CITYWIDE NEIGHBORHOOD HISTORICAL STUDY

CITY OF SAUSALITO
PUBLIC REVIEW DRAFT

Prepared for the City of Sausalito and the Office of Historic Preservation by:



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LEFT COAST ARCHITECTURAL HISTORY

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Foreword

> "The great salient features upon which we can safely count for the development of our community are its unrivalled advantages for building sites; its balmy and equable climate, varying very little between summer and winter; its close proximity to the city, and the certainty that in the near future, it will become the fashionable suburb *par excellence* of San Francisco, outdistancing even Oakland in the race for social and speculative success. The frontage on the bay, stretching as it does from Old Sausalito and the yacht club houses on the south, along and around the shores of the inlet water known as Richardson's bay, offers untold advantages for the builder, whether he be a householder, speculator or contractor. The heights to the west are already dotted with elegant and costly mansions, standing in their own grounds, the soil of which is capable of producing anything from the brightest and most gorgeous tropical exotic, to subtropical fruits of every character, and the more homely, though thoroughly indispensable, garden vegetables."[1]

This excerpt of an article published in the September 14, 1888 edition of the *Sausalito News* described some of the advantages to living in Sausalito in the late nineteenth century. Initially envisioned by its boosters as a competitor to San Francisco as the principal port on San Francisco Bay, Sausalito never seriously challenged its neighbor in this regard. Though protected from the onshore winds and storms that periodically slam into the region, Richardson's Bay was too shallow to become a major port. Nor did Sausalito have abundant tracts of level land to accommodate expansive industrial development like Oakland or Richmond. What Sausalito did have (and continues to have) is an incomparable scenic setting comprising an undulating landscape of hills and valleys, tremendous views of San Francisco Bay, and a temperate climate that far exceeds San Francisco's.

Although Sausalito is today a largely residential community, it is not a "bedroom community" in the conventional sense of the word. Sausalito differs from many other suburban communities in that it has an important maritime industrial heritage that began during the Gold Rush and culminated with the Second World War, when Sausalito's Marinship played a crucial part in the development of the greatest regional shipbuilding complex that the world has ever known. Though shipbuilding on that scale would never return to Sausalito, the city still retains elements of its nautical heritage, including several wood boatbuilding businesses and houseboat communities that grew up around the fringes of the former Marinship shipyard during the 1960s and 1970s.

[1] "The Future of Sausalito," *Sausalito News* (September 14, 1888).

Sausalito is perhaps unparalleled in its scenic beauty, in particular its juxtaposition of mountain and sea. Despite its attraction of scenery and climate, Sausalito was not an easy place to develop, in large part because of its distinctive topography. The estates of The Hill occupy irregular, pie-shaped lots on terraced streets that hug the contours of the land. Concrete and stone retaining walls support the narrow streets as they ascend the hillsides in series of complicated switchbacks. Meanwhile, Sausalito's working classes built cottages that clung together in compact rows in the city's gently sloping valleys, including Old Town, New Town, and Spring Street Valley. Once the homes of shipbuilders, railroad workers, and other manual laborers, these cottages were built within walking distance of their workplaces, schools, shops, and churches.

Sausalitans are known for their active involvement in the events that have shaped, and continue to shape, their unique city. Though some changes have taken place that are beyond their control, such as the construction of Marinship in 1942, local residents have played a crucial role in protecting and enhancing the city's physical environment, including the donation of public art, the preservation of land for public parks and open space, and stopping projects that would have irreparably damaged the city's natural and man-made environment.

Local citizens' involvement in the public realm extends toward the preservation of the city's built environment. Beginning in the late 1970s, Sausalito surveyed and designated its downtown as a historic district. During America's Bicentennial, Sausalito's historic preservationists identified and documented approximately 50 properties judged to have architectural and/or historical significance. There is still much to be done. Though there are many accounts of the city's history, most have not concentrated on the patterns of development that have resulted in the development of today's built environment. Indeed, many potentially significant properties and historic districts go unrecognized and unrecorded. The addition of this Study will significantly enhance our understanding of what makes Sausalito, Sausalito, and more important, what individual properties and property types define the character of the city.

Acknowledgement

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I. Introduction

A. Summary Statement

In 2012, the Office of Historic Preservation awarded the City of Sausalito (City) a Certified Local Government (CLG) grant for the preparation of a historic context statement (herein referred to as the Citywide Neighborhood Historical Study, or "Study") to assist the City identify and evaluate its historical resources. Though Sausalito has a longstanding historic preservation program dating back to the establishment of the Downtown Historic Overly District in 1980, the entire city has never been comprehensively surveyed. Furthermore, much of the prior survey work is at least 30 years old and is therefore in need of being updated. Recognizing its responsibilities as a CLG, the City has embarked on a multi-year campaign to update its Historic Preservation Program. Chief among its accomplishments include the completion of Historic Design Guidelines in 2011 and the completion of the Marinship Historic Context Statement and Survey in 2011.

The completion of a historic context statement for the entire city is a logical next step in the realization of the City's historic preservation goals. In a city that has never been comprehensively surveyed, this Study will assist City staff and commissioners, property owners, and other stakeholders in gaining a better understanding of what historic themes and patterns have led to the development of both unique and common property types, as well as the integrity thresholds that must characterize a property in order for it to be considered a historical resource. This Citywide Neighborhood Historical Study will lay the groundwork for further historic preservation activities, including the completion of a comprehensive citywide survey and possibly the designation of individual city landmarks and historic districts. In the meantime, the Citywide Neighborhood Historical Study will provide City staff, commissioners, and citizens with the tools needed to determine what properties (both public and private) are important to Sausalito's cultural, historical, and architectural heritage.

This Citywide Neighborhood Historical Study was prepared by Christopher VerPlanck, founder and principal of VerPlanck Historic Preservation Consulting, and Caitlin Harvey, principal and founder of Left Coast Architectural History. Mr. VerPlanck and Ms. Harvey both meet the Secretary of the Interior's Professional Qualifications for Architectural History and History. Considerable assistance was provided by Sharon Seymour and Larry Clinton of the Sausalito Historical Society, Morgan Pierce and Vicki Nichols of the Sausalito Historic Landmarks Board, and various other community members.

B. Purpose and Use of this Document

The Citywide Neighborhood Historical Study is what is known as a historic context statement. It discusses the important themes in the development of Sausalito from its beginnings in the 1820s until 1968, 45 years before the present. This Study identifies characteristic property types and their character-defining features, providing a framework for evaluating their eligibility for listing in the National Register of Historic Places (National Register) and the California Register of Historical Resources (California Register). It also provides information on integrity thresholds that a resource must retain in order to qualify for listing in the above-mentioned inventories. The Study is intended to help City staff, decision-makers, property owners, and members of the general public understand what types of properties are important to protecting and enhancing the historical character of Sausalito. This Study is also intended to help with the more pragmatic goals of identifying potential landmarks, classes of landmarks, or historic districts. Finally, it will assist in the application of preservation incentive programs offered by national, state, and local authorities, including Federal Rehabilitation Tax Credits, the Mills Act Property Tax Abatement Program, and the California Historical Building Code.

Though this Study is not a comprehensive history of Sausalito, it identifies key events and themes in the physical evolution of Sausalito from its earliest days until the late 1960s. The overarching themes identified and discussed in this Study are keyed to individual properties and classes of properties that best illustrate these themes. As a Study that concentrates on the physical evolution of Sausalito, it does not dwell extensively on individuals, organizations, or cultural groups – at least beyond their role in the development of these property types. Furthermore, this document concentrates on permanent or semi-permanent stationary resources, including buildings, structures, public art, parks, and infrastructure; it does not deal extensively with moveable objects, such as boats, vehicles, or temporary structures. In keeping with state regulations, this Study concludes in 1968, 45 years before the present year. This threshold is necessary because a certain amount of time is required to develop historical perspective and to evaluate the significance of properties under the themes identified in this Study.

C. Definition of Geographical Area

The geographical area examined in the Citywide Neighborhood Historical Study is coterminous with the city limits of Sausalito, with the exception of the Marinship area, which was the subject of a separate survey and historic context statement, completed in 2011. The study area boundaries are shown in **Figure 1**. The study area does not include adjacent unincorporated lands within Sausalito's sphere of influence, such as Fort Baker, Marin City, or the houseboat communities on Gate 5 Road. The study area includes seven of Sausalito's previously defined neighborhoods, including Old Town/Hurricane Gulch, The Hill (including Downtown), New Town, Monte Mar Vista/Toyon Terraces, Spring Street Valley, Nevada Street Valley, and Wolfback Ridge.

The character of Sausalito's neighborhoods is quite varied, depending on topography, microclimates, and period of development. Though mostly platted as a gridiron of streets and blocks superimposed indiscriminately over hills and tidal flats, the natural topography of Sausalito ultimately forced builders, engineers, property owners, and City officials to redesign the street layout in much of the city, including Monte Mar Vista/Toyon Terraces and the upper slopes of Old Town, New Town, Spring Street Valley, and Nevada Street Valley. The gridiron plan was retained in the level parts of Old Town, New Town, and Spring Street Valley, as well as the "water lots" located in Richardson's Bay. The Wolfback Ridge neighborhood is a subdivision located on a ridge west of Highway 101. Separated from the rest of Sausalito by the highway, Wolfback Ridge is accessed via privately-owned streets that adhere to the natural contours of the land.

The oldest developed properties in Sausalito tend to be located in the level parts of Old Town, Downtown, New Town, Spring Street Valley, and the lower slopes of The Hill, though there are outlying nineteenth-century dwellings in other parts of the city. Immediate post Second World War-era residential development is concentrated in the Monte Mar Vista/Toyon Terraces and Wolfback Ridge neighborhoods. The Marinship area, which is not part of this Study, was developed after 1942 on filled land that was, until the 1960s, outside the city limits. More recent development, including several large condominium complexes and tracts of single-family dwellings dating from the 1960s and 1970s, predominate in Nevada Street Valley, which was also not annexed until the 1960s. This area is served by a contemporary "strip" commercial development along Bridgeway.

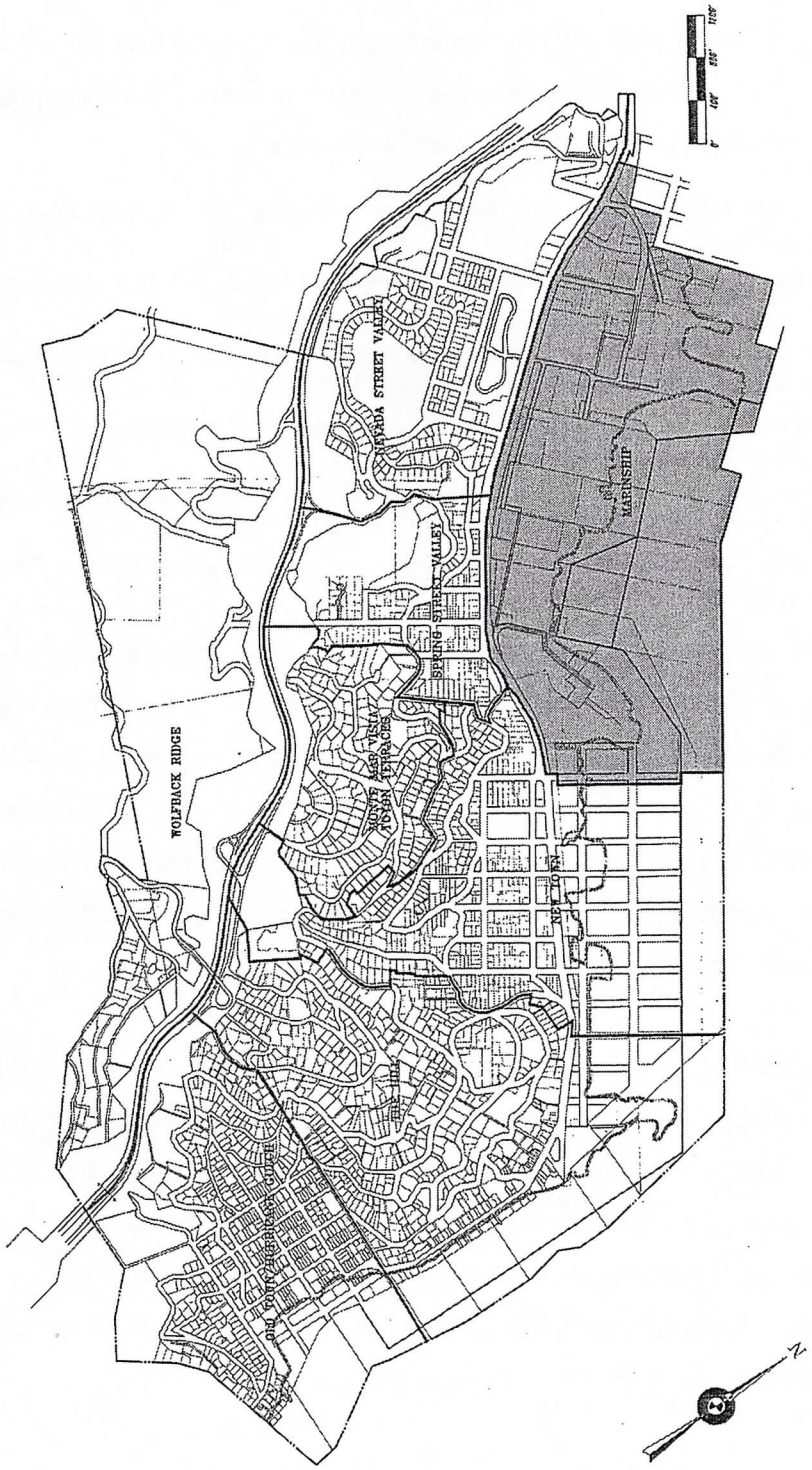


Figure 1. Study area and Marinship (shown in blue)
Source: Sausalito Community Development Department

D. Methodology

The Citywide Neighborhood Historical Study was prepared in compliance with federal and state guidelines for historic context statements. The following sources were consulted in organizing the document and for evaluating the significance of potential historical resources:

- U.S. Department of the Interior, *National Register Bulletin 15: "How to Apply the National Register Criteria for Evaluation"*
- U.S. Department of the Interior, *National Register Bulletin 16A: "How to Complete the National Register Registration Form"*
- U.S. Department of the Interior, *National Register Bulletin 16B: "How to Complete the National Register Multiple Property Documentation Form"*
- U.S. Department of the Interior, *National Register Bulletin 24: "Guidelines for Local Surveys: A Basis for Preservation Planning"*
- State of California, Office of Historic Preservation, *"Instructions for Recording Historical Resources"*
- State of California, Office of Historic Preservation, *"OHP Preferred Format for Historic Context Statements"*

Tasks completed for the Citywide Neighborhood Historical Study included fieldwork, research, and the collection and analysis of information gathered from various members of the community. In January and February 2013, the authors of the Study conducted a reconnaissance survey of Sausalito. For this task they walked nearly every street in Old Town, The Hill, New Town, and Spring Street Valley. In newer areas of the city, Sanborn Fire Insurance Company (Sanborn) maps were used to determine where older properties might be located and those areas were then spot-checked. Wolfback Ridge was not surveyed due to its private streets and restricted access.

Architectural guidebooks were also used to identify individual properties of interest, including Sally and John Woodbridge's *Buildings of the Bay Area* (1960 and 1992 editions), David Gebhard and Robert Winter's *Architecture in San Francisco and Northern California* (1985 edition), and Mitchell Schwartzer's *Architecture of the San Francisco Bay Area: A History & Guide* (2007). The fieldwork phase included photographing and recording field notes for any notable buildings, structures, objects, sites, infrastructure features, or landscape features. Common property types and concentrations of similar property types that characterize certain parts of the city were also noted.

Upon completion of the fieldwork, the authors researched the history of Sausalito in the following repositories: the Sausalito Historical Society, the San Francisco Public Library, the Anne T. Kent California

Room at the Marin County Civic Center Library, the Mechanics' Institute Library, the California Historical Society, as well as the authors' own extensive in-house collections. At these repositories historic maps, personal narratives, historic newspapers, official reports and government records, construction records, U.S. Census records, and various secondary sources were reviewed. Of particular interest were Sanborn maps. These detailed maps, which show building footprints and provide other valuable information, were published for Sausalito in 1887, 1894, 1901, 1919, and 1945. Illustrating lot-by-lot, building-by-building conditions, Sanborn maps provide detailed snapshots of conditions in Sausalito during several major periods of development.

Most of the secondary sources on Sausalito and its physical environment are of general interest and are not reliably footnoted. Nonetheless, there are several good accounts that discuss important milestones in the evolution of the city, including information on the platting of various roads and subdivisions, as well the construction of notable houses, factories, commercial buildings, and public infrastructure projects, including streets, bulkheads, wharves, stairs, parks, and public buildings. The most important secondary sources consulted for this Study include:

- Sausalito Historical Society. *Sausalito.* Charleston, SC: Arcadia Press, 2005.
- Teather, Louise. *Discovering Marin: Historical Tour of its Cities and Towns.* Fairfax, CA: The Tamal Land Press, 1974.
- Tracy, Jack. *Sausalito: Moments in Time.* Salt Lake City: Publishers Press, 1993.
- Writers' Program of the Work Projects Administration. *San Francisco: The Bay and its Cities.* New York: Hastings House Publishers, 1940.

In addition to the primary research that was conducted, nominations for all National Register properties in Sausalito were obtained and reviewed.

Detailed research on individual buildings was not conducted as part of this Study, primarily because this it takes a broader view of the development of Sausalito. Individual property research typically occurs as part of intensive-level survey work, which is outside the scope of this project.

II. Existing Studies and Designations

Federal, state, and local records were searched to determine which properties in Sausalito may already have historical significance by virtue of having been identified in a cultural resource survey or that have been listed in any historic resource inventory, including the National Register, the California Register, *Here Today*, and Sausalito's Local Historic Register. Other registers consulted include the roster of California Historic Landmarks and Points of Historical Interest. This consultation concluded with a records request submitted to the Northwest Information Center (NWIC) at Sonoma State University. In the following sections each of these inventories is discussed in detail and properties identified in each inventory are noted below.

A. National Register of Historic Places

The National Register of Historic Places is the nation's comprehensive inventory of historical resources. Administered by the National Park Service, the National Register includes buildings, structures, sites, objects, and districts that possess historic, architectural, engineering, archaeological, or cultural significance at the national, state, or local level. Typically, resources over 50 years of age are eligible for listing in the National Register if they meet any one of the four eligibility criteria *and* if the resource retains sufficient historic integrity. Resources under 50 years of age may be eligible if it can be demonstrated that they are of "exceptional importance" or if they are contributors to a historic district. National Register criteria are defined in depth in *National Register Bulletin Number 15: How to Apply the National Register Criteria for Evaluation*. There are four criteria under which a structure, site, building, district, or object can be eligible:

> **Criterion A (Event):** Properties associated with events that have made a significant contribution to the broad patterns of our history;
>
> **Criterion B (Person):** Properties associated with the lives of persons significant in our past;
>
> **Criterion C (Design/Construction):** Properties that embody the distinctive characteristics of a type, period, or method of construction, or that represent the work of a master, or that possess high artistic values, or that represent a significant distinguishable entity whose components lack individual distinction; and
>
> **Criterion D (Information Potential):** Properties that have yielded, or may be likely to yield, information important in prehistory or history.

A resource can be considered to be significant at the national, state, or local level to American history, architecture, archaeology, engineering, and culture. In addition to meeting at least one of the four eligi-

bility criteria, a property or district must retain integrity, meaning that it must have the ability to convey its significance through retention of seven aspects or qualities that, in various combinations, define integrity. These aspects are: location, design, setting, materials, workmanship, feeling, and association.

Three properties in Sausalito are listed in the National Register. They include the William G. Barrett House and outbuildings (Casa Madrona Hotel), at 156 Bulkley Avenue; the Charles Griswold House, at 639 Main Street; and the Sausalito Woman's Club, at 120 Central Avenue. The National Register nomination for Casa Madrona designates the 1885 Barrett residence and four surrounding outbuildings. It does not include the large concrete annex at 777 Bridgeway or any of the later 1980s-era additions. The nomination for the 1893 Griswold Residence includes the house and the surrounding grounds. The nomination for the 1918 Sausalito Woman's Club, designed by architect Julia Morgan, includes the clubhouse and the surrounding gardens. There are no National Historic Landmarks in Sausalito.

B. California Register of Historical Resources

The California Register is the authoritative guide to significant architectural, archaeological, and historical resources in the State of California. Properties can be listed in the California Register through a number of methods. State Historical Landmarks and National Register-eligible properties (both listed and formal determinations of eligibility) are automatically listed. Also listed are State Historical Landmarks numbered 770 or higher, Points of Historical Interest recommended for listing by the State Historical Resources Commission, properties identified in cultural resource surveys with California Historical Resource Status Codes of 1 to 5, and resources designated as local landmarks by City or County ordinance. Properties can be nominated to the California Register by local governments, organizations, or private citizens. The evaluation criteria used by the California Register are closely based on those developed by the National Park Service for the National Register. In order to be eligible for listing in the California Register a property must be demonstrated to be significant under one or more of the following criteria:

> **Criterion 1 (Event):** Resources that are associated with 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.
>
> **Criterion 2 (Person):** Resources that are associated with the lives of persons important to local, California, or national history.
>
> **Criterion 3 (Design/Construction):** Resources that embody the distinctive characteristics of a type, period, region, or method of construction, or represent the work of a master, or possess high artistic values.

> **Criterion 4 (Information Potential):** Resources or sites that have yielded or have the potential to yield information important to the prehistory or history of the local area, California or the nation.

Similar to the National Register, a property determined eligible for listing in the California Register must retain historic integrity. The California Register uses the same seven aspects to define integrity: location, design, setting, materials, workmanship, feeling, and association.

There are 131 individual properties listed in the California Historical Resources Information System's (CHRIS) Historic Properties Directory for Sausalito. Of these, 96 are listed in the California Register. This category includes any property with a California Historical Resource Status Code of 1D, 1S, 2D, 2D2, 5S2, 3CS, or 3S (See Appendix A for Status Code definitions). There are three properties with Status Codes of 1D or 1S, indicating properties that are individually listed in the National Register.[1] They are listed above in Subsection A. Properties with Status Codes of 2D or 2D2 are contributors to National Register-eligible historic districts. In Sausalito, there are 54 properties with Status Codes of 2D or 2D2; all are contributors to the Downtown Historic Overlay Zoning District. Those properties are listed in **Table 3** below. Properties with a Status Code of 5S2 are those that are listed in or formally determined eligible for listing in the Local Historic Register; there are 13 properties in this category listed in the Historic Properties Directory:

- Aspelin House, 251 4th Street, 1894
- Old Central School, 1417 Bridgeway, 1888
- Hearst Cottage, 431 Bridgeway, 1894
- Eastlake Chalet, 505 Bridgeway, 1889
- Sausalito Firehouse, 539 Bridgeway, 1914
- Dubrow House, 1301Bridgeway, 1889
- Sausalito First Presbyterian Church, 112 Bulkley Avenue, 1909
- El Monte Hotel Tankhouse, 140 Bulkley Avenue, 1875
- Lawrence House, 108 Caledonia House, 1889
- Retty/Domergue House, 323 Pine Street, 1871
- Sunnyhill Cemetery, Rodeo Avenue, 1885

[1] One of the National Register-listed properties, Casa Madrona, has five entries in the Historic Properties Directory (one for the Barrett House and the four outbuildings), though it is considered to be a single property. The counts provided in this section have been adjusted accordingly.

- Redonda Vista/Three Gates, 48 Santa Rosa Avenue, 1879
- Red Gables, 54 Spencer Avenue, 1880

In addition to properties with Status Codes of 1, 2, and 5, there are 26 properties listed in the CHRIS Historic Properties Directory with Status Codes of 3S and 3CS, meaning that they were evaluated in various surveys as being eligible for listing in the National Register or the California Register, respectively. They include:

- Craig Hazel, 26 Alexander Avenue, 1890
- Walhalla, 201 Bridgeway, 1893
- Castle-by-the-Sea, 221 Bridgeway, 1902
- O'Connell Seat, Harrison and Bulkley Avenues, 1901
- Collie House, 31 Bulkley Avenue, 1884
- Sausalito First Presbyterian Church, 112 Bulkley Avenue, 1909
- Fiedler Villa, 141 Bulkley Avenue, 1889
- Lawrence House, 108 Caledonia Street, 1889
- Linsley House, 116 Caledonia Street, 1903
- Marinship Hiring Hall, 200 Caledonia Street, 1914
- Laurel Lodge, 41 Cazneau Avenue, 1875
- Madrona Cottage, 76 Cazneau Avenue, 1874
- Marinship Building 27, 100 Ebbtide Avenue, 1942
- Marinship Building 30, 480 Gate 5 Road, 1942
- Gardner House/The Bower, 47 Girard Avenue, 1869
- The Hearth, 50 Harrison Avenue, 1893
- Marinship Machine Shop/Building 11, 25 Liberty Ship Way, 1942
- Schiller Haus, 603 Main Street, 1899
- Marinship Building 23, 2352 Marinship Way, 1942
- Miller House/The Pines, 33 Miller avenue, 1879
- Villa Veneta, 16 San Carlos Avenue, 1892
- Treat House, 93 San Carolos Avenue, 1905
- Christ Episcopal Church, 70 Santa Rosa Avenue, 1882, 1889, and 1912
- Horn House, 215 South Street, 1860

- Sylva House, 428 Turney Street, 1897
- Koster House, 220 West Street, 1904

The remaining 35 properties listed in the CHRIS Historic Properties Directory for Sausalito have Status Codes of 6, meaning that they have been determined ineligible for listing in the National Register or the California Register, or 7, meaning that they require re-evaluation.

C. California Historical Landmarks and Points of Historical Interest

California Historical Landmarks and Points of Historical Interest were mainly designated by the California Department of Parks and Recreation in the 1950s and 1960s. They were designated without any formal methodology and tend to reflect the interests of developing tourism in California. There are no designated California Historical Landmarks in Sausalito. Plaza Viña del Mar is a California Point of Historical Interest.

D. Here Today Survey

Published in 1968 by the San Francisco Junior League, *Here Today: San Francisco's Architectural Heritage,* is the region's earliest inventory of historical resources. The survey included hundreds of entries for adjoining Marin and San Mateo Counties, including a chapter on Sausalito. Prepared by volunteers, the survey provides a photograph and concise historical data for approximately 2,500 properties located throughout the region. The survey files are archived at the Koshland History Center, at the San Francisco Public Library. *Here Today* contains listings for 13 properties in Sausalito:

- Gardner House/The Bower, 41 Girard Avenue, 1869
- Walhalla, 201Bridgeway, 1893
- Tyrell Cottage, 47 Miller Lane, 1885
- Retty/Domergue House, 323 Main Street, 1871
- Hazel Mount, 86 San Carlos Avenue, 1889/1924
- Griswold House, 639 Pine Street, 1893
- Christ Episcopal Church, 70 Santa Rosa Avenue, 1882, 1889, and 1912
- Laurel Lodge, 41 Cazneau Avenue, 1886
- Fiedler Villa, 141 Bulkley Avenue, 1885 and 1891
- Schuller Haus, 603 Main Street, 1899

- El Monte Hotel Tankhouse, 140 Bulkley Avenue, 1875 and 1905
- Sylva House, 428 Turney Street, 1897
- Ondine Restaurant/San Francisco Yacht Club, 558 Bridgeway, 1898

E. City of Sausalito Local Historic Register

In 1976 the City of Sausalito adopted regulations for the designation of historically, architecturally, and culturally significant local landmarks and historic districts. In 1981, the City established the Historic Landmarks Board (HLB) and created the Downtown Historic Overlay Zoning District. The City also established a historic resources inventory (Local Historic Register) to recognize specific properties that warrant protection for their historic, architectural, or aesthetic value. In order to qualify for inclusion in the local Historic Register a resource must be at least 50 years of age and "significant to local, regional, state or national history." Properties in the Local Historic Register fall into four categories, including "Inventory of Noteworthy Structures and Sites," "Landmarks," "Downtown Historic Overlay District," and "Properties listed in the National Register." **Table 1** lists all 53 properties listed in the Inventory of Noteworthy Structures and Sites and **Table 2** lists Sausalito's eight Landmarks. **Table 3** lists all properties in the Downtown Historic Overlay Zoning District.

According to the Zoning Ordinance, properties may be listed on the City's Local Historic Register following public hearings by the Historic Landmarks Board, the Planning Commission, and City Council. The structure or site under consideration must have local, regional, state, or national significance. Demolition or alteration of a property in the Local Historic Register is subject to the review and approval of a joint hearing of the Historic Landmarks Board and the Planning Commission.

As evidenced by these lists, there is much overlap with the CHRIS Historic Properties Directory, though there are some properties designated by the City that are not recognized as historical resources at the state level. These are indicated with the Status Code of "7N," meaning that they need to be re-evaluated.

Table 1: Inventory of Noteworthy Structures and Sites

Assessor's Parcel Number	Street Address	Name	Construction Date	Designer/Builder (if known)	CRHR Status Code
065-068-07 & 08	Alta Avenue	Shanghai Tunnel & Springs	1887		7N
065-068-08	Rodeo Avenue	Sunny Hill Cemetery	1885		5S2
065-303-26	26 Alexander Avenue	Craig Hazel	1890	Willis Polk	3S
065-303-06	64 Alexander Avenue	Oak Cliff	1895		7N
065-211-28	60 Atwood Avenue	Hearst Wall/ Wiper House	1890 & 1951	Joseph Esherick (Wiper House)	7N
065-242-06	201 Bridgeway	"Walhalla"	1893		3S
065-171-14	489 Bridgeway	Dunluce Cottage	1889		7N
065-171-13	493 Bridgeway	Bettincourt House	1904		7N
065-171-12	501-03 Bridgeway	Ladd House	1889		7N
065-171-11	505 Bridgeway	Eastlake Chalet	1889		5S2
065-171-06	539 Bridgeway	Original Firehouse	1914		5S2
065-051-03	1301 Bridgeway	Dubrow House	1887		5S2
064-151-11	1709 Bridgeway	First Richardson School	1871		7N
065-165-02	31 Bulkley Avenue	Collie House	1884		3S
065-171-19	34-36 Bulkley Avenue	Baraty House	1904		7N
065-131-25 & 26	80-82 & 84-88 Bulkley Avenue	Richards' Flats	1880		7N
065-072-05	112 Bulkley Avenue	First Presbyterian Church of Sausalito	1909	Coxhead & Coxhead	3S
065-171-32	140 Bulkley Avenue	El Monte Hotel Tankhouse	1875 & 1905		5S2
065-093-07	141 Bulkley Avenue	Fiedler Villa	1885 &1891		3S

Assessor's Parcel Number	Street Address	Name	Construction Date	Designer/Builder (if known)	CRHR Status Code
065-093-01	153 Bulkley Avenue	"Casa Verde"	1891		3S
065-054-05	101 Caledonia Street	"Miwok Burial Ground"	N/A		7N
065-053-04	108 Caledonia Street	Lawrence House	1892		5S2
065-053-03	116 Caledonia Street	Linsley House	1902		3S
064-166-01	318 Caledonia Street	Second Richardson School	1888		7N
065-103-36	41 Cazneau Avenue	"Laurel Lodge"	1886		3S
065-195-11	35 Central Avenue	"The Heights"	1893		7N
065-202-12	108 Central Avenue	DuBois House	1889		7N
065-103-31	47 Girard Avenue	"The Bower"	1869		3S
064-140-25	Harbor Drive at Gate 5 Road	Marinship Building 30	1943		3CS
N/A	Harrison & Bulkley Avenues	O'Connell Seat	1901		3S
065-124-07	50 Harrison Avenue	"The Hearth"	1893 & 1905		3S
065-124-14	100 Harrison Avenue	"Nestledown"	1887		7N
065-053-04	126 Harrison Avenue	Alta Mira Hotel	1927		7N
064-165-00	420 Litho Street	Old Central School/Sausalito City Hall	1927		7N
065-264-13	415 Main Street	Doucet Bungalow	1920		7N
065-253-15	603 Main Street	Schiller Haus	1897		3S

Assessor's Parcel Number	Street Address	Name	Construction Date	Designer/Builder (if known)	CRHR Status Code
065-231-24	615 Main Street	Chapman House	1896		7N
065-161-04	33 Miller Avenue	"The Pines"	1888		3S
065-122-07	40 Miller Avenue	Yeazell House	1912		7N
065-121-12	47 Miller Avenue	Tyrell Cottage	1885		7N
065-056-21	323 Pine Street	Retty/Domerque House	1871		5S2
065-083-15	517 Pine Street	"Old Lands"/ Wosser House	1876		7N
065-164-06	16 San Carlos Avenue	"Villa Veneta"	1893		3S
065-165-10	86 San Carlos Avenue	"Hazel Mount"	1889 & 1924		7N
065-163-38	87 San Carlos Avenue	"Sweetbriar"	1903		7N
065-163-15	93 San Carlos Avenue	Treat House	1900		3S
065-092-16	44-46 Santa Rosa Avenue	"Redonda Vista"/"Three Gates"	1879		5S2
065-163-01	640 Sausalito Boulevard	Frost House	1900		7N
065-293-06	215 South Street	Horn House/ "Iroquois Villa"	Ca. 1865		3S
065-162-28	28 Spencer Court	"Birds Nest"	1899		7N
065-122-04	54 Spencer Avenue	"Red Gables"	1885		5S2
065-052-11	428 Turney Street	Sylva Mansion	1897		3S
065-236-15	220 West Street	Koster House	1904		3S

Table 2: Landmarks

Assessor's Parcel Number	Street Address	Name	Construction Date	Designer/Builder (if known)	CRHR Status Code
065-242-01	221 Bridgeway	"Castle-by-the-Sea"	1902		3S
065-042-06	780 Bridgeway	Ice House	Moved to site in 1999		7N
065-101-16	76 Cazneau Avenue	"Madrona Cottage"/ Ritchie House	1874		3S
065-091-10	168 Harrison Avenue	"Tanglewood"/"The Bungalow"	1874		7R
063-100-11	25 Liberty Ship Way	Marinship Machine Shop	1942		3S
065-101-36	625 Locust Street	"Elderberry Cottage"	Unknown		7N
065-238-49	300 Main Street	NWPRR Freight Depot	1916		7N
065-123-01 & 02	70 Santa Rosa Avenue	Christ Episcopal Church	1882, 1889, & 1912		3S

DRAFT

Downtown Historic Overlay Zoning District

The Downtown Historic Overlay District is the only designated historic district in Sausalito. Adopted in 1981, the purpose of the Overlay District is described in Section 1.1 of Sausalito's Historic Preservation Guidelines:

> Sausalito, with its scenic location and well preserved original architecture, has one of the most naturally attractive small downtowns in the entire country. Most of the early commercial structures are included in the Historic Preservation District established by the Sausalito City Council in 1981, and certified by the United States Department of the Interior in 1982.[2]

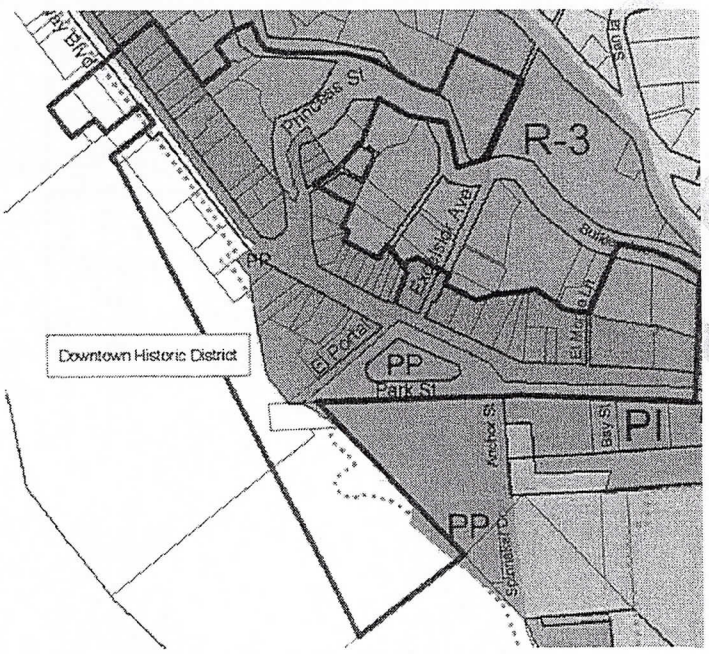


Figure 2. Downtown Historic Overlay District
Source: City of Sausalito

The Historic Overlay Zoning District regulations require alterations or new construction in to be compatible with the architectural and historic features of the Overlay District. The district contains approximately 70 parcels, including five submerged "water" parcels. Accordingly, not every property within the District contains a structure and some structures occupy more than one parcel. As mentioned previously, the CHRIS Historic Properties Directory identifies 54 contributing properties within the Downtown Historic Overlay District. **Table 3** lists all properties within the district and **Figure 2** depicts its boundaries. As the map illustrates, the Historic Overlay District has irregular boundaries that encompass both sides of Bridgeway, between 558 and 801 Bridgeway. The district also includes both sides of Princess Street from Bridgeway to Bulkley Avenue, and the north side of Bulkley Avenue to Excelsior Lane.

