly allowed us to photograph the site from these properties to assess view and mass impacts. We have also received the addresses and created mailing labels for the properties within 300 feet of the project. The project sponsor team will prepare a brochure describing the project with a graphic summary of the impacts that might be anticipated by the neighbors, as are outlined in this Application. These will be mailed or delivered to the landowners within 300 feet of the proposal and hand delivered to the residents of the adjoining houses fronting on Bridgeway and Filbert Street. We are also planning to hold a public presentation of the project to these same neighbors well in advance of any official Planning Commission presentation of the project.

SUMMARY

The design team, all based in Sausalito and Tiburon, along with the project sponsors, the Chen Family of San Francisco, believe that this project will provide much needed housing to this site identified by the Sausalito Housing Task Force as a site well suited for high density housing. In addition we have designed a modern building that also uses "the Sausalito Pallet" of natural shingles, native plantings and earth tone trims and details. The structures preserve the existing views from all the adjacent properties, increase safety, promote transit and bike use and remove unsightly unauthorized parking from the City right of way easement, replacing it with new landscape, maintained by the project at no cost to Sausalito. We believe the new project will replace dangerous and unsightly derelict houses with a much needed, new, compatible neighborhood for Sausalito families to live and enjoy beautiful Sausalito.