[2] City of Sausalito, *Historic Preservation Guidelines* (Sausalito Community Development Department, adopted January 21, 1993).

Table 3. Downtown Historic Overlay Zoning District Properties[3]

Assessor's Parcel Number	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 & Cafe	1908	C. Fisher	2D2
065-132-15	579 & 583 Bridgeway	"Lolita" and "Lucretia"	1886	Charles Crittenden	2D2[4]
065-132-14	585 Bridgeway	Telephone Exchange	1914	H.A. Minton/SF Department of Public Works	2D2
065-133-24	588 Bridgeway	Lange's/Scoma's	Ca. 1891 (moved here in 1923)		2D2
065-132-05	589-595 Bridgeway	Pistolesi Flats	1904 & 1907	F.V. Pistolesi	2D2[5]
065-132-04	599-603 Bridgeway	Lincoln Garage	1924		2D2
065-132-16	605-09 Bridgeway	Marin Fruit Co.	1912 & 1924		2D2[6]
065-132-16	611 Bridgeway	Nite Hawk Café	1924		2D2[7]
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

[3] Individual buildings that occupy more than one parcel are entered singly.
[4] According to the Historic Property Data File, these two buildings are considered to be two separate properties though they occupy a single lot.
[5] According to the Historic Property Data File, these two buildings are considered to be two separate properties though they occupy a single lot.
[6] According to the Historic Property Data File, this building is considered to be two separate properties though it occupies a single lot.
[7] 605-09 and 611-13 Bridgeway occupy the same parcel.

Assessor's Parcel Number	Street Address	Name	Construction Date	Designer/Builder (if known)	CRHR Status Code
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[8]
065-133-10	670 Bridgeway	Fiedler's General Store	1885		2D2[9]
065-131-07	671-73 Bridgeway	Bank of Sausalito/ 1st National Bank	1917 (remodeled in Moderne style in 1937)		6X[10]
065-131-06	675 Bridgeway	Chamber of Commerce/ Petri's	1924 (remodeled in 1946 and ca. 1990)		6X[11]
065-133-11	676-86 Bridgeway	Louis Aronow/Seven Seas Restaurant	1885 & 1889	Jacob Schnell	6X[12]
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[13]
065-133-12	688 Bridgeway	Sausalito Ferry Co.	1979		6X
065-131-01	693-95 Bridgeway	Sausalito News/Games People Play	1894		2D2[14]
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

[8] This building has been heavily altered.
[9] This building has been heavily altered.
[10] This building's Moderne façade has likely gained significance in its own right; possibly update Status Code to 2D2 to reflect this.
[11] This building has been heavily altered.
[12] This building has been heavily altered.
[13] Individual buildings that occupy more than one parcel are entered singly.
[14] This building has been heavily altered.

Assessor's Parcel Number	Street Address	Name	Construction Date	Designer/Builder (if known)	CRHR Status Code
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[15]
065-063-45	156 Bulkley Avenue	Casa Madrona	1885		1D
065-133-17	12 El Portal Street	Sausalito Hotel	1915		2D2
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 Tides	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

[15] Individual buildings that occupy more than one parcel are entered singly. Laneside is part of a condominium complex consisting of nine dwelling units in three buildings.

Assessor's Parcel Number	Street Address	Name	Construction Date	Designer/Builder (if known)	CRHR Status Code
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

Residential Ark Zoning District

Though not a historic district, the City has zoned seven parcels occupied by arks on Humboldt Avenue as the Residential Ark Zoning District: 505, 507 (Ark Midway), 509, 511, 513, 515 (Ark Caprice), and 517 Humboldt Avenue. These arks are designated "Noteworthy" properties by the City. Ark Caprice at 515 Humboldt Avenue is listed in OHP's CHRIS database, with a California Historical Resource Status Code of 7W.

III. Guidelines for Evaluation

A. National Park Service Thematic Framework

As a historic context statement prepared according to state and national guidelines, this Study identifies several themes and periods of development that will assist City staff, decision-makers, property owners, and other stakeholders to evaluate the potential significance of individual properties and concentrations of historic property types. According to the National Park Service's Thematic Framework, "themes" are used to organize and interpret events, activities, groups of people and individuals, communities, and development patterns that have influenced the physical, historical, and cultural development of a particular area. Sausalito is associated with several themes that relate both specifically to the development of the community from the pre-Gold Rush era to 1968, as well as themes that relate to the broader patterns of development in California and the United States. In 1994, the National Park Service revised its method of identifying historic themes away from the traditional "chrono-centric" approach toward eight overarching themes that are intended to capture "the complexity and meaning of human experience and for understanding that past in coherent, integrated ways." These themes are:

1. **Peopling Places:** This theme examines population movements and the establishment of settlements through prehistoric and historic eras. In Sausalito, this theme relates to the peopling of what is now Sausalito during the prehistoric era, as well as the Spanish/Mexican and early American periods.

2. **Creating Social Institutions and Movements:** This theme focuses on the establishment of formal and informal structures through which people express their values, interests, and cultural traditions. In Sausalito this theme relates to the establishment of religious, fraternal, or sporting communities, as exemplified by the construction of Christ Episcopal Church by Sausalito's English expatriate community or Star of the Sea Catholic Church by the city's Portuguese community. This theme would also encompass the city's yachting traditions, social clubs, or more recently, the Hippie communities of the late 1960s.

3. **Expressing Cultural Values:** This theme focuses on how a community's residents express their moral and aesthetic values in the built environment. In Sausalito this theme relates to the creation of the city's plan, its architectural styles, and the creation of parks, public art, and monuments. This theme examines how the city's builders accommodated the rugged topography and maritime environments of the southern Marin Peninsula, or the use of redwood to build their houses. This theme also embraces the aesthetic movements that influenced the city's building stock, including the various styles of the late Victorian era, the Bay Region Tradition of the early twentieth century, or the midcentury modernism of Sausalito's post-Second World War housing tracts.

4. **Shaping the Political Landscape:** This theme encompasses a community's political and governmental institutions, as well as individuals and community groups that worked to shape both governmental policies and institutions. In Sausalito this theme encompasses the establishment, placement, and design of schools, libraries, administration buildings, and other governmental buildings and properties.

5. **Developing the American Economy:** This theme covers the way that Americans work to sustain themselves through economic activities, including agriculture, commerce, industry, extraction, and also the consumption of goods and services. In Sausalito this theme relates to the development of the city's industrial waterfront during the late nineteenth and early twentieth centuries, in particular shipbuilding and repair, distilling of alcoholic beverages, railroads, ferries, and lumber processing. It also encompasses the evolution of the city's Downtown and the neighborhood commercial districts in Old Town, New Town, and the Spring Street Valley neighborhood.

6. **Expanding Science and Technology:** This theme focuses on science, the modern world's principal way of organizing and conceptualizing knowledge about the planet and the universe beyond. The theme includes not only the physical sciences but also technology, medicine, and the social sciences. In Sausalito, this theme relates to several important technological innovations, including the application of assembly line techniques to the traditional craft-based arena of shipbuilding at Marinship.

7. **Transforming the Environment:** This theme examines the variable and ever-evolving relationship between a community's people and its physical and natural environment. This theme is of utmost importance to Sausalito, where early city builders, facing a formidable physical environment, laid out much of the city's streets to conform with the natural contours of the land, as well as filling activity that extended Sausalito's waterfront districts out into the shallow tidelands of Richardson's Bay. This theme also involves environmental conservation. As early as the 1930s, Sausalito residents began organizing to preserve the unique environmental qualities of the community, initially by opposing the construction of an elevated highway viaduct through the Downtown. By the 1960s and 1970s, environmental activism turned toward preserving the waterfront and hillsides from inappropriate development.

8. **Changing Role of the United States in the World Community:** This theme explores diplomacy, international trade, security and defense, expansionism and imperialism. Located at the northern end of the Golden Gate, Sausalito occupies an immensely strategic location. Though not within Sausalito's city limits, Fort Baker and Fort Cronkhite were crucial to the defense of San Francisco Bay, as well as the local economy, which catered to soldiers stationed at these bases. Of equal importance was the construction of Marinship, one of several "emergency" shipyards constructed throughout the United States, along Sausalito's northern waterfront, in 1942.

B. Definition of Themes Related to Periods of Development in Sausalito

The periods of development identified in this section combine the themes identified above with specific historic events in the history of Sausalito. The result are several overarching themes custom-tailored to the history of the city, including settlement patterns and construction, activities of people and social groups specific to Sausalito, and socio-economic patterns. Each of these themes is organized chronologically and associated with specific property types that originated within or that otherwise characterize the period/theme. The period/themes also represent potential "periods of significance" for properties associated with these contexts. A period of significance is the time in which a property (or property type) attained its historic significance. This can either reflect its date of construction, when a particular event happened, or when a particular person of importance was associated with the property. This Study uses the following themes:

- **Native American, Spanish, and Mexican Period (10,000 BCE – 1848)**
  Since very little survives from the pre-Gold Rush era (at least above-ground), structures and significant sites from the Native American and Hispanic eras are grouped into one period. The dominant themes in this period include the settlement of what is now Sausalito by Native Americans, early contacts between the indigenous Coast Miwoks and Spanish explorers and settlers, as well as the Mexican Rancho era, when William Richardson obtained *Rancho de Saucelito* from the Mexican government in 1837. There are no above-ground resources remaining from this period/theme.

- **Early American Settlement: Sausalito as Potential Maritime Rival to San Francisco (1848-1868)**
  As William Richardson's hold on *Rancho de Saucelito* began to disintegrate following the American conquest of California (1848-1850), various speculators envisioned Sausalito as the ideal location for a port and industrial center to rival San Francisco. Early surveying and platting activity occurred in what is now Old Town between 1849-51 in preparation for industrial development, most of which disappeared by 1852. Little remains from this period aside from the plan of Old Town and a handful of early houses, including the Horn House at 215 South Street.

- **American Settlement: "Monte Carlo of the West" – Estate Development on The Hill (1869-1893)**
  Though Sausalito did not become a serious rival to San Francisco as a major port or industrial center, the community's climate, scenery, and proximity to San Francisco made it a natural choice for wealthy San Franciscans to build elaborate weekend "cottages" on The Hill between Old Town and New Town, an area nicknamed the "Banana Belt." Most of Sausalito was subdivided and sold for residential lots after 1869 by the Sausalito Land & Ferry Company, including The Hill and New Town, and parts of several other neighborhoods. It was during this period that the majority of Sausalito's most architecturally significant nineteenth-century estates were built, including Redonda Vista, Red Gables,

and many others.

- **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 the 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 (Old Town) and north (New Town) of Downtown.

- **Gateway to the North –Sausalito as Regional Transit Hub (1874-1941)**
  Ever since the establishment of ferry service between Sausalito and San Francisco in 1874, Sausalito became the primary transit node for travelers journeying between San Francisco and points north. Downtown Sausalito remained the primary nexus of waterborne and rail transit until the opening of the Golden Gate Bridge in 1937, which soon led to the abandonment of both passenger rail and ferry service in 1941. Until Second World War, Sausalito was also an important embarkation point for tourists, day trippers, and a growing number of commuters living in the growing suburban communities of Marin County. Today very little remains from this important period/theme in Sausalito's history.

- **Working-class Enclaves – Residential Development in Old Town, New Town, and Beyond (1874-1941)**
  After the opening of the North Pacific Coast Railroad in 1874, many working-class immigrants (particularly Portuguese, Italian, and Irish) began moving to Sausalito to take jobs in the rail yard, ferry terminal, and industries that grew up in the area, including several lumber yards, a distillery, and boatyards. These new residents built dozens of small, single-family, gable and hipped-roofed folk/vernacular cottages on the gridded streets of Old Town, New Town, Spring Street Valley, and Nevada Street Valley. The vast majority of these cottages were built between 1891 and 1919, and many remain today.

- **Recreation and Culture in Sausalito (1878-1941)**
  Beginning with hotels, entrepreneurs broadened the number of attractions available to tourists, day-trippers, and full-time residents of Sausalito during this period. Chief among these were beer gardens, restaurants, saloons, and billiard parlors. Mostly were clustered along the waterfront of Old Town, including Walhalla, Castle-by-the-Sea, Cottage-by-the-Sea, and dozens of other lesser-known businesses that provided venues for socializing, drinking, and gambling, often to the dismay of the town's "Society." During Prohibition Sausalito became a center for rum running and illegal alcohol consumption. Several "high-brow" recreational opportunities that evolved during this period include the San Francisco Yacht Club, the Sausalito Yacht Club, and the Sausalito Woman's Club. Various fraternal organizations appealing to Sausalito's ethnic communities got their

start as well, including the Society of the Holy Ghost, which remains popular with the city's Portuguese-American population.

- **Houses of the Holy –Religious Properties in Sausalito (1882-1941)**
  Beginning in the nineteenth century, several churches were built to accommodate members of Sausalito's socially stratified and ethnically diverse populations. Several of these churches are quite architecturally significant, including the First Bay Region Tradition Christ Episcopal (1882) and Sausalito First Presbyterian (1909) churches. These two churches, both of which are located on The Hill, catered to the City's affluent British expatriate and Anglo-American populations. Meanwhile, in New Town, several Catholic congregations were organized among Sausalito's Portuguese, Italian, and Irish communities. They attended church at several different locations, with at least one of these early church buildings remaining on Hannon's Hill.

- **Civic and Institutional Development in Sausalito (1893-1941)**
  Sausalito remained unincorporated from its unofficial founding in 1849 until the fire of 1893. The inability of the town to effectively fight the fire convinced many Sausalito residents that they needed a workable government that offered efficient services. In the years that followed incorporation, the City became responsible for providing fire protection, schools, and parks, as well as building streets, stairs, sewers, and other municipal infrastructure. Throughout this period Sausalito made do with rented quarters Downtown, spending most of its budget for new schools in Old Town and New Town. This period also witnessed the birth of the City's parks program and the construction of Sausalito's first firehouse in 1914.

- **Pearl Harbor and Beyond – Marinship Transforms Sausalito (1941-1945)**
  Though the Marinship area is not included in this Study, the construction of the massive emergency shipyard along Sausalito's northern waterfront by the Bechtel Corporation in 1942-43, ushered in tremendous changes that transformed Sausalito into a critical component of the largest shipbuilding complex the world has ever known. In addition to physically reconfiguring Sausalito's northern waterfront, Marinship resulted in the relocation of railroad tracks and highways and the destruction of Pine Point. Many property owners added units to their homes to accommodate the thousands of shipyard workers who flocked to Sausalito during the Second World War.

- **Postwar Period: Modernism Comes to Sausalito (1946-1968)**
  Explosive population growth in the Bay Area during the Second World War continued unabated after the war. Many suburban communities were rapidly transformed from small towns into sprawling bedroom communities within a matter of years. During the late 1940s and 1950s, residential developers re-subdivided several steep, hillside tracts in Sausalito, including Monte Mar Vista, Toyon Terraces, and Wolfback Ridge, as well as dozens of "unbuildable" lots above New Town and Old Town. Modern commercial buildings went up on the handful of remaining vacant lots Downtown, as well as in the former Marinship shipyard. Sausalito contains many important, architect-designed modernist houses that date from this period, particularly in Toyon Terraces and Wolfback Ridge.

C. Definition of Property Types

This section identifies and describes common property types constructed in Sausalito from the early 1860s to 1968. Each section of the next chapter includes an illustrated historical narrative for each period in Sausalito's history, followed by a detailed description of associated property types, their character-defining features and distribution, and registration requirements:

- **Residential Properties** encompass any building whose primary purpose is housing individuals and families. Common residential property types include single-family dwellings, ranging from small workers' cottages to large mansions, and multiple-family properties, including flats, apartments, and condominiums. In Sausalito single-family properties are the most common property type, with all neighborhoods aside from Marinship having them and several neighborhoods solely containing single-family homes. Sausalito also contains multiple-family properties, including flats and apartments in the older parts of the city, as well as several 1960s era apartment complexes and condominiums in Nevada Street Valley and on infill lots in other parts of the city.

  Though hotels and boarding houses could be considered to be residential properties, their primary use is accommodating visitors and other transients who do not live full-time in Sausalito. In addition, in Sausalito most hotels have ancillary commercial space, including restaurants or shops. For this reason hotels and boarding houses are classified as commercial properties.

- **Commercial Properties** are those that accommodate business uses, including professional offices, retail, accommodations, and dining/drinking/entertainment. Most are typically used during regular business hours, though hotels, restaurants, and bars are often operated 'round-the-clock. In Sausalito, the most prevalent commercial building type is the pedestrian-scaled commercial block found Downtown, as well as in the neighborhood commercial districts of Old Town, New Town, and Spring Street Valley. Sausalito also has auto-oriented "strip" developments along Bridgeway and in the Marinship area. Freestanding restaurants can be found throughout the city, particularly along the waterfront.

- **Industrial properties** include any buildings or structures where goods are manufactured, assembled, stored, sorted, processed, or repaired. Industrial properties can include factories, warehouses, auto repair facilities, machine shops, mills, power plants, or utility substations. With a few exceptions, including the former Mason's Garage at 777 Bridgeway, nearly all industrial properties in Sausalito are confined to the Marinship area, where boat repair, warehousing, auto repair, and some manufacturing continues to survive.

- **Religious Properties** include any private assembly buildings constructed to house religious services, ancillary residential structures built to house clergy and their families, shrines and reliquaries, and other monuments or artwork associated with religious prac-

tice. Sausalito has several architecturally significant churches, mainly on The Hill.

- **Government/Institutional Properties** are civic buildings constructed by local, state, or federal governments for the use of its employees and the public. Examples of institutional properties include city halls, government office buildings, libraries, recreation centers, post offices, and schools. Sausalito has a relatively small number of purpose-built government/institutional properties, most of which are concentrated in New Town, including a recently completed firehouse and police station. For most of its history, Sausalito's city hall and library were housed in rented quarters Downtown. In 1975, the City repurposed the 1926 Central School as the Sausalito Civic Center.

- **Public Open Space/Public Art** encompasses public parks and open space and civic monuments, including designed landscapes, sporting fields, ancillary structures, and public art and monuments. A little over 20 parks, monuments, and open space reserves are distributed throughout Sausalito. Nearly all date to the post-Second World War era.

- **Other Public Infrastructure** encompasses public streets, stairs, and other public rights-of-way; retaining walls; sewers and storm drains; water systems; bus shelters and street furniture; and other infrastructure that local government provides for public use. Public infrastructure, much of it concealed from view, is located throughout the built-up portions of Sausalito.

D. Definition of Integrity Thresholds

In addition to identifying common property types associated with various periods in the development of Sausalito, this Study discusses the minimum eligibility requirements for listing in the National Register of Historic Places and the California Register of Historical Resources. In addition to meeting at least one of the four eligibility criteria (National Register Criteria A-D and California Register Criteria 1-4), a property *must* retain sufficient historical integrity. Integrity is defined by the California Register as "the authenticity of an historical resource's physical identity evidenced by the survival of characteristics that existed during the resource's period of significance."[16] The California Register, similar to the National Register, defines integrity as a combination of seven characteristics, or "aspects," including: location, design, setting, materials, workmanship, feeling, and association. *National Register Bulletin 15* provides in-depth definitions of each of the aspects:

- **Location:** Location is the place where the historic property was constructed or the place where the historic event occurred.

- **Design:** Design is the combination of elements that create the form, plan, space, structure, and style of a property.

[16] Department of Parks and Recreation, Office of Historic Preservation, *Technical Assistance Series #6 "California Register and National Register: A Comparison"* (Sacramento: 2001), 2.

- **Setting:** Setting is the physical environment of a historic property.
- **Materials:** Materials are the physical elements that were combined or deposited during a particular period of time and in a particular pattern or configuration to form a historic property.
- **Workmanship:** Workmanship is the physical evidence of the crafts of a particular culture or people during any given period in history or prehistory.
- **Feeling:** Feeling is the property's expression of the aesthetic or historic sense of a particular period of time.
- **Association:** Association is the direct link between an important historic event or person and a historic property.

Integrity is based on, and follows significance. Only after significance is fully established does integrity come into play. There are two slight differences between the California Register and the National Register in regard to integrity. In some circumstances it may be possible that a property that is ineligible for listing in the National Register, due to loss of historic appearance or character, may be eligible for listing in the California Register if it maintains the potential to "yield significant scientific or historical information or specific data.[17] The California Register is also more lenient in regard to registering buildings that are less than 50 years old or that have been moved, especially if they were moved in order to ensure their retention.

The aspects of integrity that are most important for any given property to retain depend on the criteria under which the property appears eligible for listing. For example, a property determined eligible under National Register Criterion C/California Register Criterion 3 (Design/Construction) should certainly retain the aspects of design, materials, and workmanship. Similarly, properties eligible for listing under National Register Criterion B/California Register Criterion 2 (Persons) or National Register Criterion A/California Register Criterion 1 (Events) should also retain integrity of design, materials, and workmanship, but also the aspects of association and feeling from the period in which a particular person occupied a property or when a certain event happened.

[17] Ibid.

The degree of integrity that a property should retain to be included in the National Register or the California Register also depends on the property type. As a rule, residential properties should retain a higher degree of integrity than commercial or industrial properties. In the course of their lifespan, commercial and industrial properties often undergo extensive changes to accommodate new tenants or changes in technology or production techniques. Commercial and industrial properties are also more likely to undergo more radical changes in use than residential, civic, or religious properties. In contrast, residential properties typically do not undergo such drastic alterations because their use typically does not change. Residential properties are also typically smaller and incremental changes may have a more profound impact on their integrity than on larger commercial, industrial, or institutional buildings. Finally, institutional and religious properties should retain a higher degree of integrity that commercial or industrial properties because of their prominence and importance to their communities.

Some types of alterations may more substantially affect the integrity of a property than others. Alterations to primary street-facing façades are generally more harmful than alterations to rear or side elevations. Other types of alterations that can compromise integrity include difficult-to-reverse actions such as stripping a façade of its original finish materials or detailing, concealing its primary façade(s) behind an addition or incompatible materials, significantly changing its fenestration pattern, or altering its roofline or massing. Alterations that may be less harmful to integrity (though it depends on the building) include replacing windows within the existing openings, constructing a horizontal addition on a rear elevation or a vertical addition set back from the primary façade, or adding a limited amount of new windows to a non-character-defining elevation. The evaluation of integrity should also include some basis of comparison. For example, what is the overall level of integrity for the property type? If most remaining commercial buildings in a given downtown district have been significantly altered, a property that has undergone substantial alterations may still qualify for listing if it is the best remaining example.

Minimal Integrity Thresholds for Properties

Presented below is a list of integrity thresholds that a property should retain in order to qualify for listing in either the National Register or the California Register:

- Retains original form and roofline, especially the street façade. Properties that have gained additional stories after the period of significance general do not qualify for listing.

- Retains the majority of its original window and doors in their original pattern.

- Retains its original exterior cladding, such as wood, stucco, plywood, metal, etc. The cladding may have been replaced but it ought to match what was originally used. This can require a judgment call if no permits record any changes, but certain building types and styles within a defined geographical area typically use a narrow range of materials. Historic photographs, if available, can be of assistance.

- Retains at least some of its original ornament, especially door and window casings, porches and vestibules, friezes and cornices, pilasters and columns, etc. The entire or partial replacement of storefronts and porches is a common alteration, but the replacement should be as close as possible to what existed during the period of significance.

- Replacement of doors and windows is generally acceptable as long as they conform to the original pattern and size of the original openings. A comparison of the property with comparable (unaltered) properties can assist in making this determination.

- Additions may be acceptable as long as the essential character of the original building is preserved. In particular, rear additions, or additions built on other non-character-defining elevations that respect the scale of the original building are acceptable. Some additions that do not fit within this guideline, in particular buildings that have been raised to receive a new ground floor, may have gained significance in their own right, if executed during the period of significance. Vertical additions, unless they can be set back or concealed from view of the street are generally discouraged.

- Setting is another important part of a property's character-defining features. Setting includes things like yards and landscaping, outbuildings, setbacks, as well as neighboring properties. In general for properties to be eligible for listing in the National Register they should not have been moved from their original site. The California Register allows moved properties to be registered if they were moved to ensure their protection. In most cases it is possible for a property that has lost its original yard or open space to be listed in either register.

IV. Narrative History of Sausalito

A. Pre-Gold Rush (10,000 BCE – 1848)

Coast Miwok Settlement until European Contact (10,000 BCE – 1775)

Before the arrival of Europeans, present-day Sausalito was located within the territory of the indigenous Coast Miwok peoples. The Coast Miwok territory was centered in Marin and adjacent Sonoma counties.[18] It encompassed an area spanning approximately 40 miles, east to west; and 35 miles, north to south, extending southward along the coast from Duncan's Point to the Golden Gate. Coast Miwok territory was bordered by the lands of the Pomo and Wappo to the north and the territory of the Patwin to the east. Coast Miwok tribelets were politically, socially, and linguistically autonomous groups, usually numbering between 300 and 500 people. The Coast Miwok were divided into two dialectic groups: Western or Bodega, and Southern or Marin, with the Southern further divided into Valley and Coast.[19]

The Coast Miwok subsistence economy included hunting, foraging, and fishing, with the largest settlements located along major waterways and tributary drainages where natural resources were the most plentiful. Most food was eaten fresh but some, including fish, fish eggs, and mud hens, were dried for future use.[20] Pre-contact era population figures for the Coast Miwok are difficult to calculate. Anthropologist Alfred Kroeber believed that even in aboriginal times the Coast Miwok population was small. Kroeber guessed that the total population of Coast Miwok was around 1,500 persons. Sherburne F. Cook figures that it was closer to 2,000.[21]

The Coast Miwok called the area around present-day Sausalito *Lewan Helowah,* meaning "west water." They likely occupied at least seven small villages in the southeastern part of the Marin Peninsula. Archeological evidence of their habitation is profuse, especially in New Town, including a number of shell middens and burial mounds.[22] Their dwellings, known as *kotchas,* took the form of round, tule or redwood bark structures resembling reproductions viewable today at the Kule Loklo Coast Miwok Village at Pt. Reyes **(Figure 3)**. Other structures typically found in a Coast Miwok village included a large round-

[18]Isabel Kelly, "Coast Miwok," in *Handbook of the North American Indians,* Robert F. Heizer, editor (Washington, D.C.: Smithsonian Institution, 1978).
[19]Samuel A. Barrett, *The Ethnography of Pomo and Neighboring Indians* (Berkeley: University of California Press, 1908).
[20]Ibid.
[21]Sherburne F. Cook, "The Conflict between the California Indian and White Civilization, I: The Indian versus the Spanish Mission," *Ibero-Americana,* Volume 21 (Berkeley, California: 1943).
[22] Sausalito Historical Society, *Images of America: Sausalito* (Arcadia Publishing: Charleston, SC; 2005), 12.

house, where communal activities would occur, and *temescals* or sweat houses – partially subterranean structures where male community members would take part in ceremonial cleansing rituals.

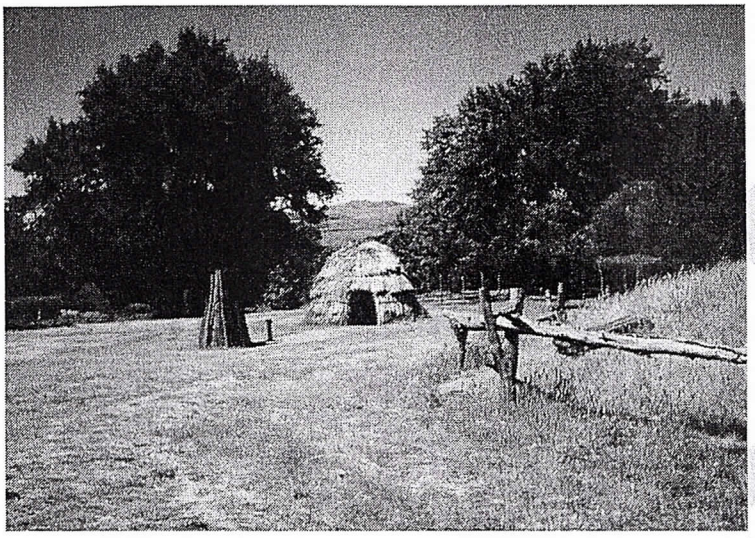


Figure 3. Kule Loklo Miwok Village, Pt. Reyes
Source: Lucretia Little History Room, Mill Valley Public Library

The year 1775 marks the transition between the prehistoric and historic eras in Marin County. In this year Spanish explorers first entered San Francisco Bay on board the *San Carlos* to document and record its physical characteristics. They made contact with the native inhabitants of what is now Sausalito, whom the Spanish noted were friendly and hospitable. The shoreline of what is now Sausalito was mapped by Juan de Ayala, commander of the *San Carlos*. His notation "*saucelito,*" Spanish for "little willows," gave the area its earliest European name.[23]

Ayala's mapping expedition informed the northward expansion of the Franciscan missions, Spanish presidios, and civilian pueblos that would eventually extend from San Diego to Sonoma, linked by El Camino Real. The establishment of the missions, in particular the founding of Mission Dolores in 1776, signaled the beginning of the end of traditional life for Marin's Coast Miwok people. Within a few years, the vast majority were relocated to nearby missions, where they were forced to abandon their traditional lifestyles, folkways, and religion.

[23] Though the original Spanish spelling, "Saucelito," was used until 1877, unless quoting historical text, maps, or land titles, the modern spelling, "Sausalito" is used throughout this report.

Spanish Era (1776-1821)

Under Spanish rule, which lasted from 1776 until 1821, Sausalito remained uninhabited by Europeans. The nearest Spanish settlements were the Presidio and Mission Dolores in nearby San Francisco (both were founded in 1776). Mission San Rafael Arcángel in what is now San Rafael, was founded quite a bit later, in 1817. Though Sausalito remained unsettled by the Spanish, they certainly passed through the area and likely foraged for firewood and water in the area.

Mexican Era and the Establishment of *Rancho de Saucelito* (1822-1848)

Following a hard-fought revolution, Mexico won its independence from Spain in 1821. Mexico inherited Spain's lightly held territories along the northern frontier, including Alta California. Under Mexican rule, the Franciscan missions were gradually secularized and granted to prominent Mexican citizens. It was during the Mexican period that the earliest European settlers arrived in what is now Sausalito. In 1832, an Irish immigrant named John Reed built a small cabin at Shelter Cove, in what is now Old Town. Reed had previously applied for a *rancho* encompassing the southern part of the Marin Peninsula in 1826, but his application was denied by the Mexican government, which had reserved the Marin Headlands for military use.[24] Reed vacated the area once he received a grant to nearby *Rancho de Corte Madera del Presidio,* a warmer and more heavily wooded tract that encompassed the present-day communities of Mill Valley, Corte Madera, Strawberry Point, and Tiburon.[25]

Sausalito's next suitor was Captain William Antonio Richardson. Richardson arrived at San Francisco Bay aboard the English whaling ship the *Orion* in 1822 **(Figure 4)**. He jumped ship and went into business supplying visiting whalers and merchant seamen with grain, hides, water, and wood gathered from locations around San Francisco Bay. In his pursuit of these commodities, Richardson became familiar with the Sausalito area and its abundant natural resources. In 1825, Richardson, a naturalized Mexican citizen, married María Antonia Martinez, daughter of the San Francisco Presidio's *commandante*, Ignacio Martinez. Richardson then set his sights on acquiring a *rancho* north of the Golden Gate, only to be denied in 1827 by the Mexican government, which continued to hold the Marin Headlands for military use.

[24] "Rancho Saucelito," in *History of Marin County, California* (San Francisco: Alley Bowen & Co., 1880), 385.
[25] Rohnert Park Historical Society, "Miwok Villages," http://www.rphist.org/html/miwok.html, (2000).

In 1835, Governor Figueroa appointed Richardson Captain of the Port of San Francisco and asked him to establish a pueblo at Yerba Buena Cove. Richardson and his family took up residence at Yerba Buena that same year. This re-ignited his interest in acquiring the Marin Headlands. Unfortunately for Richardson, that area had just been granted, on February 11, 1835, to José Antonio Galindo, a favored soldier based at the San Francisco Presidio.[26] Though he did not own the land, Richardson established a water works on Galindo's land at Shelter Cove, in what is now Old Town. He tapped a natural spring at the head of what is now Main Street and built a trestle connecting it to a tank on the cove. From the tank, Richardson would fill wooden casks and transport them to waiting ships. Richardson also cut wood in the area and transported water to Yerba Buena for sale to local residents.[27]

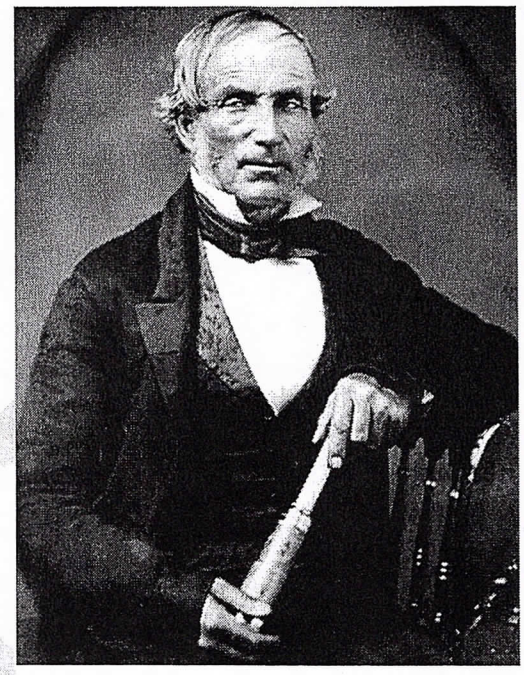


Figure 4. William Richardson, ca. 1854
Source: Lucretia Little History Room, Mill Valley Public Library

After Galindo was accused of murder in 1838, Richardson acquired the disgraced man's holdings. He was soon confirmed as the rightful owner of *Rancho de Saucelito* by the Mexican government. The vast rancho encompassed 19,500 acres, comprising the Marin Headlands as well as most of the land between the Golden Gate and Mt. Tamalpais, including all of the present-day City of Sausalito **(Figure 5)**.[28] Richardson moved his family to *Rancho de Saucelito* and built an adobe hacienda for them in what is now New Town. The Richardson hacienda, which no longer exists, was located at what is now the northeast corner of Bonita and Pine streets.[29] This site provided easy access to nearby pasture where Richardson would graze his growing cattle herds. In 1841, Richardson built a second waterworks and a wharf near his house, near the foot of what is now Napa Street. It faced the shallow bay that would soon bear his name.[30]

[26] Barry Spitz, *Marin: A History* (San Anselmo, CA: Potrero Meadow Publishing, 2006), 25.
[27] San Francisco was called Yerba Buena until 1847, when the American authorities renamed it. "The Sausalito story," *Marin Independent Journal* (July 23, 1966).
[28] Jack Tracy, *Sausalito: Moments in Time* (Sausalito, CA: Windgate Press, 1983), 4, 6.
[29] "Sausalito Boasts a Rich, Ribald, and Colorful Past," *Marin Independent Journal* (September 4, 1973).
[30] Tracy, 6.

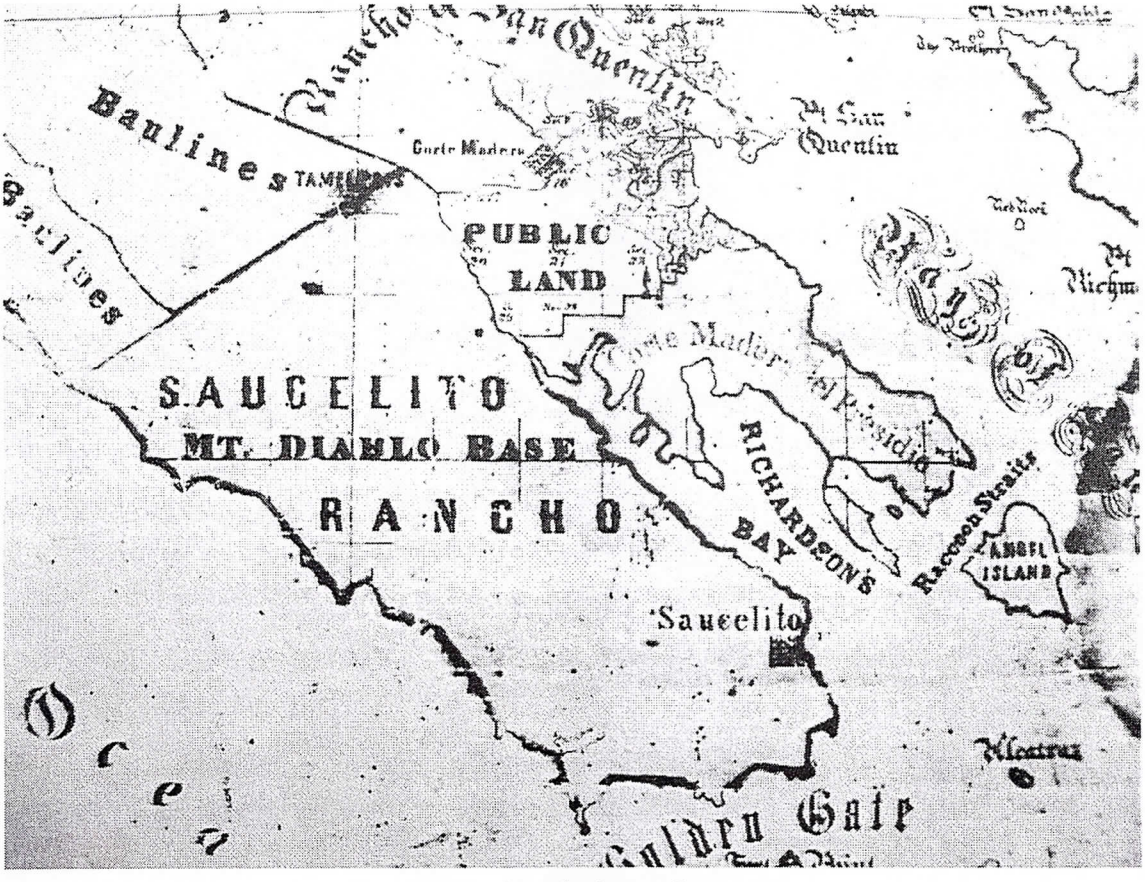


Figure 5. Map of *Rancho de Saucelito*, ca. 1861
Source: California Historical Society

In 1846, Alta California was occupied by American forces during the Mexican-American War. Two years later, the United States annexed California and the rest of Mexico's northern territories by the terms of the Treaty of Guadalupe-Hidalgo. California became a state two years later, in 1850. Though California transitioned to American rule with relatively little strife, Mexican *rancheros* were anxious about the status of their landholdings under the new regime. To prevent unrest among California's citizenry, President Polk ordered the continuation of Mexican law. This upheld the *rancho* system for some time. However, the adoption of a new state Constitution in 1850, combined with the establishment of the U.S. Land Commission that same year, created chaos as owners of Mexican *ranchos* scrambled to provide documentation proving title to their lands. Although the Commission eventually confirmed 604 of the 813 claims, the cost of litigation forced most *rancheros* to lose their property.

Representative Property Types – Pre-Gold Rush Era (10,000 BCE-1848)

There are no known above-ground properties in Sausalito that remain from the Native American, Spanish, or Mexican period. The dwellings, *temescals*, and other structures inhabited by the Coast Miwok have long since disappeared over two centuries of Euro-American presence. On the other hand, archaeological resources from the Coast Miwok occupancy – primarily shell middens and burial grounds – are known to remain throughout coastal Sausalito. Mostly located near Richardson's Bay or along watercourses, most middens have been disturbed and lay beneath later construction or fill. The location of many of these middens is unknown and the precise location of known middens is not revealed in this Study in order to prevent looting and other disturbances. Middens would likely be encountered with any excavation activities near the shoreline or along one of the creeks that empty into Richardson's Bay. Indications of such deposits include shells, bones (both animal and human), beads, obsidian flakes, arrowheads, and stone grinding implements. If such deposits are encountered it is recommended that a qualified archaeologist be contacted to assess the site. Any artifacts dating to the Coast Miwok occupancy have the potential of yielding important information regarding prehistory and may be eligible for National Register listing under Criterion D (Information Potential) and the corresponding California Register Criterion 4.

Significance Thresholds

There are no known above-ground buildings or structures surviving from the Spanish or Mexican period in Sausalito. It is not known whether foundations of any Richardson's adobe hacienda buildings or any other structures he built in Old Town or New Town may survive below-ground as archaeological remains. Indications of such deposits could include stone foundations, wood post holes, adobe bricks, bottles and other refuse, and metal tools and other equipment. If such deposits are encountered it is recommended that a qualified archaeologist be contacted to assess the site. Any artifacts dating to the Spanish or Mexican period of occupancy have the potential of yielding important information regarding this era and may be eligible for National Register listing under Criterion D (Information Potential) or the corresponding California Register Criterion 4.

B. Early American Settlement: Industrial, Commercial, and Residential Development (1848-1868)

In 1849, the discovery of gold in the Sierra foothills literally put California "on the map." The ensuing Gold Rush brought tens of thousands of fortune seekers to San Francisco Bay from around the globe. San Francisco boomed as miners passed through, stocking up on supplies and indulging themselves in the city's varied amusements. Some stayed in San Francisco to make fortunes off selling goods and services to the fortune hunters. During the Gold Rush, Richardson's *Rancho de Saucelito* continued to supply fresh water and lumber to residents of San Francisco (its name was changed from Yerba Buena in 1847). Shelter Cove became a rendezvous point for New England whalers, approximately 650 of whom were active in the Pacific by 1855. Located just inside the Golden Gate and with deep water access, Shelter Cove also became an important area for ship repair. Because of its wide beach, ship captains could safely run their vessels ashore, making hull repairs much easier.[31] Such activity soon attracted the U.S. Navy, which was in search of a naval repair facility on the Pacific Coast.

Robert Parker's Lumber Mill

Facilitated by demands of the U.S. Navy, Sausalito gained a saw mill in 1848. Originally intended for San Francisco, the mill was inexplicably relocated to Shelter Cove, perhaps through the encouragement of the increasingly cash-strapped William Richardson. The mill was erected near the present-day intersection of 3rd and Main streets, in Old Town. By contract, the mill was to supply one-third of its lumber to the Navy, while the remainder could be sold to on the open market. In addition to the mill, operated by a man named Robert Parker, the facility included a Navy storehouse, several sheds, and shanties for workers. Around the same time, the Navy built a dry dock on Shelter Cove to maintain its Pacific steamship fleet. For a short time, Shelter Cove was the only place in California where a maritime repair facility like this was available and it ought to be considered the start of Sausalito's long-lived boatbuilding and marine repair industry.[32] No above-ground structures from this period remain in Sausalito.

[31] "The Sausalito story."
[32] Tracy, 7-8.

Navy Surveyor Lt. George F. Emmons Surveys Old Town

As Shelter Cove developed into the Navy's main West Coast repair facility, Lt. George F. Emmons surveyed and laid out a small town site surrounding the mill and the dry docks. Several Navy officers purchased lots and built houses, including Captain Leonard Story, who built a house near the intersection of 2nd and Richardson streets (no longer extant). The community also had a boarding house, a hotel, and a saloon called the Fountain House. Established by Lt. James McCormick on Main Street, between 2nd and 3rd streets, the Fountain House was named for an artesian well in its vicinity. Another hotel, built in 1849, was called Saucelito House.[33] A ca. 1850 photograph shows Old Town as it appeared during the earliest period of American settlement **(Figure 6)**. None of the buildings erected during this period still exist.

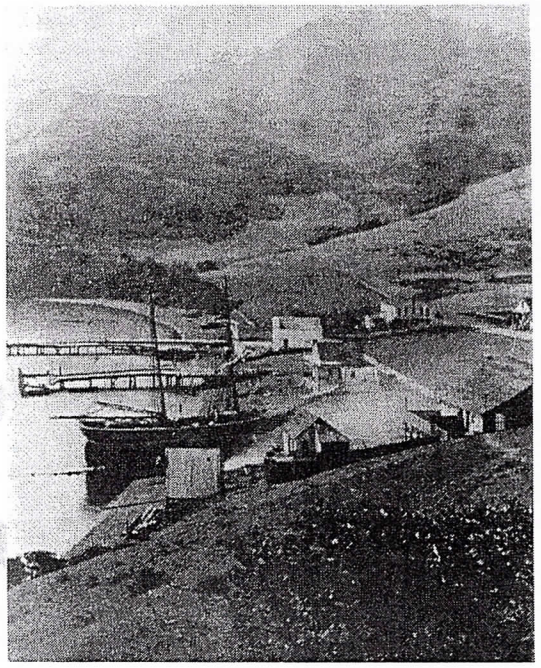


Figure 6. Old Town ca. 1850, looking south
Source: Sausalito Historical Society

Lt. Emmons' 1851 map of Old Town is remarkable in its level of detail. It shows a tight grid of twelve rectangular blocks superimposed over the gently sloping valley floor. The map shows a Y-shaped creek draining the valley and the arc-like beach of Shelter Cove. The north-south streets, which are numbered on the map, and the east-west streets, which were named for natural features and the cardinal points of the compass, retain the same configuration as they do today, though Water Street was renamed Bridgeway in the 1930s and West Street is not identified by name on the map. In addition, the mid-block alleys shown on the 1851 map were evidently never built and South Street was apparently never extended west of 3rd Street **(Figure 7)**.

[33] Tracy, 10.

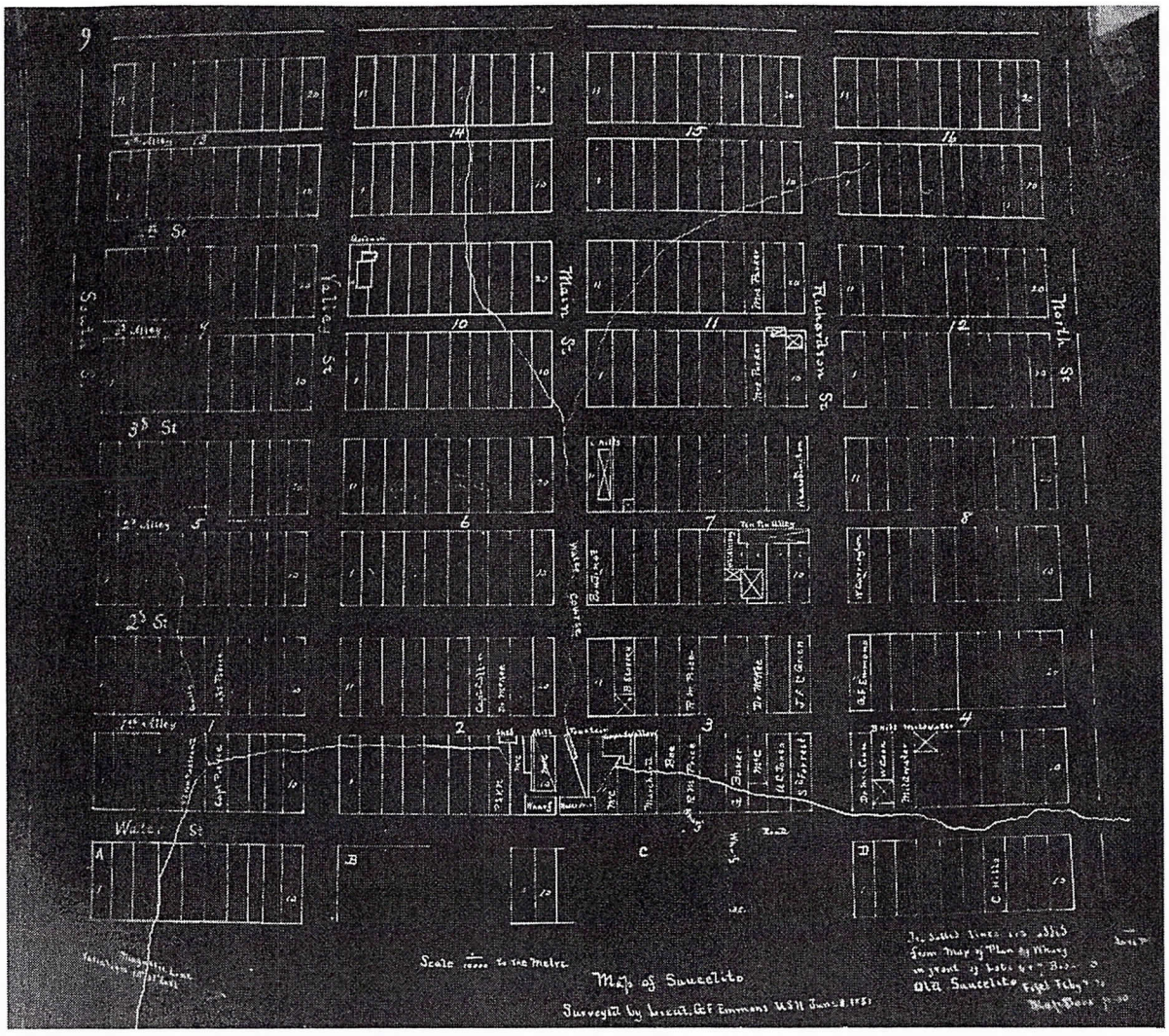


Figure 7. George Emmons' 1851 "Map of Saucelito"
Source: California Historical Society

Despite alliances with the Navy and continuing commerce with visiting whalers and merchant ships, Sausalito was soon overshadowed by San Francisco, which retained its role as the gateway to Northern California. Although well-used, the saw mill at Shelter Cove never reached its full potential, partly because of the expense of transporting logs from West Marin to Sausalito following the depletion of redwood groves on the east side of the Marin Peninsula.[34] In 1852, the Navy purchased Mare Island from General Mariano Vallejo and moved its dry dock facilities to Vallejo. With the Navy gone, a fire in Sacramento prompted property owners in Sausalito to dismantle their buildings and ship them to Sacramen-

[34] Tracy, 11.

to. Sausalito became a ghost town and Shelter Cove became known as "The Boneyard," on account of the derelict vessels that littered the mud flats.[35]

The End of *Rancho de Saucelito*

While Old Town was being abandoned, William Richardson's legal expenses left him deeply in debt. Forced to take out several loans, Richardson used his property as collateral. As early as 1849, he sold 160 acres around Shelter Cove to Charles T. Botts, which eventually became Old Town. By the early 1850s, Richardson's financial difficulties forced him to deed in trust nearly all of *Rancho de Saucelito* to attorney Samuel R. Throckmorton. This action left Richardson in possession of only 650 acres around his hacienda in what is now New Town. Richardson then deeded this tract to his family to keep it safe from the avaricious Throckmorton. Unfortunately for Richardson, the loss of three uninsured sailing vessels in 1856 resulted in his bankruptcy. Richardson died of mercury poisoning in 1856, ending the pastoral era of *Rancho de Saucelito.* Richardson's remaining lands ended up being sold to land speculators John Turney and J.T. Boyd.[36]

A Period of Stagnation

For the next 12 years, little development occurred in Sausalito as Samuel Throckmorton restructured his portion of *Rancho de Sausalito* to produce more profits. He sold off large portions of the *rancho*, including the Marin Headlands and Lime Point, to the federal government for use as a military reservation. Throckmorton then divided up the rest of his landholdings into several smaller ranches, which he leased to Portuguese immigrants from the Azores. In what is now Sausalito, Throckmorton partnered with John Turney and J.T. Boyd, joining his land with theirs to make a ripe offering to a consortium of San Francisco businessmen calling themselves the Sausalito Land & Ferry Company.[37]

[35] "Memories of an Old Sausalitan," *Sausalito Historical,* vol. 1, no. 2, ca. 1960.
[36] Tracy, 11-12. Sausalito Historical Society, 10.
[37] Spitz, 66.

Representative Property Types– Early American Settlement (1848-1868)

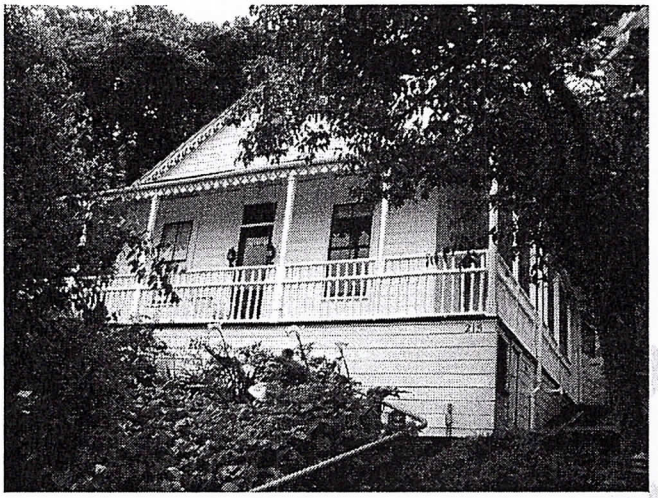


Figure 8. "Horn House," 215 South Street, 2013
Source: Christopher VerPlanck

Only one building in Sausalito is known to survive from the Early American Settlement period, a modest vernacular cottage with Gothic Revival trim located at 215 South Street. Known variously as the "Horn House" or "Iroquois Villa," it was constructed as early as 1860. Like many of the earliest dwellings in the San Francisco Bay Area, the Horn House is reputed to have been shipped to around Cape Horn – hence its name **(Figure 8)**. The Horn House has been previously determined eligible for listing in the National Register under Criterion A (Events) as the oldest known building associated with the pioneer period in. It is also listed in the California Register under the corresponding Criterion 1.

Significance Thresholds

It is possible that other subsurface artifacts and evidence of other structures from the Early American period, including foundations, privies, and water systems, may survive in Old Town and New Town. If such deposits are encountered it is recommended that a qualified archaeologist be contacted to assess the site. Any artifacts dating to the Early American period of occupancy may have the potential of yielding important information regarding this era and may be eligible for National Register listing under Criterion D (Information Potential) or the corresponding California Register Criterion 4.

C. American Settlement: Sausalito Surveyed, Platted, and Developed (1868-1893)

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 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 what are now Marin City and Tamalpais Junction.[38] 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 what were then known as "water lots." The survey map, prepared by L.H. Shortt and S.R. Throckmorton, Jr., engineers, and H.A. Alricks, Jr., topographer, 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, 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) **(Figure 9)**.



Figure 9. Portion of the "Map of the Lands of the Saucelito Land and Ferry Company," ca. 1868
Source: California Historical Society
Note: The Hill to the left and Turney Valley (New Town) to the right

Street Nomenclature

The nomenclature chosen for streets in the SL&F Co. tract fall into three categories: Spanish names that nominally honored the Spanish and Mexican heritage of California (Bonita Street and San Carlos and

[38] Spitz, 90.

Santa Rosa avenues), surnames of SL&F Co. directors (Cazneau, Girard, Harrison, Currey, Platt, Miller, and Bulkley avenues), and natural features (Water, Litho, and Spring streets).[39]Curiously, the streets named after the company directors were all located on "The Hill," the prominent ridge rising up between Old Town (or "Old Saucelito, as it was then called) and New Town. These streets were also given the more prestigious suffix of "Avenue." These factors, combined with the fact that many of the SL&F Co. directors ended up building houses there, indicate that The Hill was envisioned as the prestigious residential district of Sausalito from its earliest days.

The Hill is Laid out in the Picturesque Mode

As mentioned, The Hill was laid out in a winding network of narrow lanes that terraced up the steep slopes, following the natural contours of the land. This minimized steep grades and ensured that each house site had a view, but it also produced large, irregularly shaped blocks. To create shortcuts for pedestrians, narrow stair streets were cut across these blocks, including El Monte and Excelsior lanes. These "picturesque" planning principles may have been inspired by the local work of Frederick Law Olmsted. Olmstead had recently developed a picturesque master plan for the College of California (now the University of California – Berkeley). He also laid out Mountain View Cemetery in Oakland, which became a popular place for promenades and picnics. Both projects were undertaken in 1865, just a few years before Sausalito was laid out. On a more practical level, it is likely that the SL&F Co. directors were aware of the difficulties caused by San Francisco's relentless gridiron plan, especially in hilly neighborhoods like Nob Hill, where teams were unable to ascend many of the steeper blocks.

Gridiron Plan Utilized for Turney Valley, Woodward Valley, and Waterfront

Though the SL&F Co. directors embraced picturesque planning strategies on The Hill, such principles were not applied to the rest of the tract. The gridiron plan was the most efficient way to subdivide and sell land in more level areas, and the SL&F Co. engineers laid out the streets of the waterfront and the gently sloping valleys in rectangular blocks. Each block was made up of 16 rectangular parcels measuring 50' x 120.' Lots earmarked for commercial use, including those facing Richardson's Bay and Caledonia Street, measured 100' x 60'. A detailed view of the 1869 survey map shows the gridiron plan superimposed over Turney Valley, the area that would eventually become known as New Town **(Figure 10)**.

[39] "Litho" means "rock" in ancient Greek.

The first streets actually constructed included Princess Street and a section of Water Street near the future ferry terminal. Company directors intended that Sausalito's primary commercial district would develop in this location.[40]

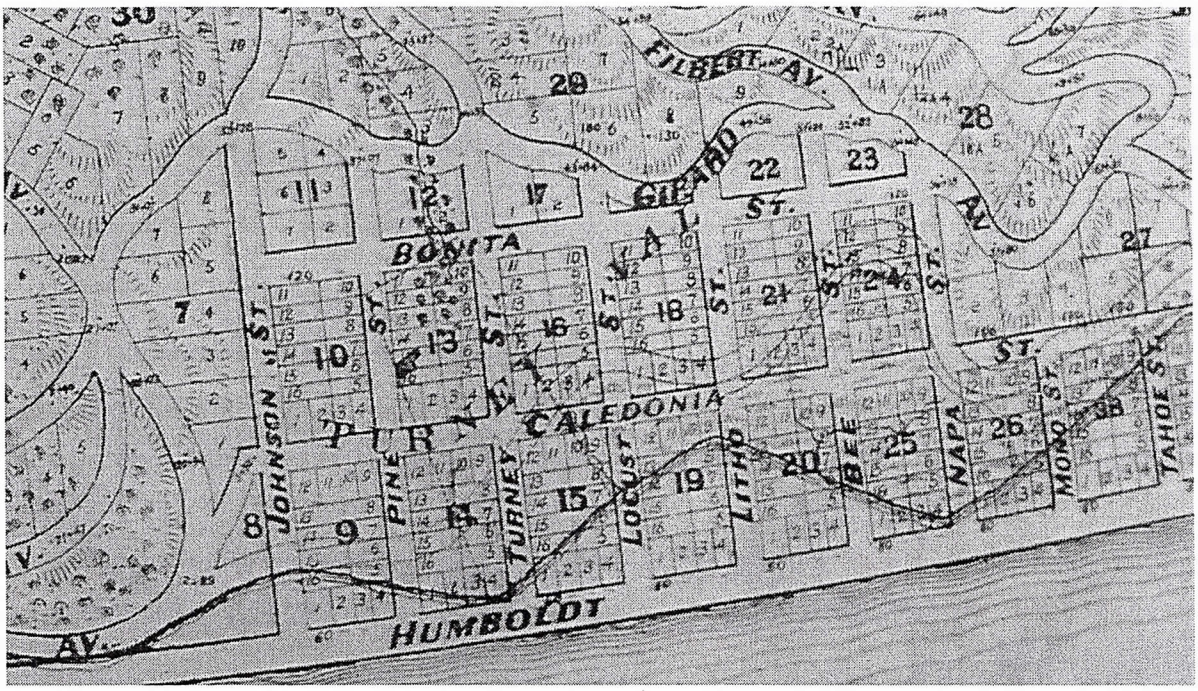


Figure 10. Detail of "Map of the Lands of the Saucelito Land and Ferry Company," ca. 1868, depicting Turney Valley
Source: California Historical Society
Note Richardson Hacienda and property indicated on Pine Street, just north of Caledonia Street

Once the streets were laid out, the directors of the SL&F Co. turned their attention toward infrastructure. They realized that without reliable access to San Francisco people would not purchase lots, regardless of how pleasant the climate or how good the views. The company accordingly acquired a side-wheel ferry boat, named *The Princess*, which began making two round trips a day between the newly constructed wharf at the foot of Princess Street and Meigg's Wharf in San Francisco. Service began on May 10, 1868.[41] As an incentive to purchase land in Sausalito, all buyers of lots were promised a free ferry pass.

[40] Tracy, 14.
[41] "Memories of an Old Sausalitan."

Land Sales Fail to Materialize

At first the only people building houses in Sausalito were SL&F Co. directors and their friends. In an effort to drum up interest, one of the directors, H.B. Platt, co-founded the Sausalito Yacht Club in 1869. It was hoped that a yacht club (much as a golf course today) would increase the prestige of the company's holdings.[42] Well into the 1870s, company directors had to subsidize SL&F Co. operations with their own funds. Samuel Throckmorton, a stockholder of the company, tried to foreclose several times.[43] The problem was that there were several other fledgling suburban towns in the San Francisco Bay Area that had ample land for sale, much of it cheaper and more accessible to San Francisco. With no rail access and only sporadic ferry service, Sausalito remained at a competitive disadvantage to the fast-growing towns of the East Bay or settlements along the San Francisco-San Jose Railroad on the Peninsula.

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 Bay Area terminus in Sausalito. Unfortunately for local landowners, the Central Pacific soon decided to make Oakland its terminus. In 1871, the newly founded North Pacific Coast Railroad (NPCRR) began planning a narrow-gauge line from Pt. 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.[44] Construction on the new line began simultaneously in 1873 in both Tomales and Sausalito. Workers built a wooden trestle across Richardson's Bay from Strawberry Point to Alameda Point (later Pine Hill Station) in Sausalito, approximately where Nevada Street and Bridgeway intersect today.[45] 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.

[42] Spitz, 90.
[43] Tracy, 16.
[44] Spitz, 91.
[45] Tracy, 18.

The NPCRR took over ferry operations from the SL&F Co., forming a seamless connection between Sausalito and San Francisco.[46] By 1893, the rail line operated 15 locomotives, 400 pieces of rolling stock, and 81 miles of track. With a ferry and railroad, Sausalito became the primary transit hub between San Francisco and Marin County and the "Redwood Empire."[47]

Sausalito's First Downtown Building Boom: 1869-1893

Real estate values in Sausalito naturally boomed following the completion of the North Pacific Coast Railroad, a boom that continued even after the NPCRR relocated its primary terminus from Sausalito to Pt. San Quentin in 1884. Even before the railroad, a compact commercial district had begun to coalesce around the ferry and railroad terminals near the intersection of Princess and Water streets **(Figure 11)**. One of the first buildings constructed in the area was the Saucelito Hotel, built in 1869 by Joseph Coster (sometimes spelled Koster) and an unnamed business partner. This hotel was soon followed by Greene's Hotel. The earliest store was built on Water Street in 1870 by a man named Ford next to Greene's Hotel. December 12, 1870 witnessed the establishment of Sausalito's first post office, which was operated by shopkeeper Jacob Schnell.[48] None of these buildings exist today.

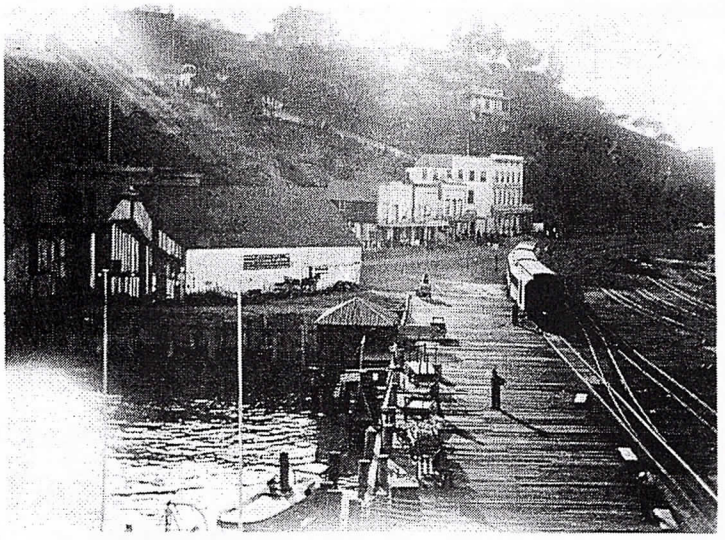


Figure 11. Sausalito's ferry wharf, rail terminus, and Downtown, 1888
Source: Sausalito Historical Society

[46] "The Sausalito story."
[47] "Sausalito: Its State of the City Report," *Marin Independent Journal*, 20 November 1971.
[48] "Rancho Saucelito," in *History of Marin County, California* (San Francisco: Alley Bowen & Co., 1880), 391.

By 1890, Sausalito boasted three saloons, three hotels (each with a bar), four stores, two blacksmith/wagon shops, one shoe shop, a livery stable, harness shop, bakery, meat market, and lumber yard.[49] Several heavily altered buildings from this period do survive on the east side of Bridgeway, including a brick commercial building at 670 Bridgeway (1885) and a commercial block at 676-86 Bridgeway (Jacob Schnell Block – 1889). Another very early building, which retains a much higher degree of integrity, is the former Schnell's House hotel at 4-6 Princess Street. Constructed in 1878, this building is said to resemble a traditional nineteenth-century, New England waterfront boarding house **(Figure 12)**. Many businesses in Downtown Sausalito were run by proprietors belonging to several of the town's early immigrant groups, including Portuguese, Italians, and French.[50]

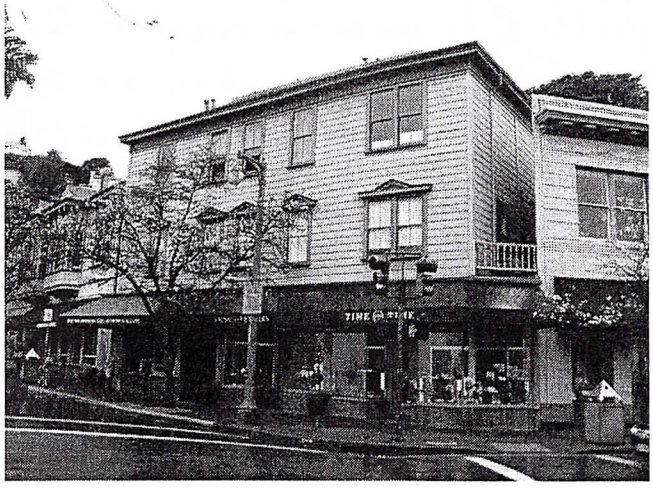


Figure 12. Schnell House Hotel, 4-6 Princess Street
Source: Christopher VerPlanck

Joining these businesses was Sausalito's first major tourist hotel, the El Monte Hotel **(Figure 13)**. Initially built in 1869 as the Clifton Hotel, and later called the Bon Ton, the El Monte perched on the slopes of The Hill, above the ferry terminal and the railroad station. The El Monte was a popular

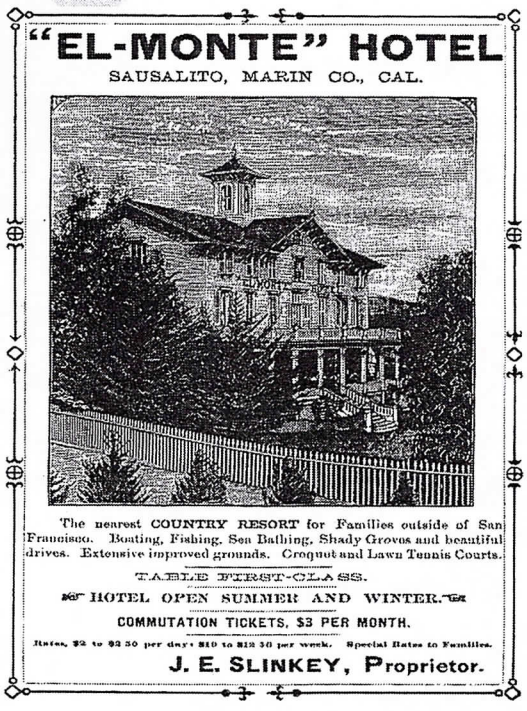


Figure 13. El Monte Hotel
Source: Sausalito Historical Society

[49] "The Sausalito story."
[50] Sausalito Historical Society, 37.

destination for travelers, as well as a base of operations for newcomers wishing to establish themselves in Sausalito **(Figure 13)**.[51] Individuals shopping for real estate were encouraged to rent small cottages on the hotel's property. The well-appointed El Monte Hotel contained 100 luxury suites, some of which offered hot and cold water and fresh and salt water baths. The El Monte Hotel hosted many well-known figures over the years and became a meeting place for many social and political groups. The upper-class tenor of Sausalito was reflected in the establishment of the San Francisco Yacht Club in 1878, which was housed in a clubhouse on Water Street, where Ondine Restaurant is now located. Neither the El Monte Hotel nor the original San Francisco Yacht Club still remain, though the original tankhouse for the El Monte Hotel (built ca. 1875 and converted to a residence ca. 1905) continues to exist at 140 Bulkley Avenue. It is listed in *Here Today* and is included in the local Historic Register.

Estate Development on The Hill

Because of its temperate climate, a portion of The Hill became popularly known as the "Banana Belt," especially after George B. Jones established a nursery on Harrison Avenue, where he actually grew bananas.[52] As mentioned previously, many of the "view lots" on The Hill were claimed early on by directors of the Sausalito Land & Ferry Company and other elite citizens, who built grand mansions there. One of the oldest houses in Sausalito, "The Bower," was built at Girard and Cazneau avenues in 1869 by Senator James H. Gardner **(Figure 14)**.[53] This dwelling, which is listed in *Here Today,* in the California Register, and in the Local Historic Register, still exists. Dr. John Cairns and the Tillinghast family, who owned two adjoining properties on Harrison Avenue, built "The Bungalow" in 1873. It and Cairns' own house next door were likely both designed by Cairns,

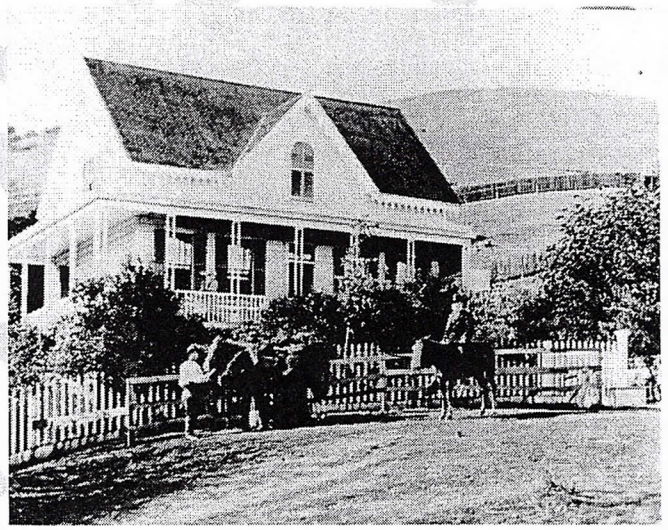


Figure 14. "The Bower," n.d.
Source: Sausalito Historical Society

[51] Sausalito Historical Society, 37.
[52] "The Sausalito story."
[53] "Memories of an Old Sausalitan."

who modeled them after British colonial dwellings. In British India "bungalows" frequently exhibited a simple square plan, pyramidal roof, and verandas on each exterior façade, much like Cairns' house.[54]

Other notable houses built on The Hill between 1869 and 1893 included Henry C. Campbell's "The Heights" (demolished 1907), which he built for his bride on Sweetbriar Lane in 1880. Campbell was a land developer, Sausalito Town Trustee, President of the Sausalito Bay Land Water Company, and director of the Tamalpais Land Co. Twelve years later he commissioned a house known as "Laneside," built for his daughter on Bulkley Avenue. It is thought to have been designed by Willis Polk, who also designed the bride's parents' house, "The Nook," nearby. While "Laneside" still exists at 93-109 Bulkley Avenue, with the exception of its entrance, "The Nook" was demolished in the 1960s. The "Casa Madrona," at 156 Bulkley Avenue, was built in 1885 by William G. Barrett. It was later converted into a boarding house and later a hotel. The "Casa Madrona" still exists. Henry Harrison's large parcel, encompassed by Harrison, San Carlos, and Atwood avenues, was developed with a massive Queen Anne mansion known as "Hazel Mount" in 1886. Located at 86 San Carlos Avenue, Hazel Mount has been completely rebuilt twice, once in 1889 and again in 1924, the later version of which still exists. All of these buildings are listed in the Local Historic Register.

In 1887, Hollyoaks was built by Mr. and Mrs. George E. Meade on Harrison Avenue; it was considered to be the grandest Victorian home in Sausalito, surpassing even Hazel Mount. Hollyoaks was demolished in 1939. Several other important "mansions" constructed during this time include Major Orson C. Miller's "The Pines," built in 1888, at 33 Miller Avenue **(Figure 15)**; and "Three Gates/Redonda Vista," con-

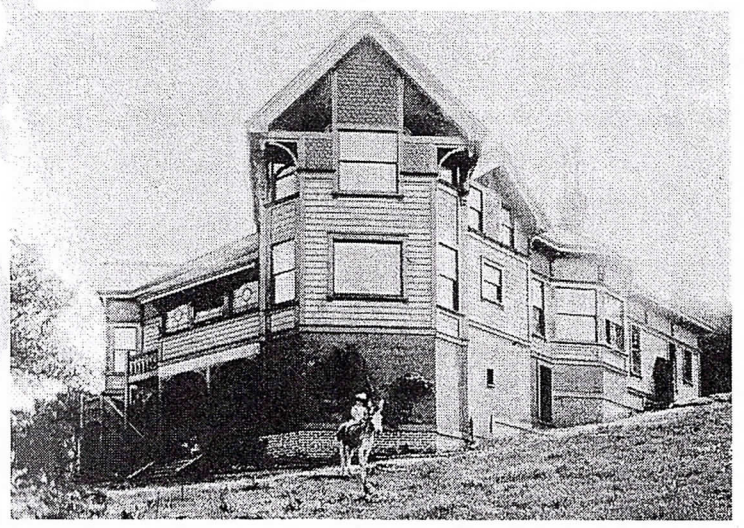


Figure 15. "The Pines," n.d.
Source: Sausalito Historical Society

[54] Tracy, 37. "Memories of an Old Sausalitan."

structed at 44-46 Santa Rosa Avenue in 1879.[55] These last two properties, which are both listed in the Local Historic Register, still exist.

Another important, if idiosyncratic, property developed on The Hill during this period was newspaper magnate William Randolph Hearst's "Sea Point." After gaining control of the *San Francisco Examiner* in 1886, Hearst ensconced himself and his mistress in a cottage overlooking Sausalito's Water Street. Hearst invited his San Francisco socialite friends to stay with him at "Sea Point." He then purchased several adjoining lots to form a buffer around his property and prevent others from building nearby. In 1890, Hearst began building a colossal new house on the hillside below Sea Point. Though it remained uncompleted, it became a prototype for *"La Casa Encantada,"* better-known as Hearst Castle, near San Simeon. Shortly after it was started, a series of domestic problems caused Hearst to stop work, with only the massive, castle-like foundation completed.[56] This structure, which exists today, now serves as the foundation of the modernist Wiper House, designed by architect Joseph Esherick (1951).[57] It is listed in the Local Historic Register.

Sausalito, and The Hill in particular, were known for their large British community during the nineteenth century. This influence began in the 1870s when the British Consul General from San Francisco bought a large parcel on The Hill and subdivided the land, selling it to several of his countrymen. As more British residents arrived, including Charles Henry Harrison, Dr. Cairns, and several others, they made The Hill a center of the Bay Area's British expatriate community. Excelsior Lane was known unofficially during this period as "Limejuice Alley." Originally, the lower part of the lane had wooden steps, while the upper portion was a steep, unimproved trail.[58] The social and religious culture of The Hill's British community is evident in the design of

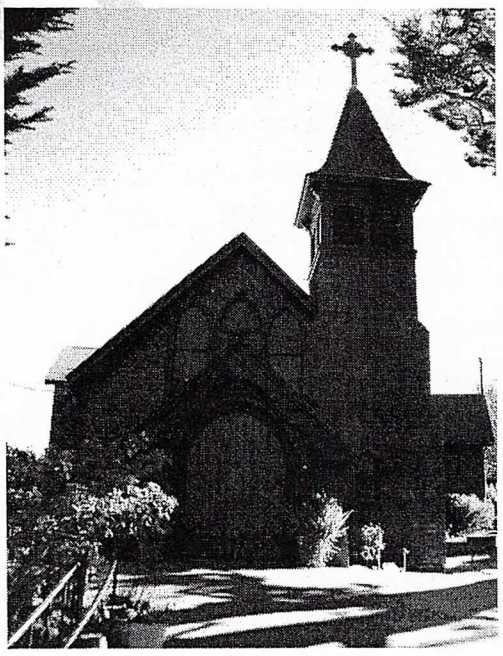


Figure 16. Christ Church, 2013
Source: Christopher VerPlanck

[55] Tracy, 34, 37, 53, 55.
[56] Ibid., 50-51.
[57] Tracy, 49-51.
[58] "Memories of an Old Sausalitan."

Christ Church, which was begun in 1882 to serve Sausalito's Anglican community **(Figure 16)**. This building, which was sympathetically expanded in 1889, and again in 1894, is likely the oldest surviving church in continual use in Sausalito.[59] It is listed in the Local Historic Register.

Old Town Revival

While Downtown and The Hill thrived during the latter half of the nineteenth century, Old Town remained stagnant. Charles T. Botts, the owner of the land since purchasing it from William Richardson in 1849, sold it to the Old Saucelito Land & Dry Dock Company (OSL&DD Co.) sometime after 1870. This consortium was led by John Turney, one of the original directors of the Sausalito Land & Ferry Company. The OSL&DD Co. sought to revive Old Town's maritime ship repair business by building a new dry dock on Shelter Cove. The plan never took off, mainly because state-of-the art dry docks had been recently built at Hunters Point in San Francisco. Thus, Old Town remained a "straggling sailor's town" and had few amenities to speak of.[60]

A map published by the OSL&DD Co. in 1873 shows Old Town shortly after the company purchased the land **(Figure 17)**. The original subdivision plat of 1851 remained intact and the street names had not been changed. The map does show that the OSL&DD Co. had laid out several new streets on the steeper slopes surrounding Old Town. North of Old Town, these streets included Story and McNulty avenues, which were evidently never built. South and west of Old Town one can see a street that appears to have been an ancestor to Sausalito Boulevard. This too was not built.

As early as 1869, Old Town acquired a school – Sausalito's first –which was built on West Street. This building, albeit heavily remodeled, still stands and is in use today as a dwelling. It was not until 1884 that a store was built at 2nd and Richardson streets. Representing Old Town's main business hub, the store served residents as well as servicemen at nearby Fort Baker, after the Army built that installation in 1897.

[59] Sausalito's oldest church building is the former Methodist Church constructed in 1872 on Hannon's Hill, above New Town. It is now a private residence.
[60] "Memories of an Old Sausalitan."

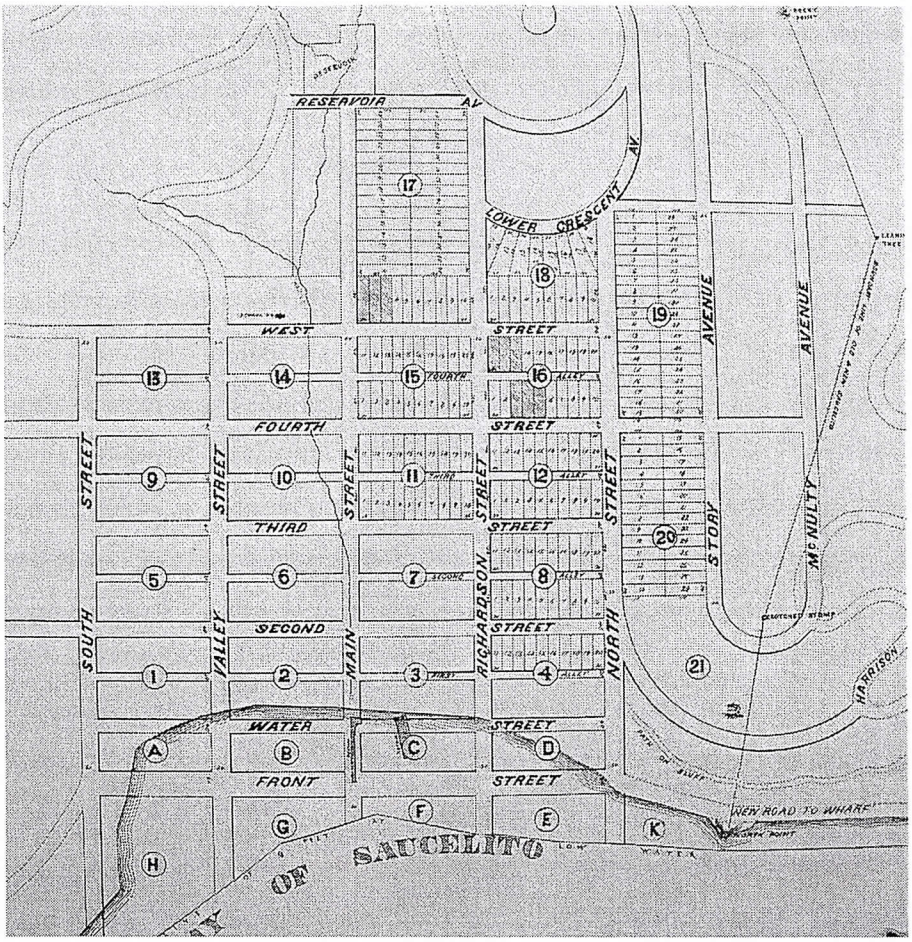


Figure 17. Old Saucelito Land & Dry Dock Co.'s map of Old Town, 1873
Source: California Historical Society

Orson C. Miller purchased the unsold portions of Old Town from the Old Saucelito Land & Dry Dock Company in 1887. In business as the Sausalito Bay Land Company (SBLC), Miller marketed the lots under the "homestead plan." Homestead associations were very popular in cheaper, outlying parts of San Francisco and the Bay Area. Organized along the lines of a joint stock company, people would make regular monthly investments in the company. Once the buyer had paid the final installment, he or she could select a lot of his or her choice and begin building. To open up connections with Downtown, New Town, and The Hill, Miller built several new streets in Old Town, including Sausalito Boulevard, which opened up access to the steeper hillside lots in Old Town and also provided a link to New Town via The Hill.

Though Orson's road building finally linked "Old Saucelito" with the rest of town, working-class homebuyers continued to prefer New Town, mainly because it had superior rail and ferry access and was closer to places of employment.[61] Around 1890, Old Town finally found its calling as Sausalito's maritime industrial zone. Old Town got its first real boatyard after the California Launch Building Company built a yard on Shelter Cove in 1890 **(Figure 18)**. As boatbuilding became important to Old Town, laborers began purchasing house lots and building cottages. Saloons then opened to quench their thirst. One of the first saloons built in Old Town was the Cottage-by-the-Sea. Built ca. 1890 at the northeast corner of Water and Richardson streets, across the street from the California Launch Building Company, the Cottage-by-the-Sea would eventually be joined by several other saloons, including Castle-by-the-Sea and Walhalla.



Figure 18. Old Town, ca. 1890
Source: Sausalito Historical Society
Note California Launch Building Co. and the Cottage-by-the-Sea to the right

[61] Sausalito Historical Society, 15.

New Town

Known as Turney Valley prior to 1904, New Town evolved into Sausalito's most important ethnic, working-class neighborhood during the 1870s and 1880s. Although the Sausalito Land & Ferry Company had subdivided the area in 1868, the neighborhood did not develop until the arrival of the North Pacific Coast Railroad in 1875. Railroad workers employed in the nearby NPCRR rail yard found inexpensive house lots in New Town, which they purchased and developed with cottages throughout the valley. Several speculators constructed flats and apartments for single male workers as well, including several "bachelors' houses" perched on the hillside above New Town, at Pine Street and Girard Avenue.[62] One of the earliest views of Old Town, taken ca. 1880, shows residential and commercial development along Caledonia Street, as well as remnants of William Richardson's adobe hacienda **(Figure 19)**.

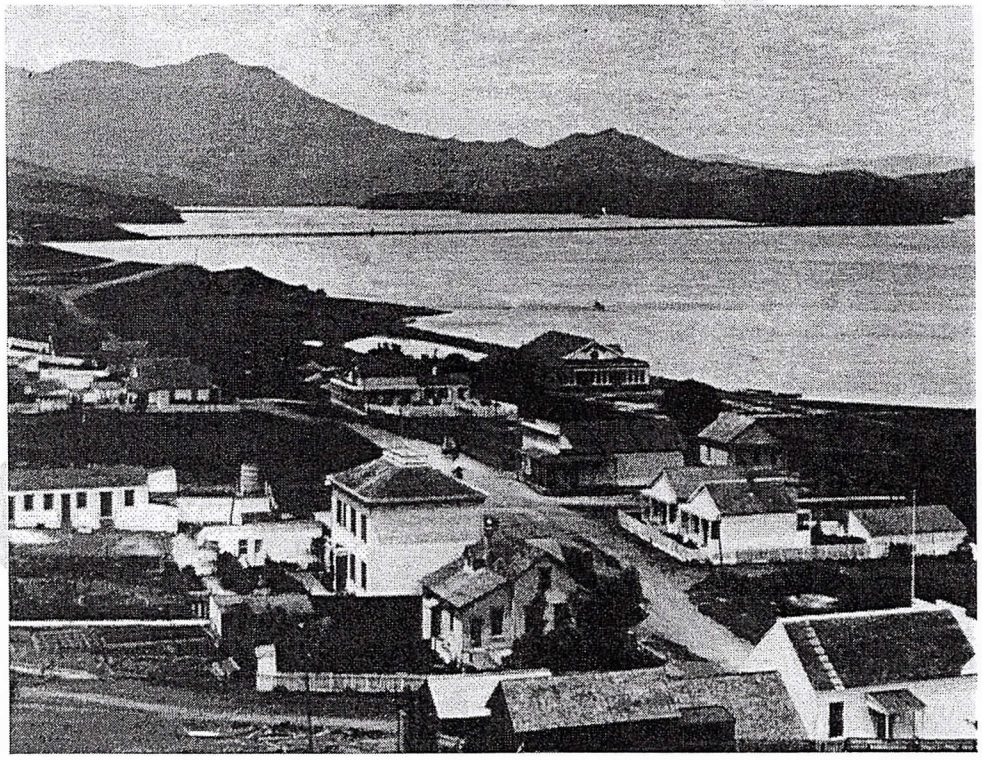


Figure 19. Turney Valley/New Town, ca. 1880
Source: Sausalito Historical Society

[62] "Memories of an Old Sausalitan."

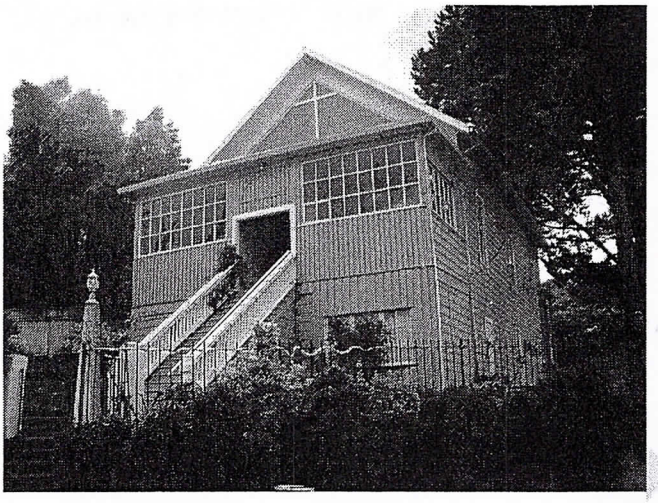


Figure 20. Sausalito Community Church, 131 Filbert Avenue, 2013
Source: Christopher VerPlanck

One of New Town's earliest remaining buildings is Sausalito's second school house. Named after William Richardson, this school opened on Hannon's Hill in 1871. It still stands at 1709 Bridgeway. It was followed a year later by a Methodist Church, which was also constructed on Hannon's Hill, at 131 Filbert street **(Figure 20)**. This church later became a Catholic church catering to Sausalito's growing Portuguese immigrant population. The church, which still stands, is Sausalito's oldest remaining church building. New Town also has several very early dwellings. In 1874, John Romer, a partner in the Sausalito Land & Ferry Company, built Madrona Cottage for his daughter. The cottage still stands at 76 Cazneau Avenue. Two years later, Elderberry Cottage was built nearby. This cottage also still stands at 76 Locust Street.[63] Both are listed in the Local Historic Register.

The opening of the NPCRR rail yard along the waterfront of New Town in 1874 led to the establishment of several lumber yards along Water Street (now Bridgeway), as well as the construction of a new wharf in Richardson's Bay, at the foot of Napa Street. The Napa Street Wharf may have been a reconstructed version of William Richardson's wharf that he had built in 1841. Regardless, the arrival of the railroad and symbiotic commercial operations caused the New Town waterfront to industrialize during the last quarter of the nineteenth century. In addition to railroad-related industries, New Town also had a small, informal maritime sector – mainly Italian fishermen who built and serviced traditional *felucca*-style fishing boats on the beach near the Napa Street Wharf (now Dunphy Park).[64] During the 1890s several larger boatbuilding yards opened in New Town, including the Oceanic Boatyard Company, which opened at the foot of Napa Street ca. 1891, and the Atlantic Boat Building Plant, which opened at the foot of

[63] Sausalito Historical Society, 22.
[64] Tracy, 96.

Turney Street around the same time. In 1892, Mason's Malt Whiskey Distilling Company opened a distillery at the corner of Litho and Caledonia streets.[65]

Portuguese immigrants from the Azores had begun to settle in Sausalito as early as the 1860s. They were initially drawn to the area to work in the local dairies and cattle ranches. As their population began to swell during the 1870s, Portuguese Sausalitans branched out into other industries, including fishing, boatbuilding, and railroad work. In 1881, Sausalito gained its first Catholic Church to minister to the city's Portuguese Catholics. Known as St. Mary's Star of the Sea, the church was originally located at the intersection of Litho and Bonita streets in New Town. Ever since 1888, St. Mary's was famed for its annual Chamarita parade celebrating the Feast of the Holy Ghost, a Portuguese national holiday and folk festival.[66] Sausalito gained a second Catholic church with the completion of Holy Family Hall in New Town in 1908. Holy Family, which catered largely to Irish and Italian Sausalitans, was destroyed by fire in 1919, and the original St. Mary's was demolished in 1920. For the next four decades, the congregations of both churches relocated to Old Town, until a much larger St. Mary's Star of the Sea was completed on Harrison Avenue in 1959.[67]

The growing population of New Town inspired the construction of Central School on Litho Street, in 1888. A photograph taken from Hannon's Hill looking south over the school and the rest of New Town around 1890 illustrates the growing district. In addition to Central School, which is visible at the center-left of the image, St. Mary's Star of the Sea is visible to the right of the school **(Figure 21)**. The photograph also illustrates the proliferation of modest, gable and hipped-roofed cottages that were going up on the surrounding streets and undeveloped hillsides.

Spring Street Valley

Just to the north of New Town, on the other side of Hannon's Hill, is the Spring Street Valley neighborhood. Originally named "Woodward Valley," the narrow gulley centered on Spring Street, developed into a third node of modest workers' cottages. In addition to Italian and Portuguese immigrants, Spring Street Valley was for a short time home to a community of around 100 Chinese railroad workers. This informal community, which was nicknamed "Shanghai Valley," was located on the

[65] Tracy, 96, 125.
[66] Helen B. Kerr, *Sausalito: Since the Days of the Spanish Dons* (Berkeley, CA: Zone West Press, 1967).
[67] "History of Catholic Churches in Sausalito," www.staroftheseа.us/Buildings.html; accessed September 6, 2013.

waterfront, at the foot of Spring Street. The Chinese remained in the area for several years after the NPCRR was completed in 1874, but they gradually dispersed due to lack of work. Most of the Chinese who remained in Sausalito after 1890 were household servants employed in wealthy households on The Hill.[68]



Figure 21. View south over New Town, ca. 1890
Source: Sausalito Historical Society

1887 Sanborn Maps

In 1890, Sausalito's population was 1,334, a small town by any measure. The 1887 Sanborn Fire Insurance Company (Sanborn) maps, published three years before the 1890 Census, provide a snapshot of the community during the last quarter of the nineteenth century. Old Town was still rural enough that it did not warrant its own map. The only areas of town that had enough development to be documented were Downtown; Water Street, between Princess and North streets; Caledonia Street, between Johnson and Locust streets; and a narrow section of The Hill, between Bulkley Avenue and Water Street. Downtown was unsurprisingly the most urbanized part of Sausalito, containing roughly 25 wood-frame and two brick commercial blocks, saloons, hotels, and livery stables. Industrial plants were mainly located along the waterfront in New Town, including the NPCRR railroad shops on Water Street, the Saucelito

[68] Kerr, 13. Tracy, 20-21.

Lumber Company, and a handful of carriage works and blacksmiths' shops. No boatyards were shown yet, but boatbuilding would not arrive in New Town until after 1890. New Town also had a large "amusement hall" and bandstand at the intersection of Locust and Water streets. Located one block inland from Richardson's Bay, Caledonia Street was lined by one-story cottages and a tight cluster of commercial buildings near the corner of Caledonia and Johnson streets.

1893 Fire

On July 4, 1893, as Sausalito was celebrating Independence Day, a skyrocket or a firecracker carelessly thrown from the El Monte Hotel landed on the roof of the Hunters' Resort, a saloon on Water Street (now the 700 block of Bridgeway). The shake roof quickly ignited and before it could be extinguished the fire spread to several nearby buildings. Within a matter of a few hours, ten buildings – approximately half of Sausalito's downtown commercial district – were destroyed. Frustrated by the feeble response to the disaster, outraged Sausalitans began to lobby for incorporation so that more resources could be made available for civic improvements, not the least of which were a modern fire department and a reliable source of water.

Representative Building Types – American Settlement (1869-1893)

The period between 1869 and 1893 encompassed the formative years of Sausalito, beginning with the subdivision of most of the city in 1868-69 and ending with the fire of 1893. Six of the themes identified in Chapter III correspond with this period: "Monte Carlo of the West" – Estate Development on The Hill; Commercial and Industrial Development in Downtown Sausalito; Gateway to the North – Sausalito as Regional Transit Hub; Working-class Enclaves – Residential Development in Old Town, New Town, and Beyond; Houses of the Holy-Religious Properties in Sausalito; and Recreation and Culture in Sausalito. This period encompasses the most important period of estate construction on The Hill, as well as the beginning of commercial development in Downtown and the development of mixed-use industrial and working-class enclaves in New Town, Old Town, and Spring Street Valley. Many characteristic properties from this period have been discussed and illustrated above. The following sections discuss a selection of properties that best illustrate particular themes from this period in Sausalito's history. Construction dates are not available for every structure in Sausalito; therefore construction dates for some of the structures identified below are inferred from features such as form and massing, stylistic cues, or from data derived from Sanborn maps and/or historic photographs.

Residential Properties

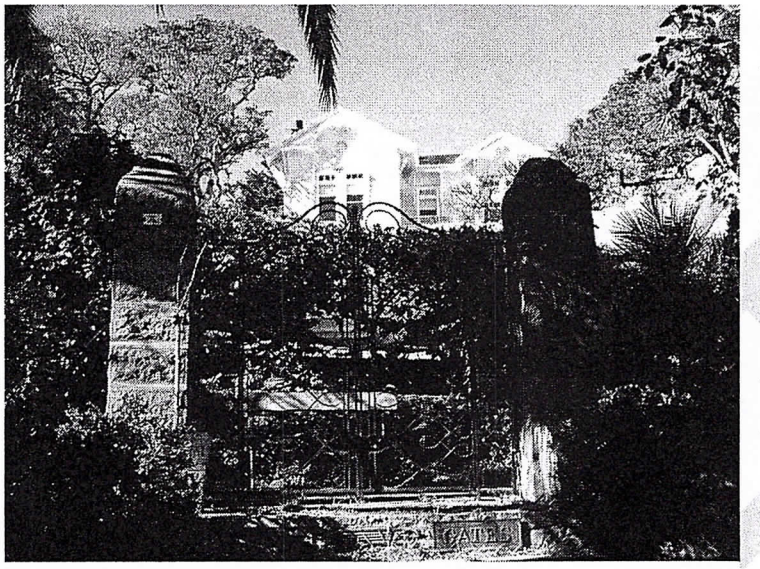


Figure 22. "Three Gates" or "Redonda Vista," 2013
Source: Christopher VerPlanck

As mentioned above, 1868-1893 was the heyday of estate construction on The Hill. Though many of the grandest houses, including "The Heights" and the original "Hazel Mount" were demolished long ago, several important residential properties survive from this period. One block in particular, the roughly circular tract bounded by Harrison, Santa Rosa, and San Carlos avenues, contains several important residential properties. One of the most impressive is a Stick/Eastlake style mansion at 48 Santa Rosa Avenue. Called "Three Gates" or "Redonda Vista," this substantial Victorian edifice was constructed in 1879 by a wealthy Portuguese couple, Mr. and Mrs. George Tashiera **(Figure 22)**. The house, which occupies expansive landscaped grounds, appears to have been part of a larger landholding that was gradually subdivided. The property is accessed by a wrought iron gate anchored to stone pillars on Santa Rosa Avenue. The house embodies many characteristics of the "San Francisco Stick" style, including the false truss work in the gables, vertical "stick work" applied to the façade, and the paneled friezes. Three Gates is listed in the Local Historic Register.

"Three Gates" is notable for its association with Sausalito's influential Portuguese community. Though most Portuguese in the nineteenth century were employed in blue collar occupations such as ranching, fishing, and railroad work, some had become prosperous business owners, including the Tashieras, owners of McCollam Fishing & Trading Co. It is unusual that the Tashiera family decided to build their house on The Hill, a traditionally British and Anglo-American district instead of New Town, the traditional center of Portuguese life in Sausalito.



Figure 23. 155 Harrison Avenue, 2013
Source: Christopher VerPlanck

Another very good example of an Eastlake style estate is located on the same block as "Three Gates." This house, built ca. 1875 and located at 155 Harrison Avenue, embodies many characteristics of the Eastlake style as it was disseminated in design journals published during the late nineteenth century. Based on the teachings of British art critic and designer Charles Eastlake, the style embodies influences of the British Gothic and other late mediaeval styles. 155 Harrison Avenue has a prominent false truss in its front-facing gable. This truss, perforated by decorative floral motifs, is supported by angular struts projecting out from the façade. Other Eastlake stylistic features include the turned porch columns and spindles, the exposed "stick work" around the windows, and the arched entrance to the porch.

Not all of the estates built in Sausalito during the nineteenth century were designed in the highly ornamental late Victorian styles. One of Sausalito's most architecturally significant dwellings from this period is Craig Hazel, a shingled house designed by Willis Polk and constructed in 1890 at 26 Alexander Avenue, in Old Town **(Figure 24)**. This house, which is perched above Shelter Cove, is a fine (and early) example of the First Bay Region Tradition, a California version of the eastern Shingle Style. Pioneered by architects like Willis Polk, Bernard Maybeck, Julia Morgan, and Ernest Coxhead, the First Bay Region Tradition represents California's pioneering efforts to develop its own stylistic traditions.

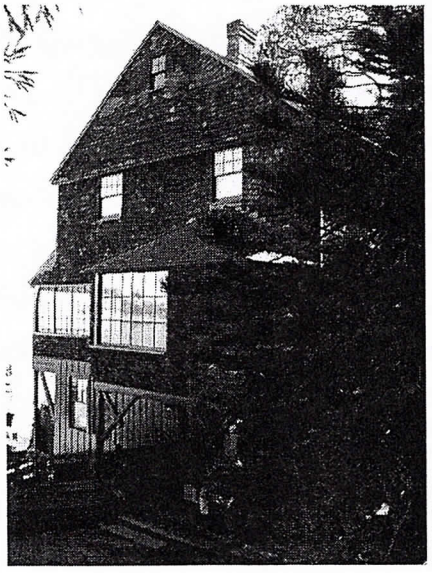


Figure 24. Craig Hazel, 26 Alexander Avenue, 2013
Source: Christopher VerPlanck

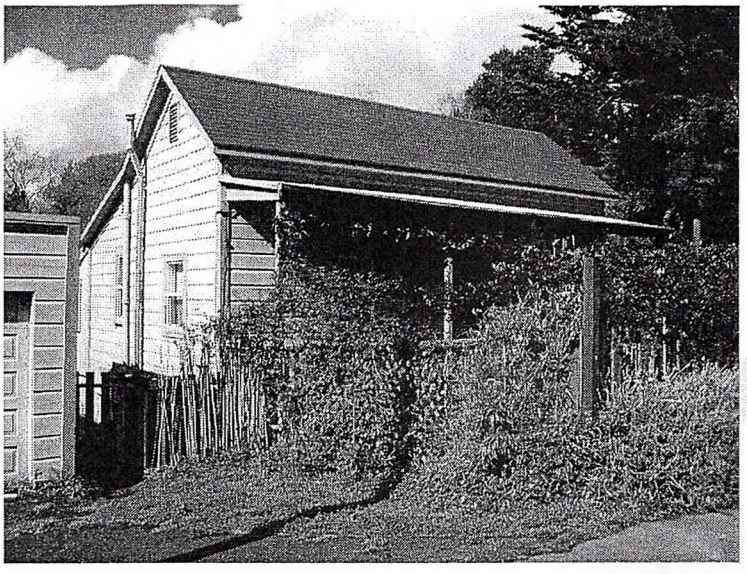


Figure 25. Cottage at 514 Nevada Street, 2013
Source: Christopher VerPlanck

Of course, not all Sausalito residents could afford a large, architect-designed mansion. There were hundreds of non-architect-designed folk/vernacular dwellings constructed during this period, especially in New Town, Old Town, and Spring Street Valley. Typically one or two-story, wood-frame dwellings with gable or hipped roofs, most of these vernacular dwellings had little or no applied ornament. Most had extruded porches either on the front or on the sides of the house. If the property was wide enough, the house was often built with its roof parallel to the street, such as the ca. 1890 cottage at 514 Nevada Street in the Nevada Street Valley neighborhood **(Figure 25)**. This dwelling is a very good example of a nineteenth-century workers' cottage. Though its exact construction date is not known, it was likely present when Mason's Distillery moved to this area in the early 1890s.

Somewhere between the mansions of The Hill and the modest workers' cottages were the fairly simple yet more elaborate "Victorian" dwellings built for members of Sausalito's middle class. Typically found in New Town, these moderate-sized, two or three-bedroom, wood-frame dwellings were most commonly designed in the Queen Anne style. An excellent example is the hipped-roofed cottage at 211 Bonita Street in New Town **(Figure 26)**. Though its exact construction date is unknown, its form and its Queen Anne styling suggests that it was built in the early 1890s. Dwellings like this were typically not architect-designed. Instead they were usually designed and built by contractors who may have had access to architectural pattern books or who sourced the decorative

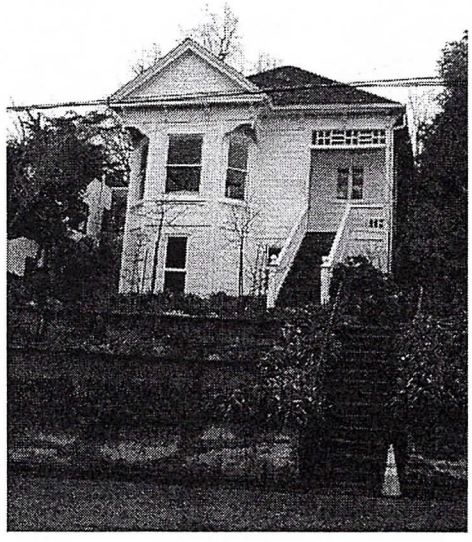


Figure 26. 211 Bonita Street, 2013
Source: Christopher VerPlanck

millwork from catalogs or from local lumber yards. The dwelling at 211 Bonita Street, or a similar one at 425 Turney Street (also in New Town), both feature characteristics of this property type, including the angled bay window, combination gable/hipped roof, shingled gable(s), decorative sunburst brackets, turned balusters, and exotic "Chinese" balustrades and porch detailing. Art glass and expensive tile and brickwork tended to be popular as well, but more so for more opulent houses.

Commercial Properties



Figure 27. 19 Princess Street, 2013
Source: Christopher VerPlanck

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, wood-frame, rustic-clad structures, though brick was occasionally also used. Ornament is 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 **(Figure 27)**. 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. 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 rustic siding, front-facing gable-roof, raking cornice, simple fenestration pattern, and no discernible ornament. Its next-door neighbor at 21 Princess Street is very similar. Both buildings are contributors to the Downtown Historic Overlay District.



Figure 28. Commercial block at 35-37 Caledonia Street, 2013
Source: Christopher VerPlanck

Outside Downtown, outlying neighborhoods typically had at least one or two commercial buildings. In New Town there are several nineteenth-century commercial buildings that were originally built as dwellings but that were later raised and given a new ground-floor commercial space. In other circumstances the house was not raised and the first floor level was simply converted into a store, saloon, or other business. One of the best examples from this period is a two-and-a-half-story, wood-frame commercial block at 35-37 Caledonia Street. Though the property has a recorded construction date of 1919, its distinctive footprint first appears on the 1887 Sanborn maps as a one-and-a-half-story dwelling. It appears in its existing configuration, as a two-story-over-basement, mixed-use building on the 1901 Sanborn maps. Stylistically this commercial block clearly started out as a Queen Anne-style residence, with its angled bay windows, bracketed cornice, and shingled dormer with a sunburst ornament **(Figure 28)**.

Another example of a residential building that was converted into a mixed-use building during this period is the Dubrow House, located at 1301 Bridgeway in New Town **(Figure 29)**. This Eastlake-style commercial building started out as a dwelling. Constructed in 1889, it was later moved to its present location on Bridgeway between 1920 and 1945. In contrast to 35-37 Caledonia, the commercial storefront was simply inserted into the first story of the dwelling. The Dubrow House is listed in Sausalito's Local Historic Register.

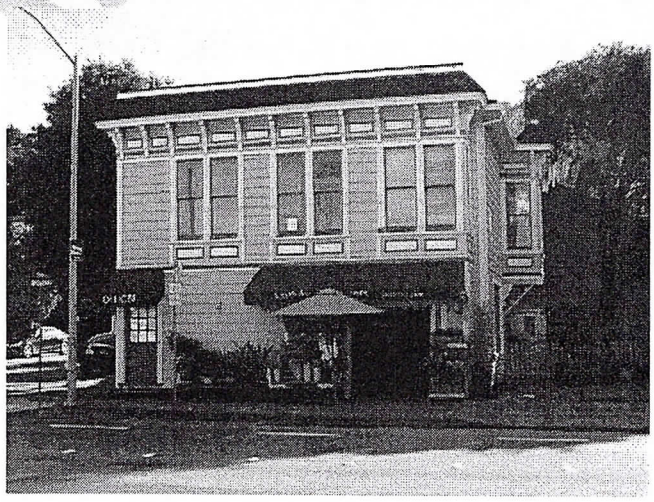


Figure 29. Dubrow House, 1301 Bridgeway, 2013
Source: Christopher VerPlanck



Figure 30. Former saloon at 2001 Bridgeway, 2013
Source: Christopher VerPlanck

The Spring Street Valley neighborhood has an excellent example of a commercial building built during this period at 2001 Bridgeway **(Figure 30)**. Though it has a recorded construction date of 1920, this two-story, wood-frame, Greek Revival style building first appears as a saloon on the 1909 Sanborn maps. Its form and architectural detailing suggest a construction date of ca. 1880 which conforms to the earliest settlement of the valley. This building, which continues to anchor one corner of Spring Street Valley's tiny commercial district, is located next door to a very early folk/vernacular dwelling that also appears to date to the pre-1893 period.

Industrial Properties

There are no known purpose-built industrial properties dating to the period 1868-1893 in Sausalito. Most of these properties were boatyards, railroad facilities, and warehouses located along the waterfront. The waterfront was redeveloped during the middle of the twentieth century, removing most evidence of these industries.

Religious Properties

Sausalito has at least two churches constructed during the period 1868-1893: Christ Episcopal Church at San Carlos and Santa Rosa Avenues, on The Hill, and the former Sausalito Methodist Church, built in 1872 at 131 Filbert Avenue (now Sausalito Christian Fellowship). Christ Church is by far the most architecturally significant one, with traits of the First Bay Region Tradition in evidence. It is listed in the Local Historic Register.

Government/Institutional Properties

There are several former school buildings in Sausalito that date from the period 1868-1893. The oldest was built in 1869 on West Street in Old Town. This building was incorporated into a dwelling and is no longer readily identifiable. The First Richardson School, constructed in 1871 at 1709 Bridgeway, is also a private residence. New Town also has the former Central School, which was previously where Sausalito City Hall is now located, at 420 Litho Street. It was moved in 1926 to its present location at 318 Caledonia Street and converted into a commercial building **(Figure 31)**. This two-story, wood-frame, shingled Eastlake-style building now houses Water Street Hardware and Marine, a long-time Sausalito business. It is listed in the Local Historic Register.

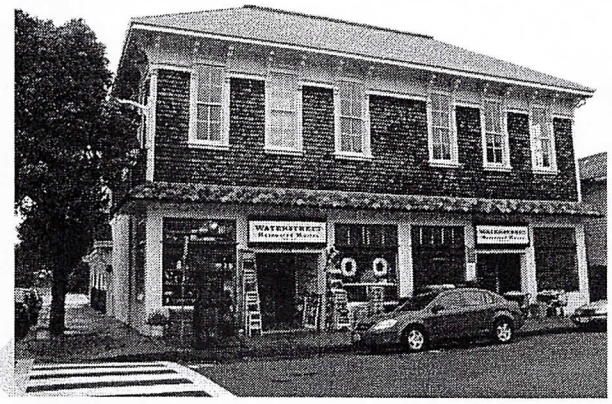


Figure 31. Former Central School, 318 Caledonia Street, 2013
Source: Christopher VerPlanck

Public Open Space/Public Art

Sausalito does not have any parks, public open space, or public art known to exist from the period 1868-1893. It must be kept in mind that Sausalito was an unincorporated township throughout this period. Furthermore, the late nineteenth century, similar to the present day, was a period known for the dominance of private capital. With no income taxes levied on the wealthy until the early twentieth century, most local governments remained underfunded and did little aside from providing the basics, including schools, police and fire protection, as well as courts. In nineteenth-century America there was little investment in public works or infrastructure. This did not change until the Progressive Movement began its efforts to improve the appearance and functionality of American cities during the early twentieth century.

Other Public Infrastructure

As mentioned above, Sausalito did not incorporate until 1893, in part to address lack of adequate fire protection and also to improve the town's largely privately funded and built infrastructure such as roads, bulkheads, stairs, and sewers and water mains.

Significance Thresholds

The period spanning the years 1869 to 1893 is the most important era for estate development in Sausalito. During this period the town began to attract wealthy San Franciscans, as well as a sizable British expatriate community, with its mild climate, bucolic scenery, and isolation from urban stresses. It was also an important period for development in the Downtown, though most of these buildings no longer exist. The Local Historic Register already includes most of the important remaining estates in Sausalito, including Fiedler Villa, "Nestledown," "The Pines," "Redonda Vista," "Villa Veneta," and others. There do appear to be several properties constructed during this period, including 147 Harrison Avenue and 155 Harrison Avenue, that fit within this context that should be included in the Local Register, as well as possible listing in the National Register under Criterion A (Events) and Criterion C (Design/Construction), as well as in the California Register under the corresponding Criteria 1 and 3.

Though more research is necessary to identify their original owners and dates of construction, there are several dozen workers' cottages in Sausalito that appear to date to this period of development. These would likely qualify for listing in the California Register under Criteria 1 and 3.

D. Incorporation: Commercial, Industrial, and Residential Development (1893-1937)

Sausalito Incorporates

As mentioned previously, the fire of 1893 that destroyed much of downtown Sausalito convinced most Sausalitans that the community should incorporate in order to obtain better fire and police protection. Another issue confronting Sausalitans was the proliferation of off-track betting parlors (then called pool halls) and a proliferation of "dirty little gin mills" along the waterfront.[69] Ever since statehood in 1850 Sausalito had been administered from San Rafael, the county seat of Marin County. Sausalito was part of a much larger unincorporated township that encompassed the southeastern corner of Marin County,

[69] "Sausalito a Town," *San Francisco Chronicle* (August 27, 1893), 20. Sausalito reincorporated as a sixth-class city in 1935. Its Board of Trustees became a City Council and its Town Marshall became the Chief of Police.

including Mill Valley, Tamalpais Junction, and much of the rest of the former *Rancho de Saucelito*.[70] Public services, such as they existed at all, could be stretched quite thin.

Barely a month after the fire, on August 26, 1893, Sausalito's 1,300 residents were presented with an opportunity to vote on incorporation. The election, which revealed long-simmering class and ethnic divisions, pitted working-class Portuguese immigrants, who mainly opposed incorporation because they feared that their taxes would be raised, against the English and Anglo-American "cliff dwellers," who supported incorporation as a way to clamp down on the pool halls and gin joints and "make Sausalito a model town in every way."[71] Several prominent Portuguese-American residents, including Adolph Sylva, were heavily involved in the betting parlors and saloons and they wanted as little government interference as possible. Pro-incorporation forces won by a narrow margin of only 23 votes. James W. Sperry, owner of the Sperry Flour Mill in San Francisco, was elected the town's first mayor. His fellow trustees, nearly all of whom were prominent Hill residents, included General John H. Dickinson, John Richards, John Schnell, and C.H. Harrison.[72]

Downtown Reconstruction

Even after the election incorporation remained controversial, with opponents taking the issue to court. The issue was finally resolved in April 1895 when the California Supreme Court upheld Sausalito's incorporation.[73] In the meantime, Downtown's property owners had been busy rebuilding. More than 15 new buildings had gone up along Water Street between 1893 and 1900, including some of Downtown's most important commercial blocks. The 700 block of Bridgeway contains a row of seven buildings from this period, including the Burlwood Gallery Building, at 721-25 Bridgeway (originally two buildings -1894); the Gene Hiller Building, at 731 Bridgeway (formerly City Hall – 1894); Patterson's, at 737-41 Bridgeway (1894); Arcade Shops, at 743-45 Bridgeway (1894); the J.D. Browne Building, at 749 Bridgeway (1894); an unnamed building at 755-57 Bridgeway (1899); and the No Name Bar, at 759 Bridgeway (1894) **(Figure 32)**.

[70] Spitz, 53.
[71] "Sausalito a Town," *San Francisco Chronicle* (August 27, 1893), 20.
[72] Ibid.
[73] "Progressive Sausalito," *San Francisco Call* (April 6, 1895).



Figure 32. 700 block of Bridgeway, looking southwest, 2013
Source: Caitlin Harvey

1894 Sanborn Maps

The 1894 Sanborn maps, the second series published for Sausalito, illustrate the built environment of the town. This series consists of only three maps, indicating the sparse nature of development in most of Sausalito. Map 1 covers the Water Street corridor and the waterfront south of Princess Street, as well as a small inset map covering the intersection of 2nd and Richardson streets in Old Town, the first Sanborn map coverage for Old Town. Map 1 shows Water Street lined by a staggered collection of cottages, saloons, stables, hotels, and shops. On the seaward side of Water Street one can see the original San Francisco Yacht Club building, Mathias Lange's Launch Company facility, and a boat house. The Old Town inset map shows several cottages, the Cottage-by-the-Sea saloon, and the California Launch Building Company, Sausalito's biggest boatbuilding operation at the time.

Map 2, which illustrates Downtown, indicates that the fire-damaged Downtown had been reconstructed with modern commercial blocks **(Figure 33)**. The map identifies the El Monte Hotel and cottages, on Bulkley Avenue; the Saucelito Hotel, on Water Street; Schnell's House Hotel; the Yacht House Saloon and Restaurant; the Sausalito Post Office; and various other markets. The map also illustrates a complex of greenhouses located near the intersection of Bulkley and Santa Rosa avenues on The Hill. This complex occupied a portion of the future site of the Alta Mira Hotel. Map 2 ends on the northern edge of Downtown, with the NPCRR ferry terminal and freight shed on Richardson's Bay.

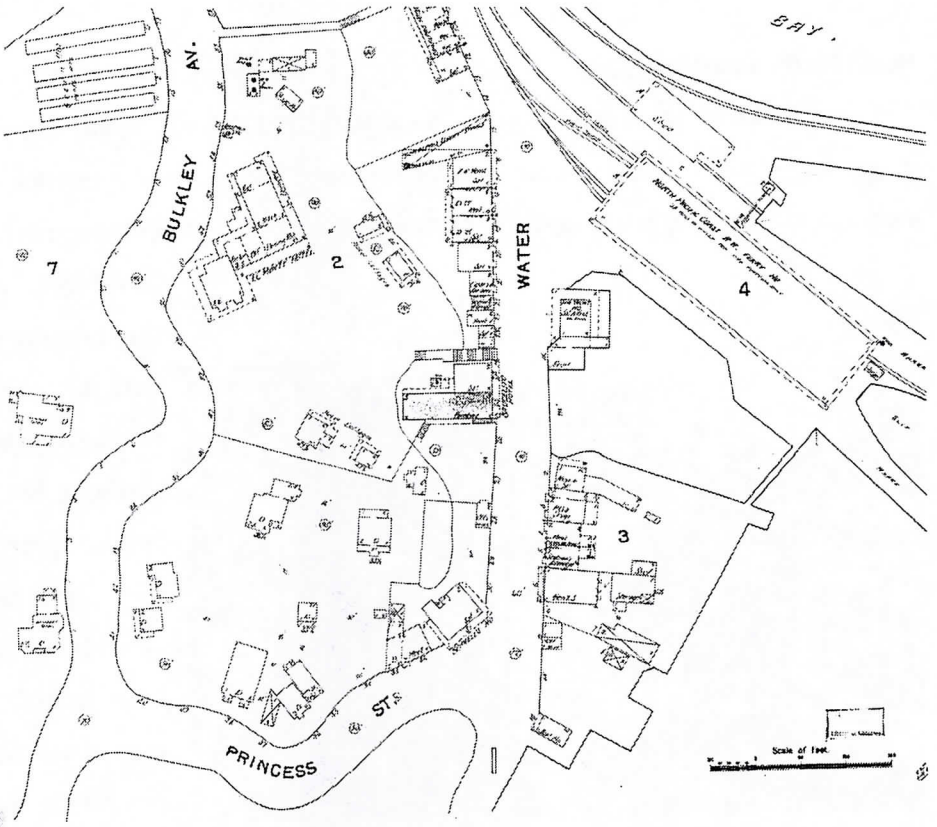


Figure 33. 1894 Sanborn map illustrating Downtown Sausalito
Source: San Francisco Public Library

Map 3 illustrates a small portion of New Town bounded by Bonita, Locust, Water (now Bridgeway), and Johnson streets. By 1894 New Town had been moderately, if not thickly, developed with modest one-story cottages and a handful of saloons and markets clustered around the intersection of Johnson and Caledonia streets.

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 service. Sausalito remained the gateway to Marin County and the vast "Redwood Empire" to the north. Seeking to capitalize on the increasing number of suburban commuters traveling between San Francisco and the suburbs springing up along the east side of the Marin Peninsula, including Mill Valley, Corte Madera, and Larkspur, the NPCRR rebuilt its rail and ferry terminal in Sausalito, constructing a new terminal 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 Railroad, bought out the North Pacific Coast Railroad and rebuilt the Sausalito terminal, increasing the number of ferry slips to three and constructing a new Neoclassical Revival style terminal building **(Figure 34)**.[74] It also began filling several dozen "water lots" at the foot of Spring Street to construct a sprawling 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 buildings or structures exist today.

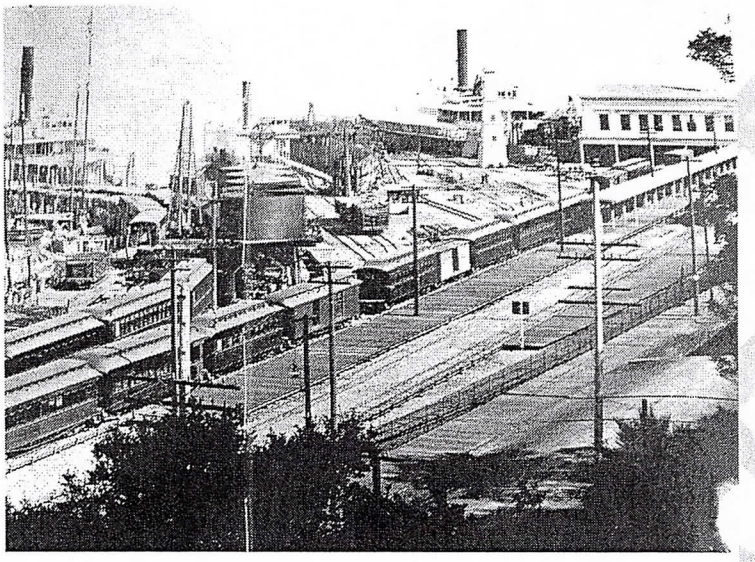


Figure 34. North Shore Railroad Terminal, ca. 1905
Source: Sausalito Historical Society

Under the direction of its new owners, the North Shore Railroad embarked upon an ambitious scheme to modernize its system throughout Marin County; it gradually converted the narrow gauge tracks to standard gauge, electrified the entire system, and extended new electric interurban lines into Mill Valley, the Ross Valley, and all across eastern Marin County. In 1907, the Southern Pacific and the Santa Fe merged their rival Redwood Empire holdings into a jointly owned railroad called the Northwestern Pacif-

[74] Tracy, 104-5.

ic Railroad (NWP) on January 8, 1907. The NWP, which remained Sausalito's sole rail service provider until it closed in 1941, was headquartered next to the Sausalito terminal.[75]

Sausalito's Demographics in 1900

The expansion of the railroads in Sausalito between 1893 and the First World War 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 of these neighborhoods began to sell to workers employed in local industries, including the railroad, ferries, lumber yards, food processing, and various other local businesses. A scan of the 1900 U.S. Census schedules for Sausalito reveals a town inhabited by diverse nationalities, including people of Portuguese, Irish, Italian, Swedish, Swiss, German, Austrian, English, Scottish, Greek, and Chinese descent. Though The Hill remained largely Anglo-American and English, and Spring Street Valley Portuguese, most of the rest of Sausalito's neighborhoods were well-integrated. Old Town was mainly inhabited by native-born people of English heritage and New Town had many people of Irish and Italian descent.

Old Town

Sausalito's working-class residents built hundreds of modest cottages for their families throughout Sausalito, especially in New Town, Woodward Spring Street Valley, and Old Town. A 1906 view of Old Town depicts how modest hipped and gable-roofed cottages were constructed on every block of the original 1851 plat, as well as on the steep slopes of Hurricane Gulch **(Figure 35)**. The photograph shows the newly completed $11,000 South School, at the corner of 4th and North streets (now Southview Park), as well as the first of 12 identical shingled cottages that were eventually erected on a rectangular tract bounded by 4th, Richardson, and 3rd streets, and the new South School. This tract, most of which still exists today (though many of the cottages have been heavily altered) may have been the earliest planned-unit development in Sausalito's history. Part of the reason that Old Town had begun to grow during this period was the completion of a new road from Fort Baker (established in 1897) to Old Town in 1902. This road joined Alexander Avenue at the southern boundary of Old Town, helping to end the neighborhood's isolation.[76]

[75] Spitz, 162-3.
[76] "Sausalito Growing," *San Francisco Chronicle* (October 11, 1902).

Walhalla and Castle-by-the-Sea

Two of Sausalito's most historic waterfront saloons opened in Old Town between 1893 and 1906, including Walhalla, at 201 Bridgeway, and Castle-by-the-Sea, at 221 Bridgeway. Though both of these businesses are now closed, their buildings remain intact and they are important reminders of Sausalito's once-storied nightlife. Walhalla was established in 1893 by Joseph "Al" Lowder on the site of the Saucelito Smelting Works.

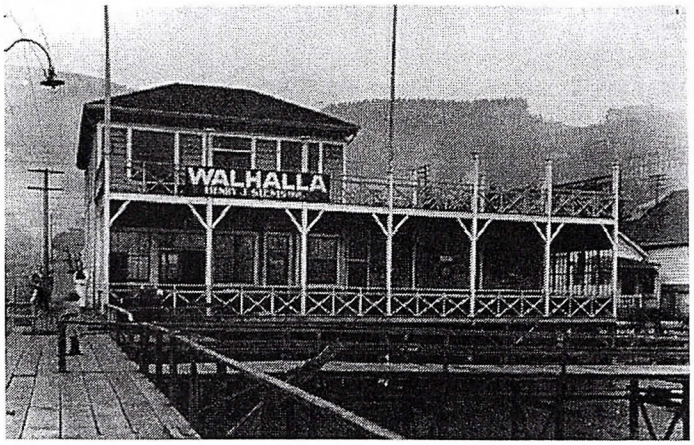


Figure 36. Walhalla, view toward the west, 1910
Source: Sausalito Historical Society

Lowder, a native of Germany, had previously run the Buffalo Hotel on Water Street. He sold the hotel in 1892 to fund the construction of an authentic German-style *biergarten* named after the Nordic Pagan paradise **(Figure 36)**. Ca. 1910, Walhalla was taken over by Henry Siems, a fellow German immigrant, who leased it from Lowder. Eventually the management reverted to the Lowder family, in the person of Al's daughter, Annie, who ran the business as a "soda parlor" during Prohibition.[77] After the Second World War, Walhalla was taken over by the well-known former madam, Sally Stanford, who reopened "Valhalla," as she spelled it, as a high-class restaurant. Stanford was eventually elected mayor of Sausalito in 1976.[78]

Castle-by-the-Sea, which also faced Shelter Cove, was constructed in 1902 by a German immigrant barkeep named Peter Wellnitz **(Figure 37)**. Built at the corner of Richardson and Water streets, the twin-turreted saloon with apartments on the upper two floors, stood on the opposite side of Richardson Street from Cottage-by-the-Sea, another longtime Old Town institution. Author Jack London was rumored to have lived in an apartment on the upper floor of Castle-by-the-Sea while he was writing his novel *Sea Wolf.*

[77] Tracy, 39, 62, 125.
[78] Sausalito Historical Society, 125.

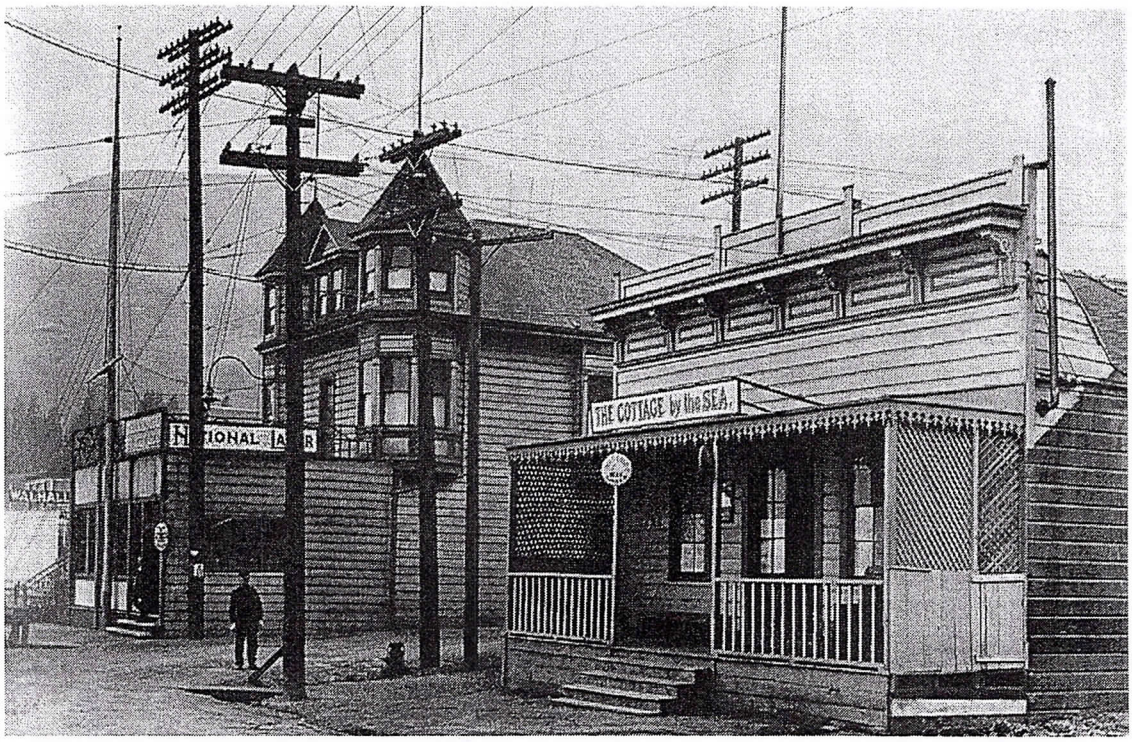


Figure 37. Photograph of Castle-by-the Sea (left) and Cottage-by-Sea (right), 1910
Source: Sausalito Historical Society

San Francisco Yacht Club

The number of saloons catering to working-class residents and visitors continued to grow until the passage of Prohibition in 1918. During this period entertainment options for Sausalito's wealthy residents continued to multiply as well. The San Francisco Yacht Club, which had been founded in 1868 by several directors of the Sausalito Land & Ferry Company, continued to thrive in its clubhouse (built 1878) located halfway between Old Town and Downtown on Water Street. This clubhouse, a one-story, Eastlake-style building, was destroyed by fire on March 21, 1897. This structure was replaced in 1898 with a large, three-story, Classical Revival-style building that continues to stand at 558 Bridgeway **(Figure 38)**. The San Francisco Yacht Club remained in Sausalito until 1926, when increased ferry traffic and lack of auto parking forced it to move to Belvedere.[79]

[79] Tracy, 43-9.

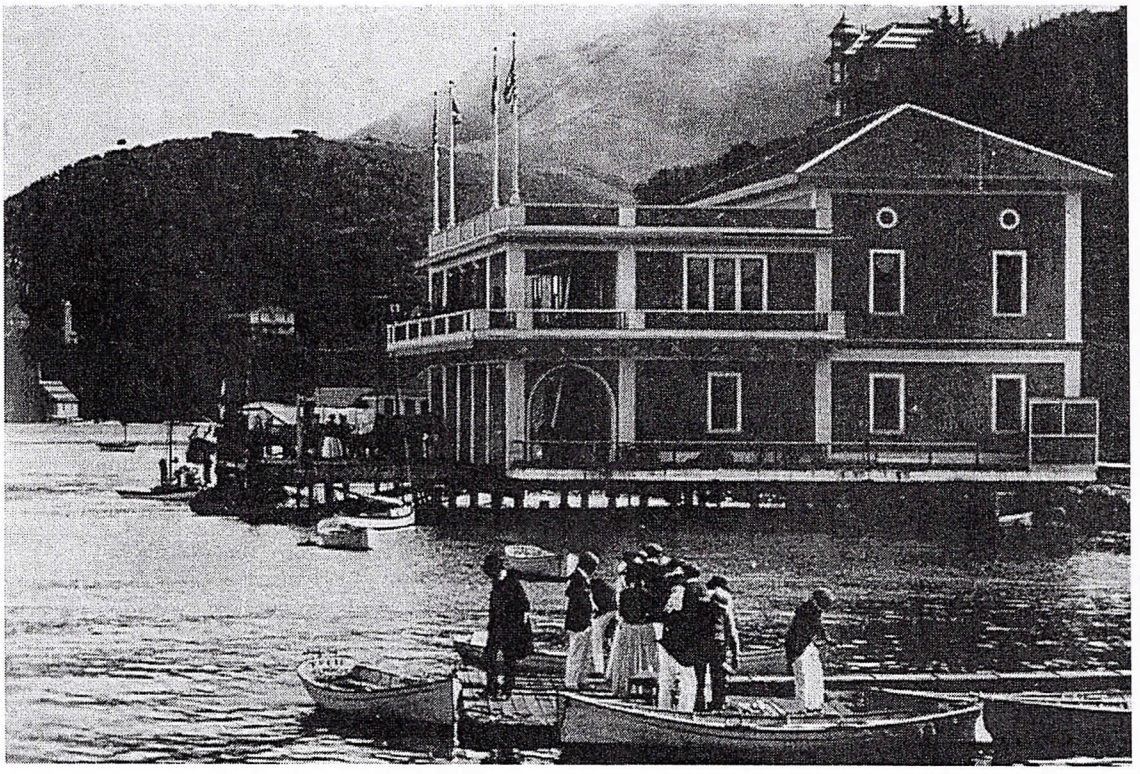


Figure 38. San Francisco Yacht Club, ca. 1900
Source: Sausalito Historical Society

The Pacific Yacht Club, a smaller yacht club that separated from the San Francisco Yacht Club in 1878, built its own clubhouse on the south side of Shelter Cove in Old Town. The Pacific Yacht Club closed in 1899 and the property was purchased by Adolph and John Spreckels, who later built a summer house and boat house on the property. The entire property was redeveloped in the 1960s with a condominium complex at 100 South Street.[80]

Located just north of the former San Francisco Yacht Club is another structure built out over Richardson's Bay. Constructed ca. 1891 and occupied since 1907 by a Norwegian immigrant named Mathias Lange, this building, which still stands at 588 Bridgeway, housed Lange's Launch Company for approximately 30 years. It was moved to its present location in 1923 to make way for the new Golden Gate Ferry Company slip. It now houses Scoma's Restaurant.[81]

[80] Tracy, 44.
[81] Tracy, 72.

Boatbuilding in Sausalito

Boatbuilding has long been one of Sausalito's leading industries. Indeed, boat repair and construction continue today in the former Marinship shipyard. As mentioned previously, Sausalito's boatbuilding industry was at first located on Shelter Cove in Old Town. Companies active in this area during the late nineteenth and early twentieth centuries included the California Launch Building Company, which was located at the corner of Richardson and Water streets until replaced by Castle-by-the-Sea in 1902. Later Old Town boat builders included Brixen & Munfrey, Reliance Boat and Ways Company, and Nunes Brothers Boat and Ways Company, which moved to Old Town in the 1920s. Nunes Brothers was located next-door to Walhalla, remaining there until the 1950s when it was replaced by an apartment building **(Figure 39)**.[82]The only remnants of these yards include several pilings and other debris from a pier that extended into Shelter Cove between Main and Valley streets.

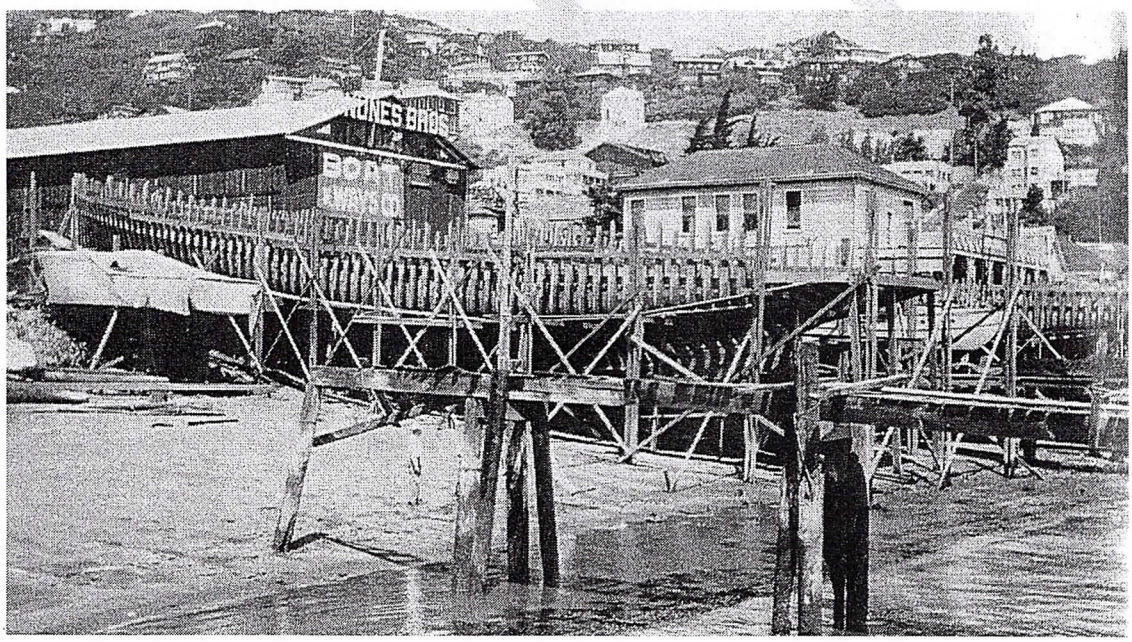


Figure 39. Nunes Brothers Boat and Ways Company, view toward northwest, 1928
Source: Sausalito Historical Society

[82] Tracy, 134.

New Town

As mentioned previously, another important node of boatbuilding in Sausalito was in New Town, in particular the foot of Napa Street, where a wharf had been built in the 1870s. After the demise of the pioneering Oceanic Boatyard and Atlantic Boat Building Works, later boatyards in New Town included Madden & Lewis, which operated a yard at the foot of Locust Street; Menotti Pasquinucci's yard, which was at the foot of Turney Street; and the Chrichton-Arques shipyard, at the foot of Napa Street. Though the Napa Street Pier is still an active maritime facility, the original nineteenth-century wharf is long gone and none of these boatbuilding operations remain in existence today in New Town, though Sausalito Shipyard and Marina (formerly Arques Shipyard) is still in business at 2350 Marinship Way.[83]

In addition to boatbuilding, other industries that set up shop in New Town and in nearby Spring Street Valley, during the early twentieth century included several lumber yards – most of which processed redwood brought to Sausalito by train from the forests of Sonoma and Mendocino counties – and distilleries. One of Sausalito's biggest industries was Mason's Distillery, a massive whiskey distillery located in an area originally called Leaside, and now called Nevada Street Valley. The plant, which burned down in 1962, occupied the site of today's Whiskey Springs condominium complex. Though the site of the distillery was not annexed to Sausalito until the 1960s, Mason's Distillery was one of the city's biggest employers during the first half of the twentieth century. Despite its presence, this part of Sausalito remained rural until the 1940s. Historic photographs from the early twentieth century show the distillery surrounded by small farms and other open space **(Figure 40)**. Mason's Distillery managed to remain open during Prohibition as a manufacturer of "medicinal" alcohol.[84] Aside from the name of the condominium complex, nothing of this plant exists today.

[83] Tracy, 137.
[84] Sausalito Historical Society, 91.

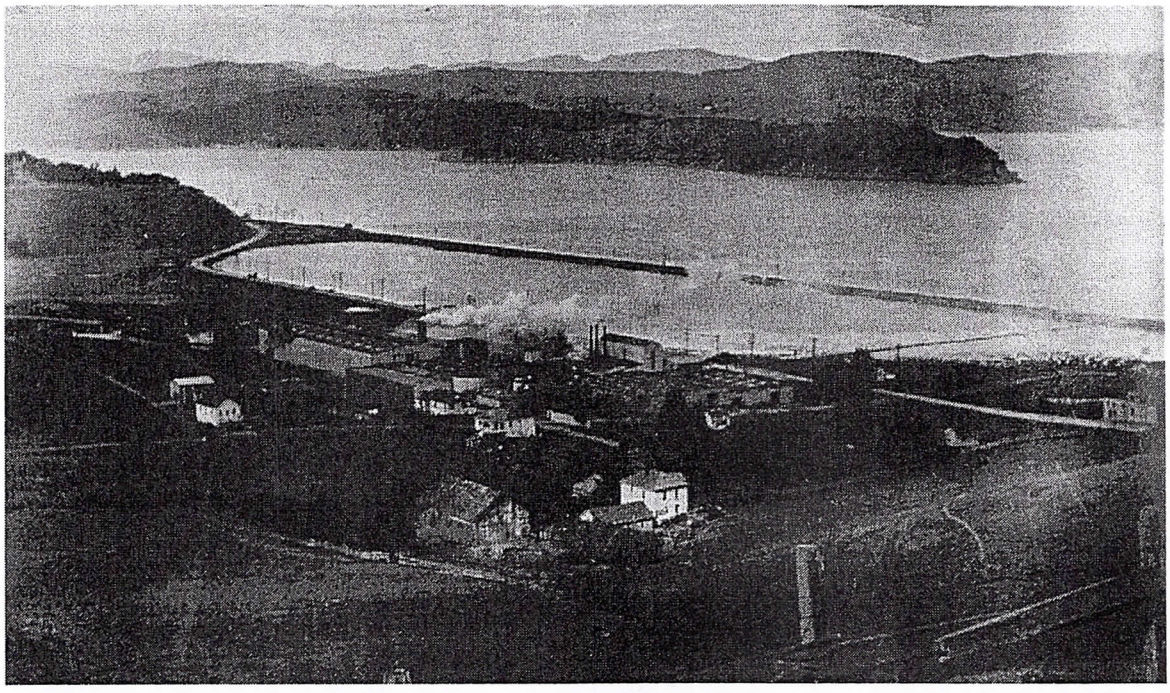


Figure 40. Mason's Distillery, view toward northeast, ca. 1925
Note Waldo Point to the left and the Northwestern Pacific Railroad causeway at the center (now Marinship)
Source: Sausalito Historical Society

Civic Improvements (1902-1915)

Several factors led to dramatic improvement in living conditions in Sausalito during the early twentieth century. Chief among them was an aggressive Board of Trustees (the forerunner to the Sausalito City Council), which resolved several longstanding nuisances. In addition to combating the proliferation of off-track betting parlors and other sources of corruption, the Board of Trustees worked hard to fund civic infrastructure for the town, including a modern fire department; new streets, water mains, and sewers; and several prominent civic beautification projects.

Depot Park

As mentioned above, the North Shore Railroad, and its successor, the Northwestern Pacific Railroad, made many improvements to its ferry and railroad terminal on Water Street between 1893 and the First World War. Unfortunately the new wharves enclosed a portion of Richardson's Bay. Cut off from tidal action, this body of water turned into a smelly, garbage-strewn, stagnant "pond" that was an embarrassment to Sausalito. Jacques Thomas, elected mayor in 1902, made it his personal mission to rid the city of this olfactory and visual offense. Mayor Thomas convinced the railroad to fill in the pond and

build a park (Sausalito's first) in front of the North Shore Railroad's grand new terminal building. The park, a simple patch of landscaping consisting of stone curbing, a simple wood-post fence, sod, ornamental plantings, and gravel pathways, was completed by 1905 **(Figure 41)**. Commenting on the new park, the *Sausalito News* wrote: "Where now stands our spacious depot and beauitiful (sic) plaza, there was once only an obnoxious frog pond and the Claudianos (sic) rookeries."[85] The reference to "rookeries" referred to a derelict saloon and tenement called Claudiano's Yacht House, which was demolished as part of the project. The new park was officially named "Depot Park," though many Sausalitans referred to it as "Thomas' Park" in honor of their mayor.[86]

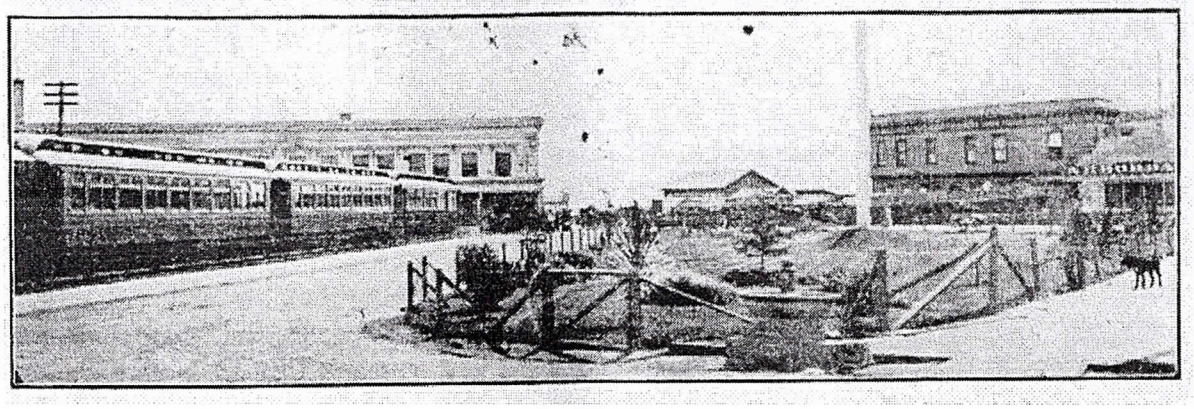


Figure 41. "Depot Park," 1905
Source: *Sausalito News* (April 15, 1905)

Depot Park became a centerpiece of Sausalito's new Downtown, a meeting place for townspeople and visitors, as well as a backdrop for official celebrations. Depot Park remained as it was originally designed until 1916, when local architect William Faville, of Bliss & Faville, brought two fountains and a pair of flagpoles with elephant bases from the Panama Pacific International Exposition, which had just closed in San Francisco. Faville, who played a major role in designing the fair, had salvaged the fountains and the flagpoles from two recently demolished exposition buildings. Faville had the pieces installed in Depot Park in 1916, which by this time had been further embellished by a rubble stone wall and palm trees. Jumbo and Pee Wee, as the elephants were called, had fallen into disrepair by the mid-1930s. Both were replaced in 1935 by new castings made by Faville. They were also converted to electric light supports **(Figure 42)**. Depot Park was renamed Plaza Viña del Mar in 1971, in honor of Sausalito's sister city in Chile. It is a contributor to the Downtown Historic Overlay District.

[85] "Sausalito's New Depot and Park," *Sausalito News* (April 15, 1905).
[86] Tracy, 80.

Though not part of the Depot Park project, a major improvement to the area around the park was the demolition of the decaying Arbordale biergarten on El Portal Street and its replacement with the elaborate Mission Revival-style Sausalito Hotel. Built right across from the Depot, the Sausalito Hotel opened just in time to greet visitors arriving in the Bay Area to attend the Panama Pacific International Exposition. The Sausalito Hotel, which is a contributor to the Downtown Historic Overlay District, still stands at 12 El Portal Street in close to its original condition.

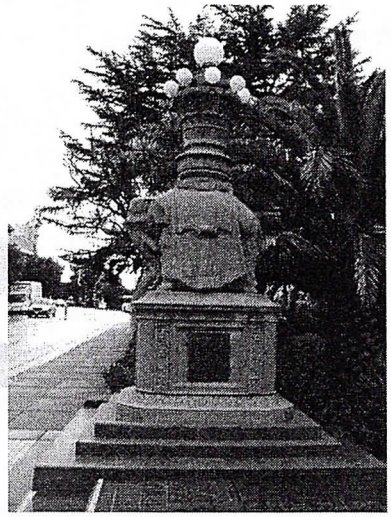


Figure 42. Plaza Viña del Mar Park, 2013
Source: Caitlin Harvey

O'Connell Seat

The stone steps and semi-circular bench at the prow-shaped intersection of Harrison and Bulkley avenues, called O'Connell Seat, is another early landscape improvement completed in Sausalito **(Figure 43)**. Though funded by private interests, O'Connell Seat is now a public park – Sausalito's oldest. The monument and public seating area were designed and built in honor of the poet Daniel O'Connell, a member of San Francisco's Bohemian set, and a longtime resident of Sausalito. Built on the spot where O'Connell was accustomed to gazing at Richardson's Bay and Angel Island, the back of the bench is inscribed with lines from O'Connell's poem, *Chamber of Sleep,* written just ten days before his untimely death.[87] O'Connell Seat is listed in the Local Historic Register.

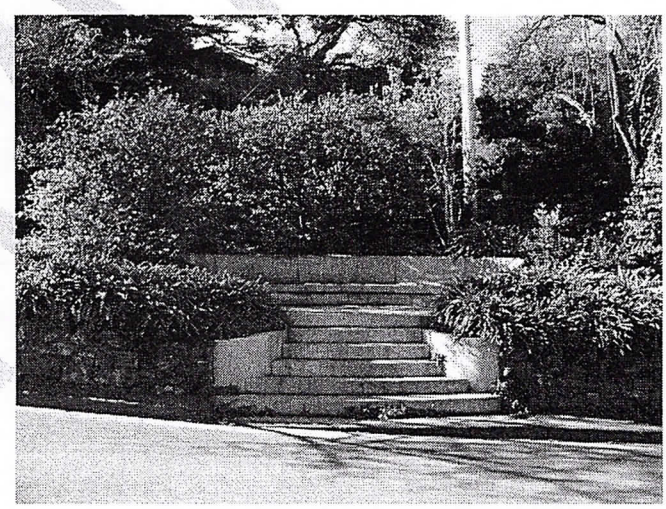


Figure 43. O'Connell Seat, 2013
Source: Christopher VerPlanck

[87] Tracy, 179.

Securing a Dependable Water Supply

In addition to beautifying the town, Sausalito's Board of Trustees worked hard to obtain an adequate water supply during this period. Ever since the 1860s local residents had relied upon natural springs and streams in the canyons and hills behind the town. Most of these sources were controlled by private companies, including the Sausalito Land & Ferry Company, which as late as 1895 supplied 1,500 local residents with water from three reservoirs.[88] Unfortunately, these spring-fed reservoirs had to be re-charged at night, meaning that the mains were shut off each night at 9:30. If a fire struck at night, as it had in 1893, there was no water to fight it.[89] After several years of trying to augment the private system with publicly owned reservoirs in the hills above town, Sausalito joined the Marin Municipal Water District (MMWD), California's earliest municipal water district. Beginning in 1911, Sausalito obtained the majority of its water from MMWD's Lagunitas and Bon Tempe reservoirs, on the north side of Mt. Tamalpais.[90]

Additional Civic Infrastructure

By December 1895, portions of Water Street had been paved, or "macadamized," and concrete and plank sidewalks constructed throughout Downtown. Water Street had previously been unpaved, as shown in this ca. 1900 photograph **(Figure 44)**. The Town laid sewers along Water Street and planned to do the same prior to paving any other street in the future.[91] Nonetheless, as historic photographs indicate, most of Sausalito's streets remained dirt and there were few sidewalks in most of town well into the twentieth century. Indeed, many of Sausalito's streets still do not have sidewalks, especially on The Hill. The entire length of Water Street was not paved until September 1915.[92] Telephone, gas, and electrical lines were only gradually installed during the early twentieth century by Pacific Gas & Electric Co. and Pacific Bell. Many of these developments were actively lobbied for by the Sausalito Improvement Club, a citizen organization dedicated to obtaining modern infrastructure and civic beautification.

[88] "Several Important Projects for Town Improvement," *San Francisco Call* (December 29, 1895), 5.
[89] "Sausalito is after Water," *San Francisco Chronicle* (February 5, 1903), 9.
[90] "Sausalito Has a Great Building Boom," *San Francisco Call* (March 25, 1911), 20.
[91] "Several Important Projects for Town Improvement," *San Francisco Chronicle* (December 29, 1895), 5.
[92] "Sausalito's Improved Streets and Modern Sewage," *Sausalito News* (September 11, 1915).



Figure 44. East side of Water Street, north of Princess Street, ca. 1910
Note, with the exception of the SL&F Co. in the foreground (which is now the site of Purity Shops), most of these buildings still exist
Source: Sausalito Historical Society

Though fire protection had been a major reason for incorporating in 1893, the Board of Trustees did little in this area until 1906, when the destruction of much of San Francisco by fire frightened everyone enough to spark action. In September 1906, the Board of Trustees asked the City Attorney to draft a bond issue in the amount of $50,000 to establish a fire company and build a firehouse and a city hall.[93] Three years later, in 1909, the Board of Trustees established the Sausalito Volunteer Fire Department. The Fire Department got its own firehouse in 1914. This building, which was originally located next door to the San Francisco Yacht Club, was moved across the street in 1931, where it still stands, albeit heavily remodeled, at 539 Bridgeway. The former Sausalito Firehouse is listed in the Local Historic Register.[94]

Sausalito went for decades without having its own city hall. For most of the twentieth century (1925-1974), Sausalito's municipal offices were housed in rented quarters in a brick commercial building on Water Street (now 731 Bridgeway). This building, one of Sausalito's finest commercial blocks, was constructed in 1911 as the Sausalito Bank. Its brick exterior and finely rendered Classical Revival façade remains very much intact **(Figure 45)**. Before that, from 1901 until 1925, Sausalito's administrative offices were located in a rented house at 62 Princess Street (now The Gables Inn), which is likely one of Sausali-

[93] "Sausalito to Vote on Improvement Bonds," *San Francisco Chronicle* (September 21, 1906), 4.
[94] Tracy, 95.

to's oldest surviving buildings.[95] Both of these buildings are contributors to the Downtown Historic Overlay District.

In 1907, Mayor Thomas applied for money from steel magnate and philanthropist Andrew Carnegie for $20,000 to build a library.[96] Sausalito had had a "free library and reading room" since at least 1888, though before 1893 it was run as a private, volunteer organization. Several years later, the Carnegie Foundation agreed to donate money to Sausalito to build a library in return for the Town providing the property and 10 percent of its cost for future maintenance.[97] The Carnegie library appears to have gotten caught up in an ill-fated attempt to acquire land at the intersection of El Portal and Water streets for a new civic center. This project obviously did not occur and the Sausalito Hotel was built on this site instead, in 1915.[98] Additional sites came up for consideration, including one offered by Mrs. H.C. Campbell on Bulkley Avenue in January 1919. But this too failed to materialize and the Town was forced to turn down Carnegie's offer.

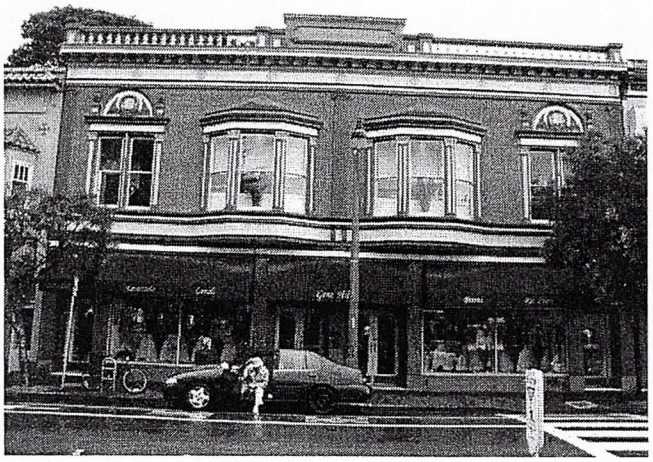


Figure 45. Former Sausalito City Hall, 731 Bridgeway, 2013
Source: Christopher VerPlanck

1911 Sausalito Building Boom

With a steady supply of water assured and civic improvements underway, Sausalito experienced its first sustained building boom in the years before the First World War. This building boom was caused in part by a growing number of residents who commuted to San Francisco, with Sausalito's population reaching 2,380 in 1910. An article in the March 25, 1911 *San Francisco Call* described several important public and private buildings either planned for or under construction in and around Sausalito. The article stated

[95] City of Sausalito, *Sausalito Historic District* (Sausalito: Revised Edition, 1997), 9, 12.
[96] "Mayor Thomas Interviewed as to Sausalito's Prosperity," *Sausalito News* (January 5, 1907).
[97] "Sausalito Can Have a Library," *Sausalito News* (July 21, 1917).
[98] "Civic Center for Sausalito," *Sausalito News* (July 24, 1915).

that more "fine residences have been built here during the last six or eight months than in the same number of years before."[99]

The article in the *Call* discussed several of the more important buildings underway, including the Sausalito Bank Building at 731 Water Street, which was Sausalito's first "brick and stone business block." The article also discussed the proposed new Tamalpais Union High School (shared with Mill Valley), and a business block and flats for Broderick and Wright in "North Sausalito." This building, a Classical Revival-style, mixed-use building, was designed by architect Henry Geilfuss of San Francisco. It still exists at 117-19 Caledonia Street in New Town **(Figure 46)**. The article mentioned several projects that were not built, including a proposed cable car line that was to run from Old Town to New Town via The Hill. The article concluded with an extensive inventory of dwellings and bungalows – large and small – being built by Sausalitans.[100]



Figure 46. Flats, 117-19 Caledonia Street, 2013
Source: Caitlin Harvey

The First World War in Sausalito

The late 'teens ushered in several major events – both physical and societal – that impacted the course of events in Sausalito for decades to come. The first was the American entry into the First World; the second was Prohibition. As its contribution to the overseas expeditionary force, 140 men from Sausalito shipped overseas to fight in Europe.[101] Five of these men were killed; they are honored with a plaque mounted on a concrete obelisk in Plaza Viña del Mar. Their surnames: Daniel Madden, John McNeill, João Molles, Alfred Panella, and Ray Van Fleet, indicate the ethnic diversity of Sausalito at this time. The war was over in a little over a year, and though the families and friends of those who were killed felt the

[99] "Sausalito Has Great Building Boom," *San Francisco Call* (March 25, 1911), 20.
[100] "Sausalito Has Great Building Boom," *San Francisco Call* (March 25, 1911), 20.
[101] Tracy, 120.

impact, the war did not have anything approaching the physical and social impacts that Prohibition, or the Second World War in a little over two decades, would have on the town.

Prohibition in Sausalito

American soldiers returning home from Europe were thanked for their service with the passage of the Volstead Act in late December 1919. Implemented in 1920 with the ratification of the Twentieth Amendment, "Prohibition" was at first widely ignored in Sausalito. Indeed, one of the town's biggest employers, Mason's Distillery remained in business. It was not until state and federal authorities began cracking down in the early 1920s that Sausalito became notorious for its defiance of Prohibition. Because of its strategic location near the northern end of the Golden Gate (with its proximity to Marin County's many secluded coves), Sausalito became one of the most important transshipment points for liquor smuggled in from Canada and Mexico. Stored in the basements and lofts of commercial buildings and houses, rum runners would take the illegal "hooch" into San Francisco in the dead of night. Sausalito also had its share of "speakeasies" and "blind pigs." Furthermore, several saloons that had nominally been converted to "soft drink parlors," including the Walhalla, continued to provide alcoholic beverages on the sly.

For the most part Prohibition did not have much of a noticeable impact on Sausalito's built environment. Though certain properties were modified to store, manufacture, and serve contraband alcohol, these changes would not have been invisible from outside. One interesting footnote from Prohibition involves one of Sausalito's most architecturally significant houses, the Adolph Sylva Mansion at 428 Turney Street, in New Town. For a short time, between 1932 and 1933, Chicago gangster George "Baby Face" Nelson lived there **(Figure 47)**. The mansion was built in 1897 for Adolph Sylva, Sausalito's pro-poolroom mayor and New Town political boss. After changing hands in 1907 the building's new owner, N.P. Yost, converted it into a boarding house. It was when it was a boarding house that Baby Face Nelson lived there, with his wife and child, while he was



Figure 47. Sylva Mansion, 428 Turney Street, 2013
Source: Christopher VerPlanck

hiding out from the Law in Sausalito. For a time Nelson worked as a bartender at Walhalla.[102] The Sylva Mansion is listed in the Local Historic Register and in *Here Today.*

Sausalito Woman's Club

The First World War nipped Sausalito's early 'teens building boom in the bud. Few new buildings were constructed during the war and the rest of the decade. One notable exception was the Sausalito Woman's Club, at 120 Central Avenue **(Figure 48)**. Organized in 1913 by local society women to "promote and preserve the beauty of Sausalito," the Sausalito Woman's Club initially met at the First Presbyterian Church on Bulkley Avenue. After incorporating in 1916, its members began investigating the possibility of building their own clubhouse and they eventually hired the prominent architect Julia Morgan to design one. Morgan had designed several women's clubs in California, including Berkeley, San Luis Obispo, Saratoga, and elsewhere. Completed in 1918 at a cost of $5,000, the building is an excellent example of the First Bay Region Tradition in Sausalito and an important work of Julia Morgan.[103] It is also one of only three properties in Sausalito individually listed in the National Register of Historic Places.



Figure 48. Woman's Club, 120 Central Avenue, 2013
Source: Christopher VerPlanck

1919 Sanborn Maps

Sausalito's year-round population reached 2,790 in 1920, a little over 400 more than in 1910. This figure did not include many of the weekenders and summer people but it was still a respectable number for a town that was increasingly being referred to as San Francisco's "apex suburb." The 1919 Sanborn maps provide proof of the physical expansion of the town. In contrast to the 1894 series, which only had three maps covering Sausalito, by 1919 there were 14 maps, encompassing all of Old Town, Downtown, New Town, Spring Street Valley, and most of The Hill.

[102] Tracy, 126-7.
[103] Tracy, 119.

The 1919 Sanborn maps begin with Map 1, illustrating Nevada Street Valley, an area then called "North Sausalito." Mason's Distillery was shown being surrounded by open country with only a few cottages, as well as one saloon at the corner of Wateree and Bolinas streets, and a grocery at the corner of Nevada and Bolinas streets. Neither building exists today. Spring Street Valley was depicted on Map 4 as a semi-rural neighborhood of workers' cottages and a compact commercial district at the corner of Spring and Bonita streets facing the sprawling Northwestern Pacific Railroad yard. A large ravine cut through Spring Street Valley, rendering portions of several streets impassible and likely hampering construction.

Maps 5 and 6 cover New Town. By 1919, New Town was a thriving urban neighborhood of workers' cottages, a commercial district along Caledonia Street, and an industrial district consisting of several boatyards, a junkyard, two laundries, a garage, a Standard Oil storage facility, Duncan's Mills Land and Lumber Co. lumber yard, and a freight depot - all located along the railroad tracks. By 1919, New Town was the most densely populated of Sausalito's residential districts, with Napa, Bee, Litho, Locust, Turney, Pine, Johnson, and Bonita streets lined with modest, gable and-hipped-roofed folk/vernacular cottages, such as this row along the south side of Locust Street **(Figure 49)**.

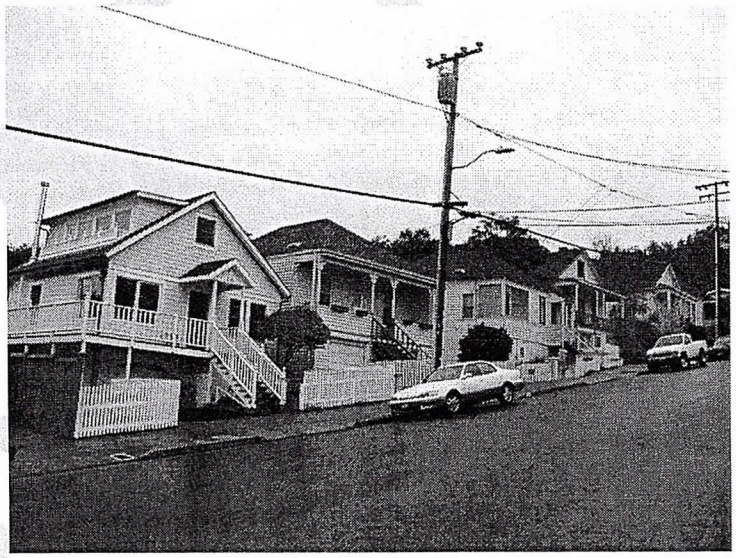


Figure 49. Cottages on the south side of Locust Street, 2013
Source: Caitlin Harvey

Though their construction dates range from the late 1880s to the late 1910s, most are around 800-1,000 square-foot, wood-frame structures clad in rustic or lap siding, with attached porches that extend across the street façade.

Maps 7-13 illustrate The Hill and Downtown. The Hill was not urbanized to the degree that New Town was, except for along Bulkley and Harrison avenues, where development was more intensive because of its proximity to Downtown. Much of The Hill consisted of large irregularly shaped parcels containing estates with multiple outbuildings, including garages, tank houses, and stables. Stair streets, including El

Monte and Excelsior lanes provided direct access from the ferry terminals to the winding streets of The Hill. The 1919 Sanborn maps show Downtown solidly developed as an urban commercial district consisting of two and three-story commercial blocks along Water, El Portal, and Princess streets. Sausalito's Downtown assumed a linear character because it was sandwiched on a narrow shelf of level land between The Hill and Richardson's Bay.

The 1919 Sanborn maps indicate that Old Town had finally come into its own. Similar to its working-class counterpart, New Town, Old Town was mainly developed with modest single-family cottages and bungalows. Stair streets provided communication between Old Town and The Hill. The most substantial building was South School, at 4th and North streets, which stood guard overlooking the narrow, bowl-shaped valley. A half-dozen commercial buildings, including a grocery, a paint store, a laundry, and a garage punctuated the residential development along 2nd Street. The 1919 Sanborn maps show Shelter Cove lined by a long wooden wharf, where Castle-by-the-Sea and the Valhalla were located. To the south of these were several boatyards and the Spreckels property.

1920s Era Building Boom

Sausalito's population grew by 877 during the 1920s, reaching 3,667 in 1930.[104] During this period residents applied for 215 building permits, in comparison with the 125 building permits granted between 1910 and 1920.[105] The 1920s-era building boom was a nationwide phenomenon, fueled by cheap credit and optimism that the prosperity of the "Roaring Twenties" would continue forever. Other, more localized factors included the increasingly automobile-driven suburbanization of Marin County. Though private automobiles had made an appearance in Sausalito as early as 1902, they remained the plaything of the rich until the early 1920s, when falling prices made them affordable. By the early 1920s, autos had become a nuisance in Sausalito. Congestion became especially bad following the opening of the Golden Gate Ferry Company in 1922. By the mid-1920s, especially on weekends, Water Street and other streets in Downtown were gridlocked. Fare wars between the Golden Gate Ferry Company and the Northwestern Pacific brought prices down to where they were quite affordable, making auto commuting feasible for many.[106] Increasing automobile ownership also decoupled suburban development from having to be

[104] U.S. Bureau of the Census.
[105] Marin County Assessor's Office.
[106] Tracy, 129-31.

within walking distance of transit, making remote and steeper hillside lots susceptible to residential development.

Whereas nineteenth and early twentieth-century development in Sausalito radiated outward from the Downtown ferry terminals, residential development of the 1920s took place across the city. Development began pushing up the hillsides and deep into the canyons behind town. Many of the houses constructed in the 1920s were designed in the Craftsman style, including many "California" bungalows, which were characterized by low-slung, shallow-pitched gable roofs, broad eaves supported by purlins or thin wood struts, porches supported by tapered piers, and Art glass windows. Two very good examples in Old Town include 411 Main Street (built 1925), and the Doucet Bungalow, at 415 Main Street (built 1920) **(Figure 50)**. The latter is listed in the Local Historic Register.



Figure 50. Doucet Bungalow, 415 Main Street, 2013
Source: Christopher VerPlanck

Downtown Sausalito, mostly built-out by 1915, still had several vacant lots north of El Monte Lane and also south of Princess Street. Nearly all of the commercial buildings constructed during the 1920s were of modern reinforced-concrete. In contrast to earlier brick or wood-frame buildings, concrete was rela-

tively inexpensive and required less skilled labor. It was also durable and could carry heavy loads, making it perfect for garages and industrial buildings. With the influx of automobiles in the 1920s, it soon became apparent that there needed to be a place to put them. One of the most idiosyncratic buildings constructed Downtown in the 1920s is the four-story, concrete building at 777 Bridgeway. Constructed as a garage in 1924 by Clinton DeWitt Mason, owner of Mason's Distillery, this building was converted into a warehouse during the Second World War and then into a shopping center during the 1960s.

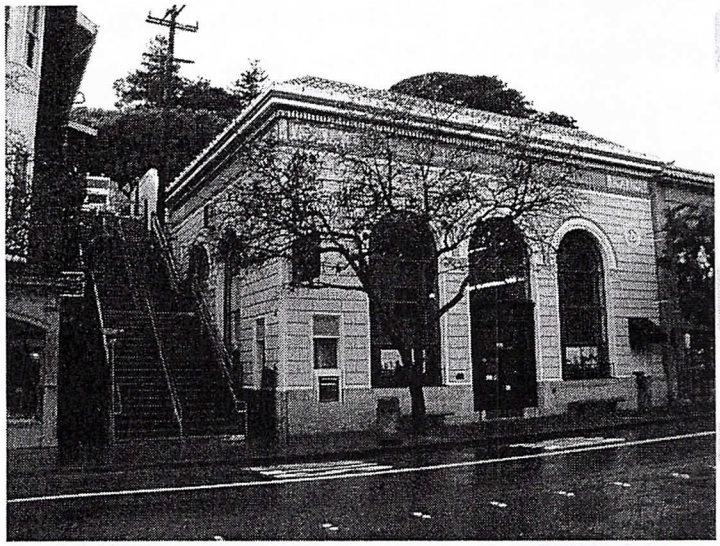


Figure 51. Former Bank of Sausalito, 715 Bridgeway, 2013
Source: Christopher VerPlanck

The old Bank of Sausalito Building, at 715 Bridgeway, is another important 1920s-era, concrete commercial building in Downtown. Designed by architect Henry H. Miller and completed in 1924, this one-story, reinforced-concrete "banking temple" nestles into the steep eastern flank of The Hill **(Figure 51)**. Clad in granite at its base and rusticated stucco above, the Bank of Sausalito is an excellent and very intact example of a small-town bank of its era. The building, which is a contributor to the Downtown Historic Overlay District, is still in use as a bank.

Depression

The Depression hit Sausalito very hard. Its population actually dropped from 3,667 in 1930 to 3,540 in 1940 and 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 freestanding secondary units. In addition there was a handful of infill projects in Old Town and New Town, as well as a few houses constructed in the newly suburbanizing areas above New Town. Stylistically, most buildings constructed during the 1930s were 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 con-

struction of various public works projects, including the Golden Gate Bridge, the Waldo Grade highway cut, and Fort Cronkhite, all of which are discussed in the next chapter.

Representative Building Types – Sausalito's Incorporation to the Golden Gate Bridge (1893-1937)

The period between 1893 and 1937 encompasses nearly a third of Sausalito's recorded history, beginning with incorporation and culminating with the completion of the Golden Gate Bridge. It also includes six of the themes described above in Chapter III. 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. The following sections discuss a selection of properties that best illustrate particular themes from this period in Sausalito's history. Construction dates are not available for every structure in Sausalito; therefore estimated construction dates for some of the structures identified below are inferred from features such as form and massing, stylistic cues, or from data derived from Sanborn maps and/or historic photographs.

Residential Properties

The period 1893-1937 spans a variety of styles and housing types, ranging from the Eastlake and Queen Anne Victorians of the 1890s to the Art Deco and Mediterranean style houses of the 1930s. Although most of the notable mansions of The Hill had already been built by the time this period begins, several property owners replaced their mansions with newer, and more modern houses. Probably the best example is Hazel Mount, at 86 San Carlos Avenue **(Figure 52)**. This large, Anglo-Norman-style, brick mansion, constructed in 1924, is the third house on this site. The first was constructed in 1869 by Charles H. Harrison, a director of the Sausalito Land & Ferry Company.

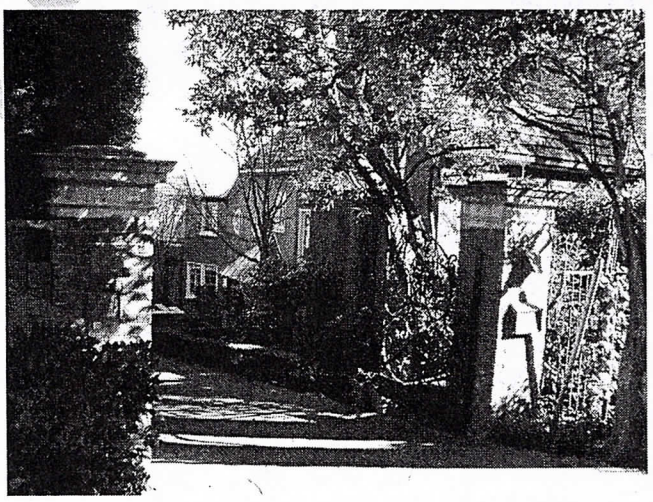


Figure 52. Hazel Mount, 86 San Carlos Avenue, 2013
Source: Christopher VerPlanck

Similar to Hazel Mount, several of the houses built on The Hill during this period were designed in popular Period Revival styles, especially the late mediaeval English-inspired "Jacobethan" style. There are several examples on The Hill and in the more modest residential neighborhoods of Old Town and New Town. English-inspired residential design was popular throughout the United States during the 1910s and 1920s, but its local popularity may have originated with the town's significant English expatriate population. Examples include a false-timbered Tudor Revival-style house at 79 Harrison Avenue, built in 1904 **(Figure 53)**, as well as a row of spec-built houses at 70, 72, and 74 Central Avenue; and 62 North Street **(Figure 54)**. This tract of four houses, built in 1925, shares the steep-gabled slate roofs, Gothic detailing, and casement windows typical of the Jacobethan style.

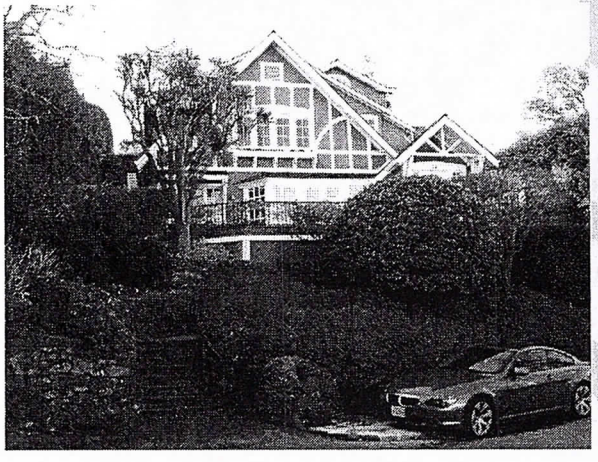


Figure 53. Tudor Revival-style house at 79 Harrison Avenue, 2013
Source: Christopher VerPlanck

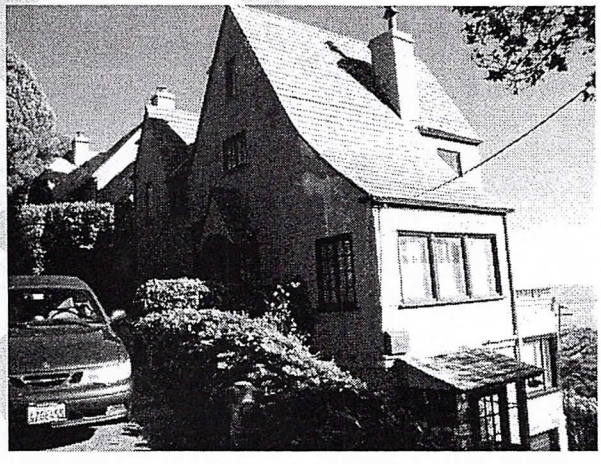


Figure 54. Jacobethan-style house at 62 North Street, 2013
Source: Christopher VerPlanck

Meanwhile, in the flats of Old Town, New Town, and Spring Street Valley, vernacular cottages remained the norm. Many of the cottages constructed for Sausalito's working-class residents did not conform to any particular style; from the 1880s to the first decade of the twentieth century most were simple one-story, wood-frame, gable or hipped-roofed folk/vernacular structures with attached porches, such as a row on Easterby Street in Spring Street Valley **(Figure 55)**. By the 1920s, the Craftsman style was in ascendency, and many of the houses built for Sausalito's working-classes were designed in this style, or also in the Minimal Traditional style. A good example of a Craftsman style cottage is 411 Main Street in Old Town (1925) **(Figure 56).** Excellent examples of the Minimal Traditional-style include a pair of cottages at 421 and 427 Turney Street in New Town (1923) **(Figure 57)**. Minimal Traditional style dwellings,

which were popular in the United States from the 1920s until after the Second World War, are typically characterized by raised basements, hipped roofs, and integral porches notched out of one corner.

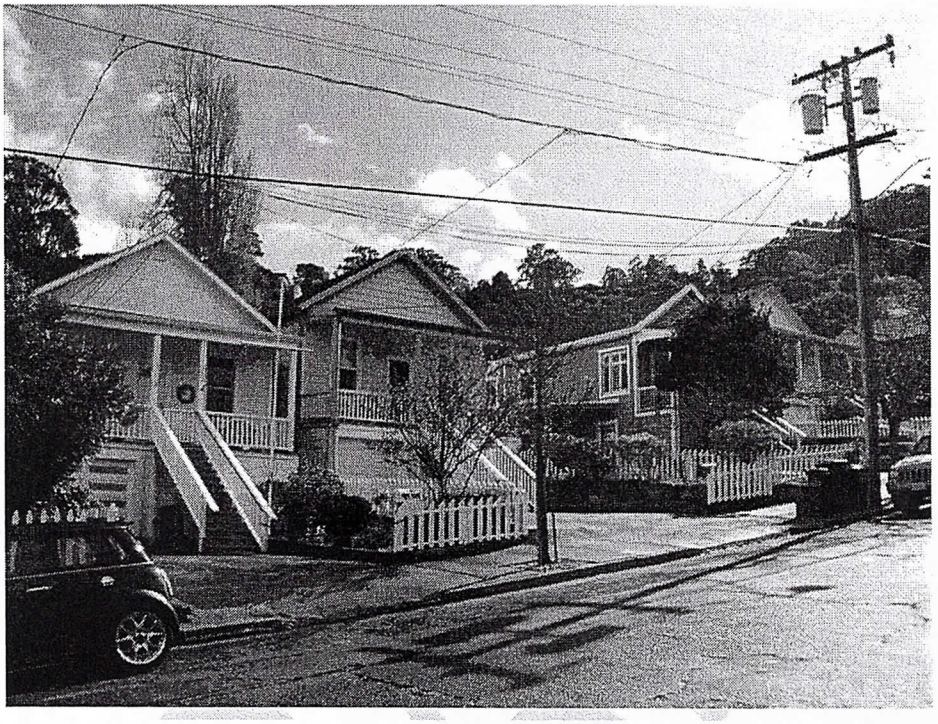


Figure 55. Cottages on the south side of Easterby Street, 2013
Source: Caitlin Harvey

Other styles, both of which are considered to be offshoots of the eastern Shingle style, including the First Bay Region Tradition and the Dutch Colonial Revival style, remained popular in Sausalito during the 1910s and 1920s. A good example of the Dutch Colonial Revival style, easily identified by its multi-faceted gambrel roof, shingled exterior, and broken pediments, is a ca. 1910 house at 17 Sunshine Avenue on The Hill **(Figure 58)**. Though modest in terms of its scale and surroundings, this house is characteristic of an aesthetic movement popular for its rustic and naturalistic qualities, perfect for Sausalito.

The Spanish Colonial and Mission Revival styles, very popular throughout California during this period, are not widespread in Sausalito. Though examples exist, including a very well-preserved Spanish Colonial Revival cottage at 21 Sunshine Avenue, Hispanic revival styles are scarce in Sausalito, perhaps because the dominant aesthetic of Sausalito leaned toward English and other Northern European-inspired period revival styles.

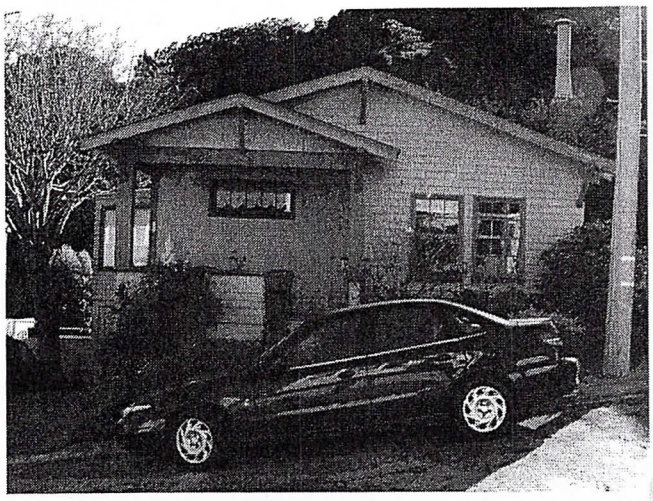


Figure 56. Craftsman bungalow at 411 Main Street, 2013
Source: Christopher VerPlanck



Figure 57. Minimal Traditional cottages at 421 & 421 Turney Street, 2013
Source: Christopher VerPlanck

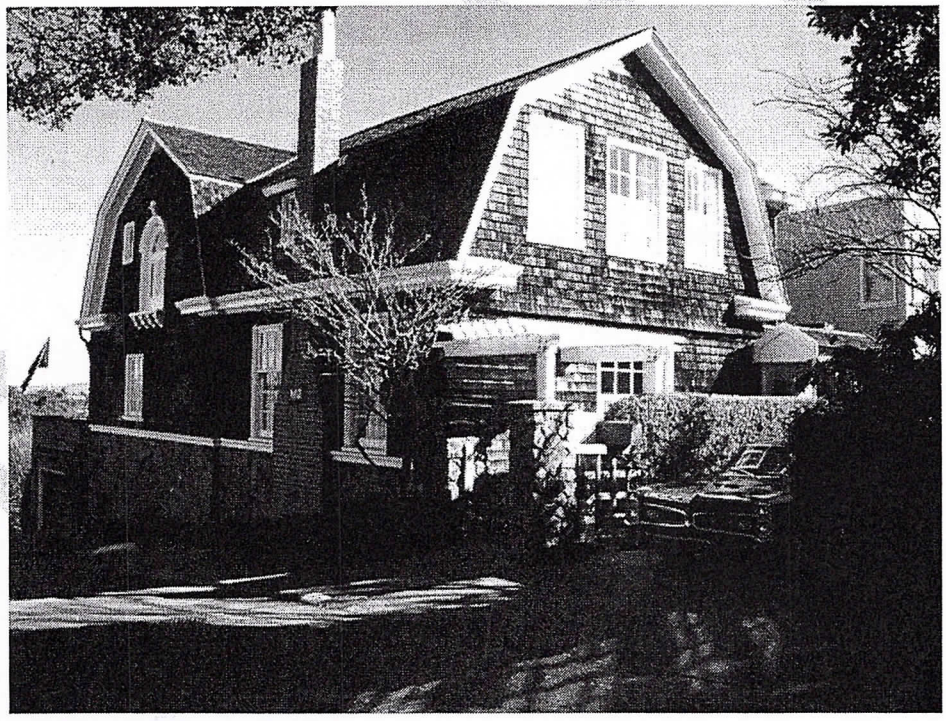


Figure 58. Dutch Colonial Revival house at 17 Sunshine Avenue, 2013
Source: Christopher VerPlanck

Commercial Properties

Initially most of the commercial buildings constructed after the 1893 fire were not that different from their counterparts dating from before the fire. Indeed, most were wood-frame, two or three-stories, and designed in popular Victorian-era styles, including the Stick/Eastlake and Queen Anne styles. A good and well-preserved example of this traditional type of Victorian commercial block is the Arcade Shops building at 743-45 Bridgeway (1894). Originally built as a livery stable, this building features a hybrid Queen Anne/Eastlake façade clad in scalloped shingles and a bracketed cornice **(Figure 59).** The storefronts on the first floor level are not original. This building is a contributor to the Downtown Historic Overlay District.



Figure 59. Arcade Shops building, 743-45 Bridgeway, 2013
Source: Christopher VerPlanck

Though most of the commercial buildings built in the decade following the fire are fairly conservative, several stand out for their innovative use of fire-resistant materials or for their sophisticated ornamental programs. The most prominent example is the former Sausalito Bank/Sausalito City Hall Building (1894) at 729-31 Bridgeway. This building is discussed above on page 83. A comparable building, also built of brick, is the Becker Building (1897), at 666-68 Bridgeway. Built by local businessman and politico, Christopher Becker as a stationery store, with Becker's office up-

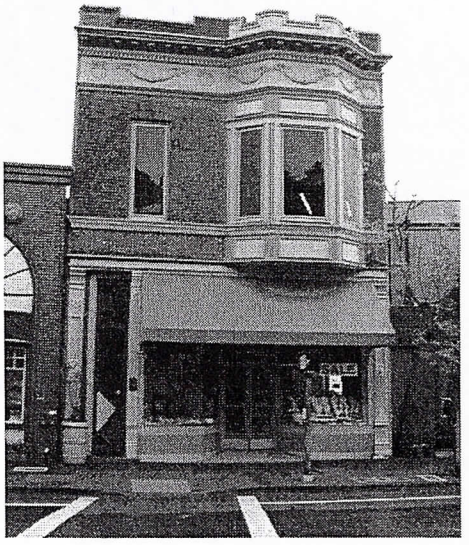


Figure 60. Becker Building
666-68 Bridgeway, 2013
Source: Christopher VerPlanck

stairs, this well-preserved commercial building is an elegant and efficiently designed commercial block that stands out from its clumsier Victorian-era counterparts **(Figure 60)**. This building is a contributor to the Downtown Historic Overlay District.

Located just down the block from the Becker Building is the Sausalito Hotel (1915), a rare example of the Mission Revival style in Sausalito **(Figure 61)**. Built to serve tourists visiting the San Francisco Bay Area to attend the Panama Pacific International Exposition, the Sausalito Hotel has remained a centerpiece of Downtown's waterfront streetscape. Embracing what was then the future in its unique styling, the Sausalito Hotel was a departure from the older Victorian hotels of Sausalito, especially the El Monte. The Sausalito Hotel is a contributor to the Downtown Historic Overlay District.

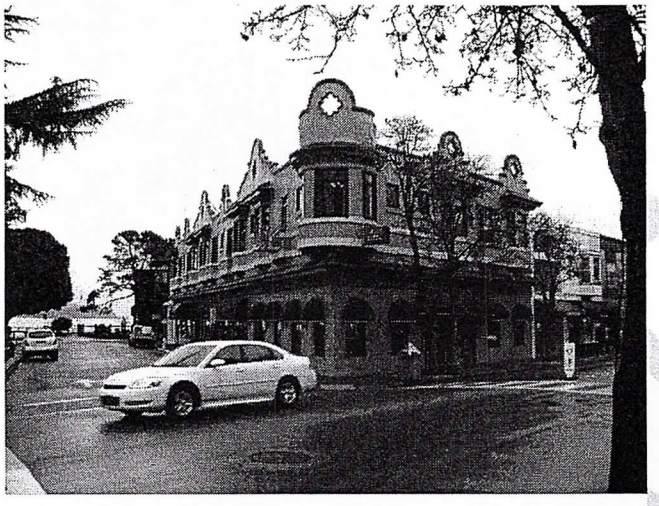


Figure 61. Sausalito Hotel, 12 El Portal Street, 2013
Source: Caitlin Harvey

Built a little over a decade after the Sausalito Hotel was finished, the Alta Mira Hotel, at 126 Harrison Avenue, was designed by the firm of Fabre & Hildebrandt in the Mission Revival style. Completed in 1927, the Alta Mira Hotel was the most prestigious hotel in Sausalito for decades. Though it still stands, the Alta Mira is no longer in use a hotel. The Alta Mira Hotel is listed in the Local Historic Register.

The most important commercial district outside Downtown was New Town, and the most significant commercial building built in New Town during this period was a mixed-use building at 117-19 Caledonia Street discussed above on page 84. Meanwhile, in Old Town, a two-story, wood-frame commercial building and flat was constructed at the corner of 2nd and Richardson streets in 1904. This building, which still exists at 215 Bridgeway, is a well-preserved example of an Eastlake-style, mixed-use commercial building in Sausalito **(Figure 62)**. It has no formal historic status.

Industrial Properties

There are no known purpose-built industrial properties dating to the period 1893-1937 remaining in Sausalito. Mostly demolished during the post-Second World War era, many of these properties were boatyards, railroad shops, warehouses, a distillery, and an airplane factory located along the northern waterfront.

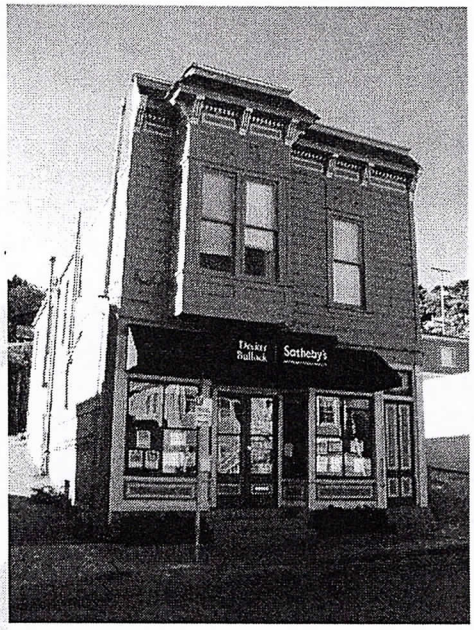


Figure 62. 215 Bridgeway, 2013
Source: Christopher VerPlanck

Religious Properties

Sausalito has at least one church constructed during the period 1893-1937: the First Presbyterian Church (1909), at 112 Bulkley Avenue, on The Hill **(Figure 63)**. This church, designed by the firm of Coxhead & Coxhead, is one of the best examples of the First Bay Region Tradition in Sausalito and one of the finest in all of Northern California. It is listed in the Local Historic Register.

Government/Institutional Properties

Sausalito's population did not exceed four thousand until after the Second World War. With a relatively small number of citizens reluctant to tax themselves for civic improvements, it is not surprising that Sausalito has so few public buildings from this period. Until the 1970s Sausalito rented space for its city hall and library in privately owned buildings. The only two surviving public buildings from this period include the new Central School (1926), at 420 Litho Street



Figure 63. Sausalito First Presbyterian Church, 2013
Source: Christopher VerPlanck

(now Sausalito's City Hall and Library) **(Figure 64)**, and the former Firehouse (1914), at 539 Bridgeway.



Figure 64. Sausalito City Hall, 2013
Source: Christopher VerPlanck

Public Open Space/Public Art

This period witnessed the beginning of Sausalito's public parks program. Constructed in 1898 and 1904, respectively, Sausalito's two surviving parks from this period, Depot Park (now Plaza Viña del Mar) and O'Connell Seat are discussed above on pages 79-80. Plaza Viña del Mar is a contributor to the Downtown Historic Overlay District and O'Connell Seat is listed in the Local Historic Register.

Other Public Infrastructure

After Sausalito incorporated in 1893, the Board of Trustees set to work to raise money to build and pave streets and sidewalks, stairs and retaining walls, sewers, and water delivery systems. The town's small Department of Public Works began paving Water Street in 1895, though it would take several decades before every street was paved and a sewer and/or gutter installed. As discussed above in this chapter, Sausalito obtained its first reliable water supply in 1911.

Significance Thresholds

The period spanning the years 1893 to 1937 is a very complex era in the development of Sausalito because it encompasses the late Victorian, Edwardian, 1920s building boom, as well as most of the Depression. This period marks the greatest episode of development in Sausalito before the post-Second World War building boom. In contrast to earlier periods, which have relatively few buildings associated with them, this period has hundreds of extant buildings, many of which fit into the six thematic periods identified in Chapter III. Significant developments that occurred during this period include the reconstruction of Downtown following the 1893 fire, the incorporation of Sausalito and the initiation of various civic improvement projects, industrial development along the waterfront, and the concomitant development of workers' housing in Old Town, New Town, and Spring Street Valley. Many of the city's remaining churches date from this period. The Hill continued on its familiar path as an upper-class residential/resort area during this period as well.

Potentially there could be dozens of properties that may be eligible for listing in the National Register or the California Register that were developed during this period. The entire Downtown, which is currently located within the Downtown Historic Overlay District, is eligible for listing in the National Register. In contrast to the preceding period, there are not many significant estates constructed on The Hill during this period, though "Hazel Mount," "Sweetbriar," the Treat House, and several lesser-known properties may be eligible for listing in the National Register under Criterion C (Design/Construction) and under the corresponding California Register Criterion 3. Several residential properties in New Town are likely eligible under National Register Criterion C, as well as Criterion B (Persons), including the Sylva Mansion. Though most are probably not individually eligible, there are several clusters of intact workers' cottages in New Town and Spring Street Valley. These would likely be eligible under National Register Criterion A (Events) and the corresponding California Register Criterion 1. In regard to non-residential properties, the most significant and most likely eligible for listing in the National Register and the California Register include the First Presbyterian Church, Old Central School/City Hall, O'Connell Seat, and Plaza Viña del Mar. Though not as intact as Downtown, portions of New Town's commercial district along Caledonia Street may be eligible as well.

E. Golden Gate Bridge, Redwood Highway, and the Second World War (1937-1945)

This period, bracketed by the opening of the Golden Gate Bridge in 1937 and the end of the Second World War, is vastly shorter than the period that comes before it, but that is because more changes – both physical and social – came to Sausalito in those eight years than during the preceding 44 years. During this brief period, Sausalito's importance as a transit node began to erode following the opening of the Golden Gate Bridge and the resulting demise of passenger railroad and ferry service. In 1941, the United States' entry into the Second World War resulted in even bigger changes. Sausalito's strategic location just inside the Golden Gate, as well as its good rail connections and long stretches of underutilized waterfront, resulted in it being chosen as the location of one of 18 "Emergency Shipyards" funded by the U.S. Maritime Commission. Construction of the Marinship shipyard in 1942-43 resulted in huge physical changes to Sausalito. Societal changes also accelerated; the city's population doubled, causing native-born and long-time residents to feel besieged as thousands of outsiders flocked to Sausalito to work in the shipyard.

Lingering Effects of the Depression

While Sausalito's wealthy (sometimes called "Hillclimbers") were cushioned against the worst ravages of The Depression, their fellow townspeople (sometimes disparagingly called the "Water Rats") struggled to find work. The boatyards, which had provided employment for generations of Sausalitans, had begun dwindling in number and output. Automation had reduced the number of shipwrights needed in this traditional sector. Other industries were affected as well. The railroads and ferries, which were gradually being undercut by private automobiles and the opening of the Golden Gate Bridge, were facing an uncertain future.

In addition to Sausalito's shrinking industrial base, several projects that could have produced hundreds of working-class jobs came to nothing. The first was a shipyard proposed by W.F. Stone & Son for the defunct Nunes & Sons boatyard site in Old Town. The shipyard would have occupied the entire shoreline of Shelter Cove between Walhalla and the Spreckels property. In contrast to the family-owned boatyards of Sausalito's past, the W.F. Stone & Son facility would have been a modern, industrial shipyard. It was defeated by William Randolph Hearst and other property owners on The Hill who did not

want industry impinging on their scenery.[107] Similarly, a fish cannery proposed for New Town was nixed because local residents feared the odors. Another stillborn project was Albert von der Werth's proposed Golden Gate Yacht Harbor, a 300-berth, $360,000 yacht harbor and fishing pier that was proposed for the former Nunes & Sons boatyard. Though the project qualified for funding from the New Deal Public Works Administration (PWA), its local boosters failed to raise the matching funds.[108]

Golden Gate Bridge

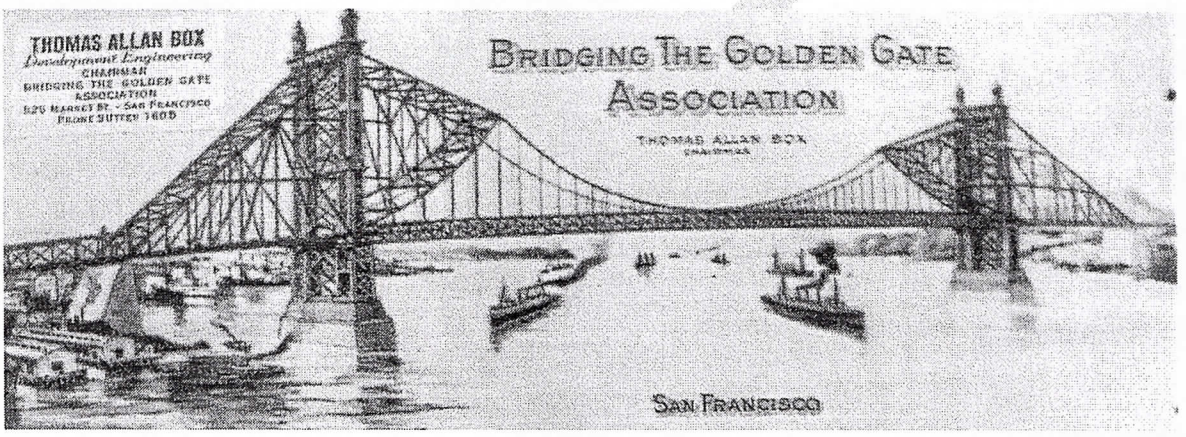


Figure 65. Alternate design for the Golden Gate Bridge, ca. 1930
Source: Sausalito Historical Society

A suspension bridge across the Golden Gate had long been a dream in the Bay Area. After well over a decade of debate, Californians approved a $350,000,000 bond in 1930 to construct a bridge over the strait. In addition to the engineering challenges inherent in bridging the 6,700-foot, 372-foot deep opening in the Coast Range, boosters faced stiff opposition from those who feared its potential aesthetic impact. Indeed, several of the early proposals were hideous **(Figure 65)**. After the bridge became a reality, many Sausalitans hoped that it would ensure the city's prosperity, by providing a direct link to San Francisco –a boon to both commuters and day-trippers. Others feared being swamped by crushing auto traffic and mourned the certain demise of the ferries and railroads.

Most Sausalitans seemed to be in favor of the bridge, mainly because they hoped that it would resolve the hopeless traffic situation in Downtown. Others hoped that property values would go up as Sausalito became more accessible to automobile commuters from San Francisco. Owners of the steep hillside pas-

[107] Tracy, 138.
[108] "$360,000 Yacht Harbor for Sausalito," *San Francisco Chronicle* (July 13, 1934), H11.

tures and eucalyptus groves on the ridges above town were especially excited because the proposed highway cut (Waldo Grade) that would access the bridge from the north would pass through their holdings.[109] Some debate revolved over where to route U.S. 101, also known as the "Redwood Highway," from the bridge to points north. The only other alternative to building the Waldo Grade was to build an elevated highway along Sausalito's waterfront. In addition to creating a physical barrier between the Sausalito and its waterfront, a viaduct would have all but destroyed Downtown. However, Sausalito had no desire to be entirely cut off from U.S. 101 and it negotiated a compromise solution involving the construction of a WPA-financed "lateral" that would allow motorists to travel directly from the bridge to Downtown Sausalito on a new road through Fort Baker.

After years of careful planning by engineers Joseph Strauss and Leon Moisseiff and architect Irving Morrow, construction of the Golden Gate Bridge began at Lime Point on January 5, 1933. Some Sausalito businesses benefited from the project, including the boat builders, Madden & Lewis, who built the coffer dams around the tower foundations.[110] The Golden Gate Bridge was finished in only four years, opening to traffic on May 28, 1937.

Several changes were made to local roads in anticipation of the completed Golden Gate Bridge. Chief among them was a new two-lane highway between Waldo Point and San Carlos Avenue. This highway, which would serve as the "business" alignment of the Redwood Highway through Sausalito, paralleled the Northwestern Pacific Railroad tracks from the 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 throughout Fort Baker. The construction of the new highway resulted in the condemnation and demolition of many industrial properties along the waterfront in New Town. Completed in 1936, the business segment of the Redwood Highway was renamed Bridgeway Boulevard. Water Street, Sausalito's main street, was subsumed within the new highway. In 1938, the name of Bridgeway Boulevard was shortened to "Bridgeway."[111]

[109] Tracy 146.
[110] Tracy, 148.
[111] Tracy, 150.

Impacts to Public Transportation

Even before the completion of the Golden Gate Bridge, the Northwestern Pacific Railroad had been complaining of losing money on its extensive interurban service in Marin County. In 1936, the railroad petitioned the state to abandon all commuter rail service in Marin County. The state acceded and the final interurban left Sausalito's depot on March 1, 1941 **(Figure 66)**. Steam passenger train service continued until November 1941.[112] The elaborate terminal building was subsequently boarded up, awaiting demolition. Regularly scheduled ferry service also ended in 1941, though it would temporarily resume during the war to transport San Francisco workers to and from Marinship.



Figure 66. Last month of interurban service, February 1941
Source: Sausalito Historical Society

Marinship

Though the Marinship area is not part of this Study, the construction of the shipyard during the Second World War had huge social and physical impacts on Sausalito that extended well beyond the shipyard boundaries. The history of Marinship is explored in depth in the *Marinship Historic Context Statement* prepared by the author of this Study in 2011. To summarize, in March 1942, the U.S. Maritime Commission designated Sausalito as the site of one of 18 "emergency shipyards" to be constructed throughout the United States. Funded by the U.S. government and built by the W.A. Bechtel Corporation on 210 acres of submerged tidelands and former railroad property along Sausalito's northern waterfront, Marinship built 93 major vessels during the war, including 15 Liberty Ships and 78 T-2 tankers and oilers.

[112] Tracy, 155. Freight service to Sausalito actually continued another three decades, terminating in 1971.

The yard also repaired 23 vessels and was in the process of constructing barges for the invasion of Japan when the Japanese government surrendered in September 1945.[113]

In March 1942, the U.S. Maritime Commission initiated condemnation proceedings against property owners on the site of the proposed shipyard, including the 35 or so families who lived on the tree-clad promontory known as Pine Hill. Residents were given two weeks to vacate. Newer houses were moved nearby, including several that were moved to Spring Street Valley, but most were scrapped for the lumber they contained. By the end of the month, Pine Hill was vacated and crews moved in to demolish any structures left behind, clear the vegetation, and dynamite the promontory so that its 838,763 cubic yards of debris could be used as fill to build the state-of-the-art, six-way shipyard.[114]

Ground was broken on March 28, 1942. Gradually, over the next several months, Bechtel filled in the tidal marshes between Bridgeway and the old Northwestern Pacific Railroad causeway; drove 25,000 wood pilings to stabilize the site; laid fuel, water, sewage, electrical, and gas lines; and relocated the railroad tracks and Bridgeway west of the site to improve security and expand the available area. A photograph taken in the spring of 1942 shows the site preparation underway **(Figure 67)**. Marinship eventually consisted of 30 buildings, including a mold shop, machine shop, offices, hospitals, canteens, several warehouses, steel fabrication and welding shops, six shipways, two outfitting docks, and thousands of feet of railroad track for the tremendous derrick cranes that would move parts and equipment throughout the site.[115]

[113] Christopher VerPlanck, *Marinship Historic Context Statement* (San Francisco: 2011), 1.
[114] "A Dreamy Sausalito Hill is Now a Warfront," *San Francisco Chronicle* (March 23, 1942), 8.
[115] Christopher VerPlanck, *Marinship Historic Context Statement* (San Francisco: 2011), 1.

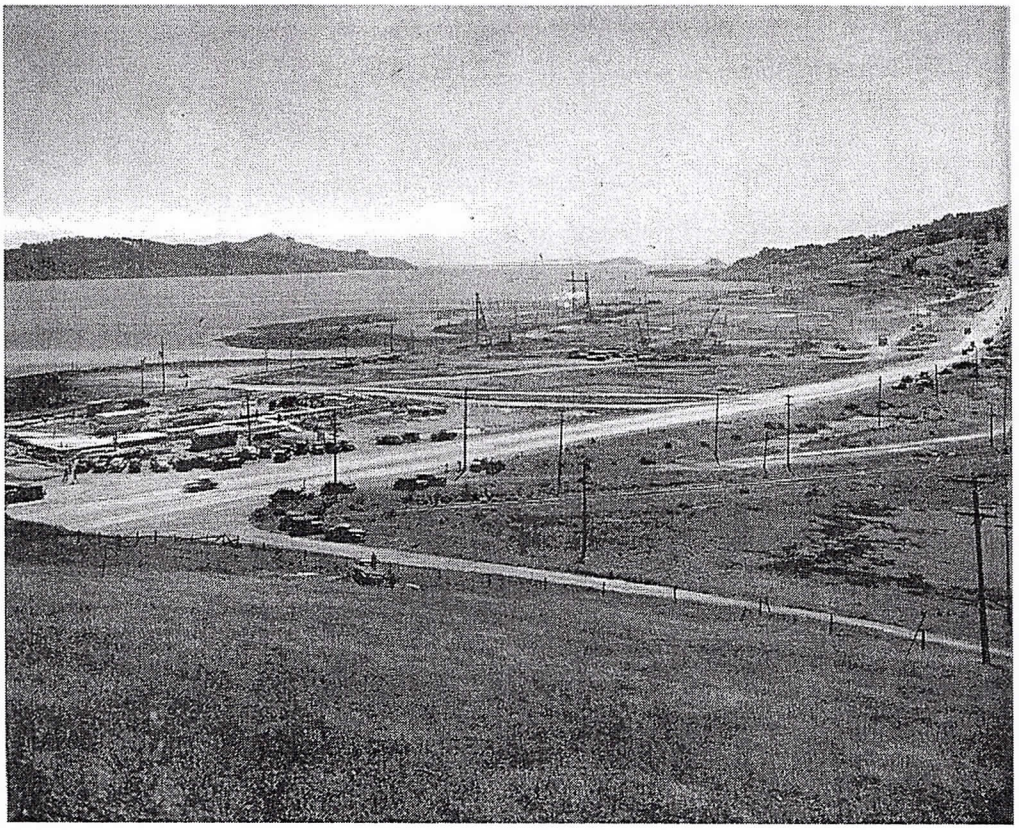


Figure 67. Marinship site being filled and graded, spring 1942
Source: Richard Finnie, *Marinship: The History of a Wartime Shipyard*

Marinship's Impacts on Sausalito

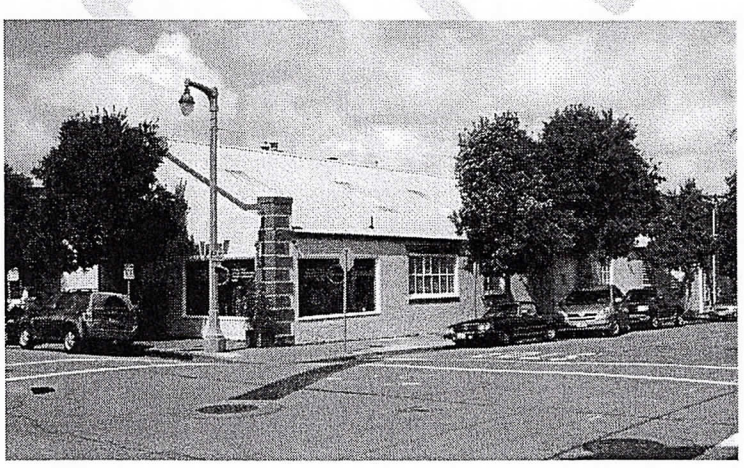


Figure 68. Former Marinship Hiring Hall, 2011
Source: Christopher VerPlanck

Marinship needed workers, and a lot of them, but there was no possible way that Sausalito, or even the entire Bay Area, could fill Marinship's workforce, which would reach a height of 22,000 in 1944. At first Marinship recruited elsewhere in California but over time, management cast a wider net, recruiting contingents from Texas, Louisiana, Oklahoma, and elsewhere in the South and the Midwest.

The workforce included large numbers of draft-exempted senior citizens, teens, and women, as well as racial minorities, particularly African Americans. Many of the white workers were "Okies," Dust Bowl refugees from Oklahoma, Texas, and Arkansas. Initially the local recruiting office was located at Bechtel's corporate headquarters, at 220 Montgomery Street, in San Francisco. When the crush of applicants became too much to handle the recruiting office was moved to a former garage at 200 Caledonia Street in New Town **(Figure 68)**. The hiring hall could not be located in the shipyard proper because of security concerns.

Only once a worker was hired was he or she allowed to enter the shipyard. His or her first stop would be the Training Center, a one-story, wood-frame building in the West Area. The West Area was a small enclave of Marinship located on the west side of Bridgeway – an area today bounded by Olima Street, Coloma Street, and Bridgeway in the Nevada Street Valley neighborhood. The West Area is now occupied by Dr. Martin Luther King Jr. Park and several schools. Several former Marinship-era buildings survive in this part of Sausalito, including the former Marinship Cafeteria **(Figure 69)** and the Training Administration Building.

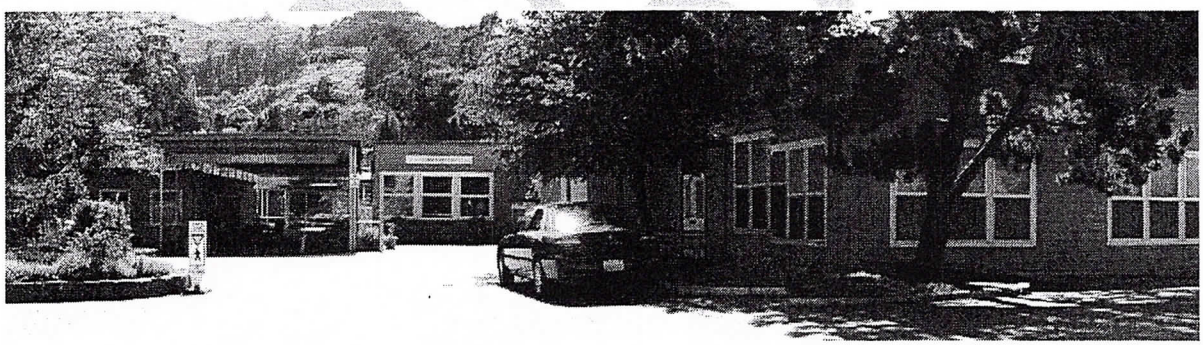


Figure 69. Former Marinship Cafeteria, 2011
Source: Christopher VerPlanck

The influx of tens-of-thousands of mostly out-of-state workers quickly overwhelmed Sausalito. Unfortunately, Sausalito had very few apartments or boarding houses, and those that existed were quickly filled up. As a result, Marinship workers crowded into rented rooms, hastily converted outbuildings, and even cars and chicken coops in Sausalito and surrounding communities. Though some Sausalitans profited from renting space to workers, only a small portion of Marinship employees could live in a town that was less than one-fifth the population of the entire shipyard workforce. Nevertheless, many people in Sausalito did create additional units in their houses (often without permits) to rent to Marinship work-

ers, including this basement unit carved out of a ca. 1890 house at 423 Locust Street in New Town **(Figure 70)**.



Figure 70. Vernacular cottage at 423 Locust Street that has a potential Second World War-era secondary unit in the basement
Source: Christopher VerPlanck

The shortage of housing exacerbated growing tensions between Sausalitans and the newcomers. Alice Philips Rose, a social worker employed by the USO-Travelers Aid Service wrote about war workers in Sausalito: "In the small town, the newcomer stands out in base relief against the background of established customs in the community. He is received not as a proud war worker, but as a competitor for rationed supplies."[116] Locals frequently complained about all the "Okies" or "Arkies." Some of the newcomers had rural habits that clashed with native lifestyles. Crime also grew, along with the proliferation of bars and honky-tonks.[117] Racial tensions increased as previously nearly all-white Sausalito experienced a large influx of African Americans. Cultural differences were not the only stumbling block; Sausalito's population had doubled to 7,000 people by early 1943, increasing competition for everything ranging from rationed food and gasoline, to space in restaurants and bars, and parking spaces on streets now lined with cars with license plates from Oklahoma, Texas, and Arkansas.

Marin City

Though workers could, and many did, live in San Francisco, that was also difficult, mainly because war workers had flooded San Francisco too, pushing up rents and reducing the supply of housing. Furthermore, gasoline and rubber were rationed, making car commuting difficult if not impossible. In addition to subsidizing ferry and bus routes between the yard and San Francisco, the National Housing Authority decided to build an entire new community north of Sausalito. Located in the formerly rural Waldo Valley, Marin City, as it was called, got underway in the summer of 1942. Marin City, which is still located

[116] As quoted in Charles Wollenberg, *Marinship at War: Shipbuilding and Social Change in Wartime Sausalito* (Berkeley: Western Heritage Press, 1990), 85.
[117] Charles Wollenberg, *Marinship at War: Shipbuilding and Social Change in Wartime Sausalito* (Berkeley: Western Heritage Press, 1990), 84.

just outside the city limits of Sausalito, grew to include 1,500 family units, including 700 apartments and 800 detached or semi-detached houses **(Figure 71)**. There were also dormitories housing 1,000 single workers. Marin City was designed by local architect Carl Grommé. Though the project was intended to serve only for the duration of the war, Grommé designed the buildings to be built out of long-lasting redwood. The fully integrated community of 6,000 people (one-third larger than Sausalito) was not demolished after the war and it remains today, albeit reconstructed several times.[118]

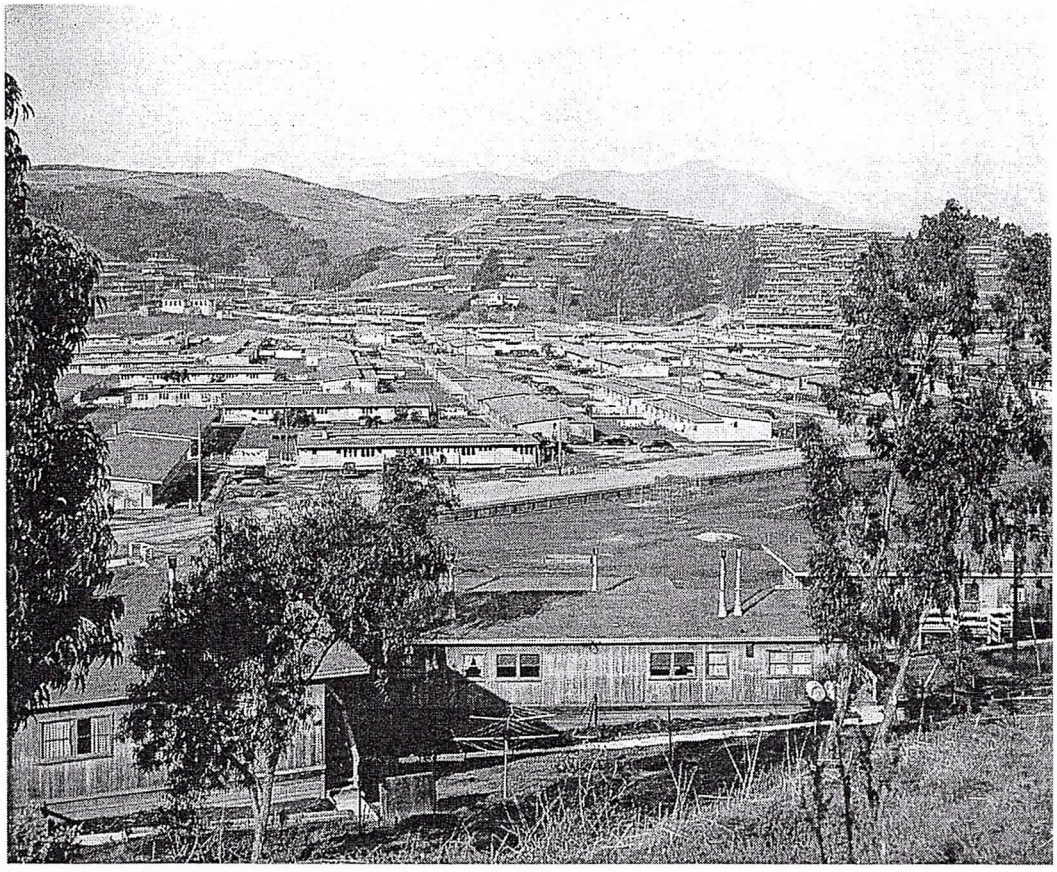


Figure 71. Marin City, looking north, ca. 1944
Source: Richard Finnie, *Marinship: The History of a Wartime Shipyard*

The Second World War Ends

By the summer of 1945, Marinship had begun switching its production from tankers to the landing craft (called by their code name of "Dagwood") needed to launch an invasion of the Japanese homeland. Following the obliteration of Hiroshima and Nagasaki by nuclear bombs in August 1945, Japan surrendered and the war came to a formal conclusion on September 2, 1945. Marinship launched its final vessel, the

[118] "Marin City," *San Francisco Chronicle* (May 12, 1945).

tanker *Mission San Francisco,* on September 8, 1945, nearly a week after the war ended. Though Marinship management had hinted that they might keep Marinship open after hostilities ended, the shipyard was unceremoniously shut down in early 1946. Indeed, by November 1945, there was only a skeleton crew of 600 employees left to take care of the yard.

Representative Property Types

Very few new buildings (67) were constructed in Sausalito during the period between 1937 and 1945. During the Depression there was no demand for new housing and during the Second World War most private construction activity was forbidden in order to conserve rationed building materials. In contrast to the previous period, this period is only associated with one of the themes in Chapter III: "Pearl Harbor and Beyond – Marinship Transforms Sausalito." Although the population of Sausalito nearly doubled between 1940 and 1945, nearly every one of those 3,500 people who were shoehorned into the city lived in temporary secondary units, rented rooms, or in trailers set up on empty lots. During the war itself (not including Marinship, which lay just outside of Sausalito's city limits) only 24 new buildings were constructed, and many of these were either secondary units built at the rear of a parcel or buildings moved from elsewhere in the city. Most of the new construction was government-sponsored, including what survives of the Marinship shipyard, and also street improvements constructed to accommodate the Golden Gate Bridge.

Commercial Properties

One of the only notable new buildings completed in Sausalito by the private sector during this period was the Purity Grocery Store, at 660 Bridgeway in Downtown **(Figure 72)**. Constructed before materials rationing, this distinctive modernist building has a semi-circular vaulted roof that coincidentally resembles the later Marinship buildings a few miles north. It was built as part of a Northern California chain that used this distinctive design for its stores, which at one point extend-

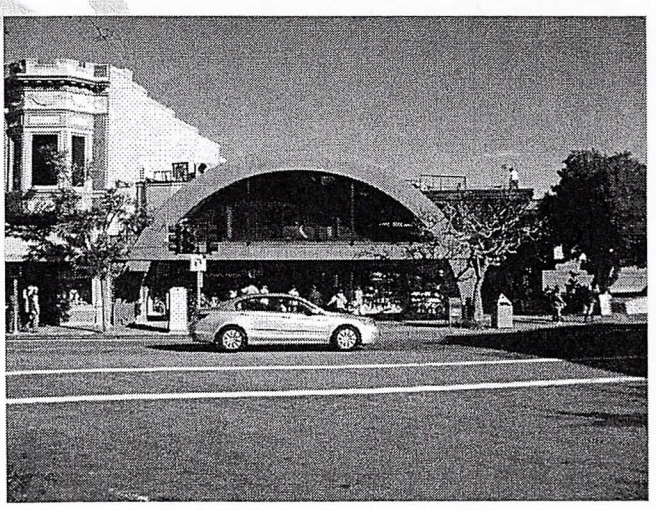


Figure 72. Purity Shops, 660 Bridgeway, 2013
Source: Christopher VerPlanck

ed as far south as Fresno and as far north as Fort Bragg. The building was remodeled in 1980 as a complex of gift shops and a restaurant. Though it is not new construction, another notable commercial building that was remodeled during this period is the former Northwestern Savings and Loan Building, at 671 Bridgeway. Originally a traditional Victorian commercial building, it was remodeled in the Late Moderne style ca. 1937. The building's smooth marble cladding and elegant inset aluminum storefront windows anticipate postwar modernism **(Figure 73)**.

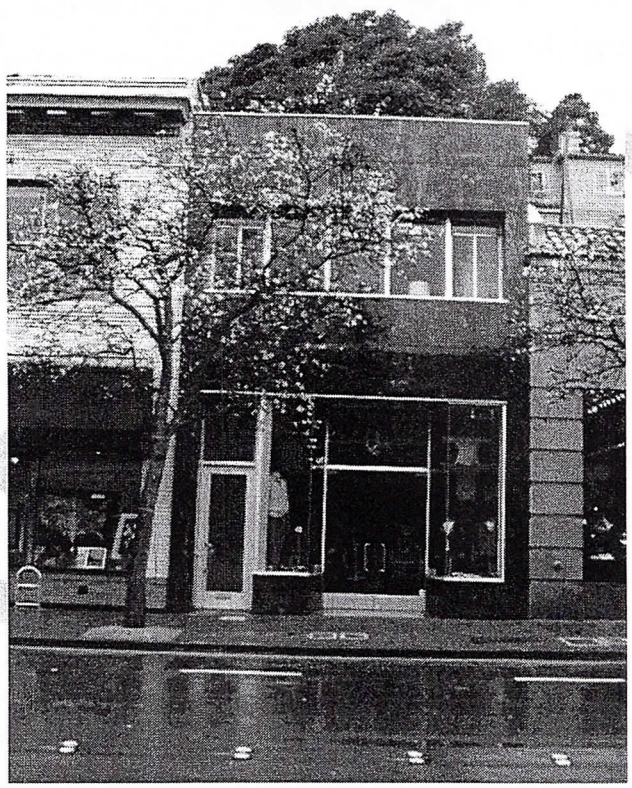


Figure 73. Moderne building at 671 Bridgeway
Source: Christopher VerPlanck

Significance Thresholds

The period spanning the years 1937 to 1945 is a very in short event in the history of Sausalito, comprising only the tail end of the Depression and the Second World War. Though this period was very important to the overall history of Sausalito, very little was built outside the former Marinship shipyard. Marinship was previously surveyed in 2011 and it has its own Historic Context Statement. The survey identified several buildings that appear individually eligible for listing in the California Register under

Criterion 1 (Events), including the Marinship Hiring Hall, at 200 Caledonia Street; and the Marinship Mold Loft, on Gate 5 Road. The Marinship Survey also determined that the Marinship Machine Shop was eligible for listing in the National Register under Criterion A (Events) and under the corresponding California Register Criterion 1. No other non-Marinship properties appear eligible for listing in either register.

F. Post-war Development (1946-1968)

The end of The Second World War was greeted by a collective sigh of relief by Sausalitans, most of whom were happy to have their community back. However, the Sausalito that they knew before the war had irreversibly changed. Initially, as the war workers scattered, the city's population shrank back down to near its pre-war total of 3,500. However, within a year or two, suburban development began to cause the population to rise again. The population reached 4,828 in 1950, Sausalito's highest recorded population in any decennial census, but still 2,000 shy of the city's high-water mark in 1943.

Despite the influx of thousands of African American shipyard workers to the Sausalito area during the Second World War, the population of Sausalito proper remained overwhelmingly white (99%) in 1950, with 10.5% of that total being foreign-born (mainly Portuguese and Italian).[119] Meanwhile, adjoining unincorporated Marin City became increasingly African American as white war workers returned home or moved elsewhere in the region, and as more African Americans moved to California to escape the strictures of the Jim Crow South. But with racial covenants still commonly used in many Bay Area communities, Marin City's growing African American population had little choice but to remain in Marin City. Though Sausalito had the opportunity to annex Marin City in 1947 it chose not to do so. The city's northerly boundary remained at Nevada Street until the 1960s, mainly because the owner of Mason's Distillery did not want his property to be annexed by the City **(Figure 74)**.[120]

[119] U.S. Bureau of the Census.
[120] "Judges won't Interfere in Sausalito," *San Francisco Chronicle* (August 1, 1947), 2.

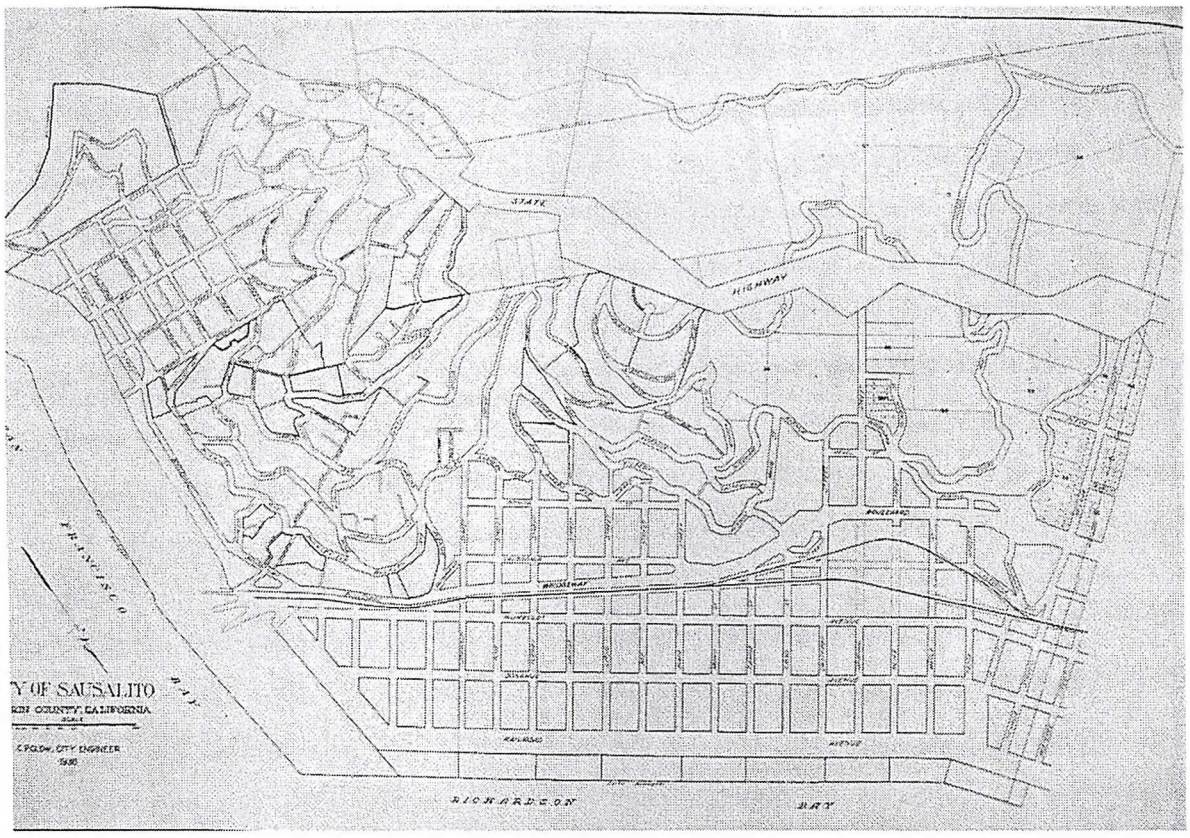


Figure 74. Official Map of Sausalito, 1938
Source: Sausalito Department of Community Development

Though Marin City remained unincorporated county territory between Sausalito and Mill Valley, it shared (and continues to share) grade schools with Sausalito and Tamalpais High School with both Sausalito and Mill Valley. Nonetheless, tension between an increasingly affluent and white Sausalito and an increasingly poor and predominantly black Marin City has characterized much of the postwar era. Newspapers from the period contain dozens of articles documenting clashes between blacks and whites or about the unfair treatment of African American patrons by local businesses or of black children in public schools.[121]

[121] "Police Order Negroes out of Sausalito," *San Francisco Chronicle* (November 3, 1946), 9.

Marinship Reuse

Though there had been hope that Bechtel would keep Marinship open after the war, the market for new freighters and tankers simply did not exist with all the surplus wartime vessels available. Furthermore, in contrast to the older pre-war shipyards of San Francisco and Oakland, Marinship was not designed to be permanent. Though visually substantial, the buildings of Marinship were "temporary" structures expediently built of unfinished plywood. The fact that any of these buildings survive today is a testament both to Sausalito's temperate climate and because many of the remaining Marinship buildings have been substantially rebuilt over time. The former Marinship Machine Shop, one of the only major Marinship buildings that has not been significantly altered since the Second World War, retains its original appearance, including its exposed plywood sheathing, its barrel-vaulted roof supported by bowstring glulam trusses, and its wooden ribbon windows. As such, it is a good example of the mass-produced wartime construction used at Marinship **(Figure 75)**. The former Marinship Machine Shop is listed in the Local Historic Register and is the subject of a National Register nomination.

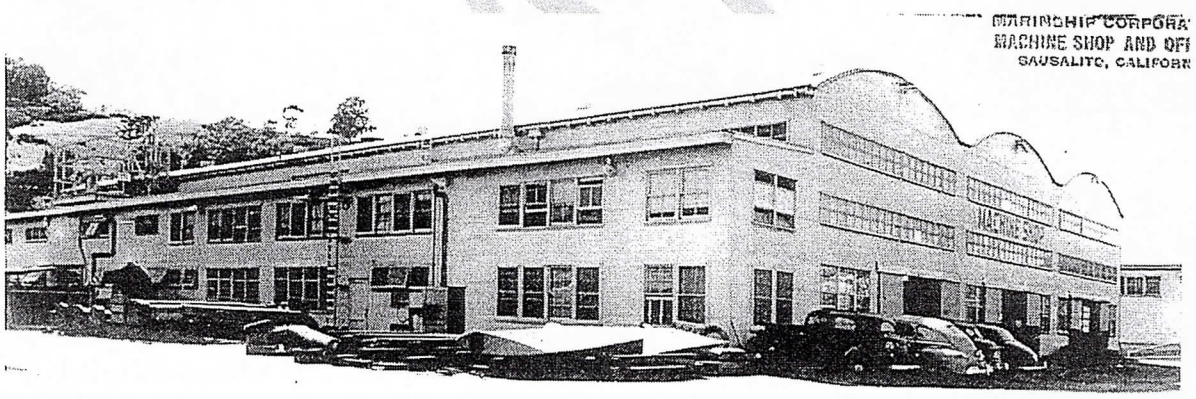


Figure 75. Marinship Machine Shop, ca. 1945
Source: Richard Grambow, *Marinship at the Close of the Yard* (1946)

After Bechtel shut Marinship down, the U.S. Army Corps of Engineers expressed interest in obtaining a portion of the former shipyard to build a new base. The Army Corps used the base to stage its reconstruction and conservation projects throughout the entire Southwest Pacific Division, which included California, Hawaii, and the Pacific island territories.[122] Today the U.S. Army Corps of Engineers occupies the former Outfitting Shops, the General Warehouse, and until 2010, the former Machine Shop. The

[122] Richard Finnie, *Marinship: the History of a Wartime Shipyard* (San Francisco: Marinship, 1947), 371.

formal transfer of ownership did not occur until 1949, when the General Services Administration conveyed 67.56 acres to the Army Corps of Engineers.

As early as 1946 the U.S. Maritime Commission turned over the rest of the Marinship site to the War Assets Administration, which divided the site into smaller parcels. With the Marinship site well-situated in terms of rail, highway, and sea access, most of the properties were quickly bought up and redeveloped. During the 1950s and 1960s, the former Marinship site became a de facto industrial park, with maritime uses, including boatbuilding and engine repair, as well as marinas, predominating along Richardson's Bay, and manufacturing, warehousing, and retail occurring on the inland parcels closer to Bridgeway. New retail businesses went up along both sides of Bridgeway and along Harbor Drive, creating some of Sausalito's earliest "strip" retail development. In 1961, Heath-Allied Grocers hired Campbell & Wong to design a shopping center on Harbor Drive in the former shipyard. Meanwhile, much of the so-called "West Area" of Marinship was turned into public parkland and a public school. Initially called Richardson School and later Dr. Martin Luther King, Jr. School, the buildings now house the Marin School and Lycée Français.[123]

Though entirely unauthorized, another type of resource reuse began on the former Marinship site after the Second World War. Thrifty individuals began scavenging the site for building materials and erecting houses atop the abandoned "Dagwood" barges left behind after Marinship closed. Thus was born the houseboat community that defined Sausalito's northern waterfront during the 1960s and 1970s. This community attracted artists, writers, and later, hippies, who were seeking to escape from the strictures of postwar America, including artist Jean Varda and philosopher and author Alan Watts. These two men took up residence on the abandoned ferry boat the *Vallejo*. This houseboat, as well as dozens more, still exist (though outside Sausalito's corporate boundaries), off Gate 5 Road.

Postwar Building Boom

The end of the Second World War released significant pent-up demand for new housing in Sausalito, where very little new residential construction had occurred since the 1920s. Beginning in 1946, the number of building permit applications shot up, growing higher with each year. The building boom started off slow; in 1946 there were only 10 applications, about the same as during the Depression. The

[123] Sidney Lawrence Jr., "Sausalito's Marinship Plans Told," *San Francisco Chronicle* (March 5, 1961), 30.

following year, in 1947, there were 18 applications. This figure nearly doubled to 35 in 1948. By 1950, the number of new building permit applications stood at 45. Though there was some infill construction taking place in established neighborhoods, the vast majority of it was in the new hillside subdivisions of Monte Mar Vista, Toyon Terraces, and Wolfback Ridge. Sausalito's "back country" had remained undeveloped since the 1860s. Aside from some pasture land, much of the steep hillsides had been planted with eucalyptus trees in the early twentieth century to provide some relief from the onshore winds. The construction of the Waldo Grade in the late 1930s had substantially increased the value of these steep tracts by providing easy automobile access, leading to the subdivision and later development of Monte Mar Vista, Toyon Terraces, and Wolfback Ridge.

Monte Mar Vista (1937)

Following the construction of the Waldo Grade in 1937, several existing roads were connected to it, including Spencer Avenue, which provided a relatively direct route from the highway to Downtown. Monte Mar Drive, built for the new subdivision, also accessed the Spencer Avenue exit. Monte Mar Drive was designed as the principal access road for the small subdivision with the same name, which is a faux Spanish name roughly meaning "mountain sea view." Subdivided in 1937, other streets in Monte Mar Vista included Crecienta Drive and Crecienta Lane, as well as George Lane, Vista Clara Road, and parts of Curry Avenue, a pre-existing street. Though subdivided before the Second World War, construction in Monte Mar Vista did not begin until 1947. It was built out quickly, with the last vacant lot developed ca. 1955. The majority of the houses in the Monte Mar Vista subdivision are relatively modest ranch-style homes with some showing modernist influences.[124]

Toyon Terraces (1948)

Located east of the Monte Mar Vista subdivision is another midcentury subdivision called Toyon Terraces. Surveyed and subdivided in 1948, the Toyon Terraces subdivision has larger lots than Monte Mar Vista. In addition, the firm that marketed the subdivision, Bissell & Karn of San Leandro, required that as much natural vegetation as possible be left intact in the course of grading and construction, which protected the subdivision's rural feel.[125] In addition, all of the houses in Toyon Terraces appear to have been

[124] "Map of Monte Mar Vista, County of Marin, State of California," Recorded at the Marin County Assessor's Office, June 21, 1937, Map Book 5 of Maps, Page 71.
[125] "Map of Toyon Terraces, Sausalito, Marin Co., Calif.," Recorded at the Marin County Assessor's Office, September 29, 1948, Map Book 6 of Maps, Page 70.

architect-designed, mostly by prominent Bay Area architects associated with the Third Bay Region Tradition, including Joseph Esherick (110 Curry Avenue – 1949), Charles Warren Callister (250 Curry Lane-1953) **(Figure 76)**, George T. Rockrise (66 Toyon Lane – 1956), John Hoops (227 and 260 Curry Lane – 1955 & 1956), Henrik Bull (290 Curry Lane – 1958), John Funk (139 Curry Lane – 1958) **(Figure 77)**, Roger Lee (244 Curry Lane – 1953), Mario Corbett (145 Toyon Lane – 1957), and William Corlett (19 Toyon Lane – 1953).[126] Altogether this ensemble of modernist houses comprises one of the most important and intact collections of midcentury residential architecture in Northern California.

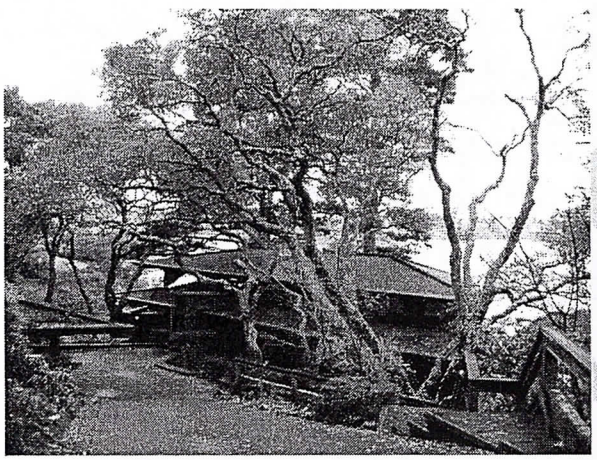


Figure 76. 250 Curry Lane, 2013
Source: Christopher VerPlanck



Figure 77. 139 Curry Lane, 2013
Source: Christopher VerPlanck

Wolfback Ridge (ca. 1948)

The Wolfback Ridge neighborhood is Sausalito's third important postwar subdivision **(Figure 78)**. Located on the west side of U.S. Highway 101, Wolfback Ridge comprises roughly a dozen large lots atop the ridge separating Sausalito from the Golden Gate National Recreation Area. Gated, with access restricted to homeowners and their guests, Wolfback Ridge is one of Sausalito's most



Figure 78. Wolfback Ridge, 2013
Source: Christopher VerPlanck

[126] John and Sally Woodbridge, *Buildings of the Bay Area* (New York: Grove Press, 1960).

exclusive neighborhoods. Similar to the Monte Mar Vista and Toyon Terraces subdivisions, Wolfback Ridge depends on the Spencer Avenue exit off Highway 101 for its sole means of access. The oldest houses in Wolfback Ridge date to the immediate postwar period. According to Sally and John Woodbridge's *Buildings of the Bay Area*, several notable architect-designed houses are in the tract, including three by Mario Corbett that were constructed in 1947, 1948, and 1949, respectively. Mario Corbett seems to have been an early investor or a partner in the subdivision.

Other Midcentury Residential Developments (1946-1968)

By 1950, most of the larger developable tracts within Sausalito had been developed, including Monte Mar Vista, Toyon Terraces, Wolfback Ridge, and parts of The Hill (i.e., upper Sausalito Boulevard, upper Glen Drive, and Santa Rosa Avenue). Though individual vacant lots remained in Old Town, The Hill, and New Town, the only space for significant amounts of new housing remained north of the city limits, which was then Nevada Street. After 1945, Nevada Street Valley was annexed piecemeal by Sausalito. For some time a large, rectangular parcel bounded by Bridgeway, and Nevada, Tomales, and Coloma streets remained an unincorporated county island. This was the old Mason's Distillery plant. Destroyed by fire in 1963, by 1968 the former distillery site it had been annexed, giving Sausalito its present boundaries.

During the late 1960s and early 1970s and into the 1980s, Nevada Street Valley – Sausalito's last frontier – was developed, mainly with tracts of single-family housing and several large condominium developments. Building activity in Nevada Street Valley is reflected in the tremendous number of new building permit applications filed during the 1960s. Between 1951 and 1960 there were 378 building permit applications, and between 1961 and 1970, there were 545. Approximately 85 percent were for residential units.[127] In Nevada Street Valley developers constructed several tracts of housing, including the Marina Vista tract, a 200-unit development of duplexes occupying portions of Nevada Street, Marin Avenue, and Lincoln Drive. Adjoining Marina Vista to the north is Buena Vista Heights, a development of approximately 60 single-family dwellings along Buchanan and Lincoln drives. These two tracts encircle the Sausalito-Marin City School District's Bay Side School, which shares a similar postwar midcentury modern aesthetic **(Figure 79)**.

[127] Marin County Assessor's Office.

Not all development after 1960 occurred in the Nevada Street Valley neighborhood. Infill development took place throughout Sausalito, wherever vacant lots remained. Most infill construction occurred on what had been considered to be "unbuildable" lots before the war, including several dozen steep lots along Sausalito Boulevard and Glen Avenue. Construction in these areas only became feasible after the widespread adoption of cylindrical concrete piers (sonotubes) during the postwar period. There were still a handful of large vacant and/or underutilized properties in the older parts of Sausalito that attracted the attention of developers, including a tract of ten modernist, single-family houses built in 1955 along the south side of Spring Street, between Woodward Avenue and Toyon Court, in the Spring Street Valley neighborhood **(Figure 80)**.



Figure 79. 100 block of Buchanan Street, 2013
Source: Christopher VerPlanck

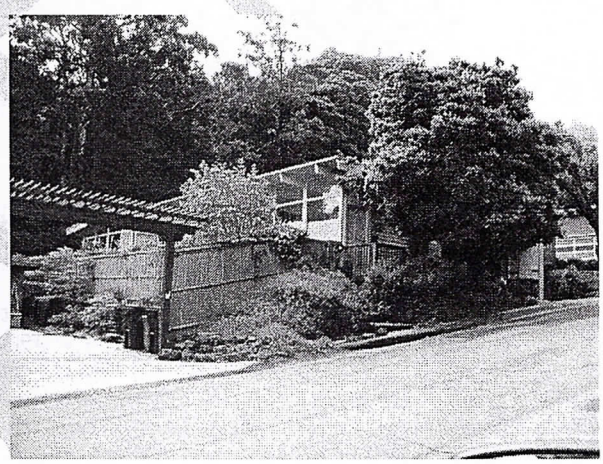


Figure 80. 700 block of Spring Street, 2013
Source: Christopher VerPlanck

The growing scarcity of buildable land in Sausalito led to the increasing popularity of condominiums. The adoption of the 1961 National Housing Act, which allowed the Federal Housing Administration to insure mortgages on condominiums, also played a significant part. Though mainly built after the period considered in this Study, several condominium projects pre-date 1968 and therefore warrant discussion. Sausalito's first condominium project was the 60-unit Cote d'Azur project, located at 100 South Street in Old Town. Constructed in 1962-3 on the south side of Shelter Cove, the controversial project shocked Sausalitans who viewed the development as being out-of-scale and a visual intrusion on the waterfront **(Figure 81)**. Indeed, this project, as well as another one built on the site of the former Nunes Brothers Boat Yard (also on Shelter Cove), galvanized local citizens to take action. Over the next few years, Sausalitans successfully resisted several much larger projects, including condominiums, apartments, and luxury

hotels.[128] Other causes included open space preservation, saving Richardson's Bay from fill, and protecting views and waterfront access; by the 1960s resistance to inappropriate development had become a defining feature of life in Sausalito.

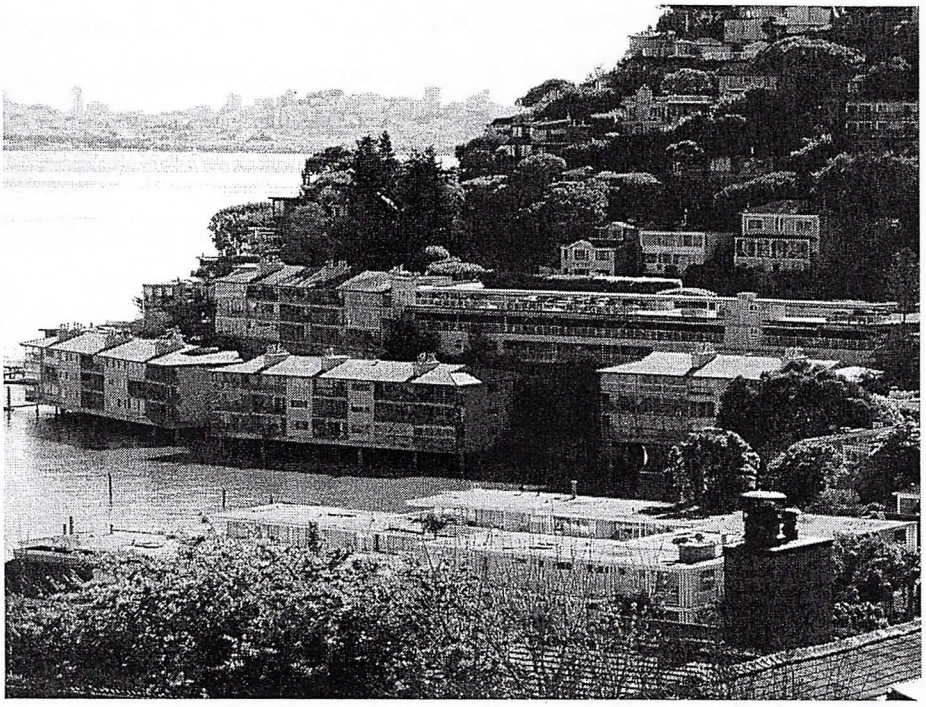


Figure 81. Cote d'Azure Project; view toward south, 2013
Source: Christopher VerPlanck

Commercial Development (1946-1968)

Large-scale residential development was not the only threat to Sausalito during the post-war era. Commercial development, especially hotels, accelerated as tourism began to supplant traditional economic sectors, including fishing and boatbuilding. Though tourism had long been an element of Sausalito's economy, it was not until after the Second World War 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 at the exclusive Alta Mira 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 tourists off Downtown for lunch. To meet the growing demand, developers planned new hotels and restaurants for the waterfront. Meanwhile, commercial

[128] George Hoffman, *Saucelito-aualito* (Corte Madera, CA: A Woodward Book, 1976), 166.

property owners began raising rents on long-time businesses to take advantage of the higher rents paid by galleries and souvenir shops.[129]

Because of Sausalito's limited land area, developers turned their attention toward the hundreds of submerged "water lots" platted in 1868-69 by the Sausalito Land & Ferry Company that lay just offshore in Richardson's Bay. Before the creation of the Bay Conservation and Development Commission (BCDC) in 1965, over 240 square miles of San Francisco Bay had either been enclosed behind dikes or filled for development. In Sausalito many of these water lots had been filled by the railroads, and later by Marinship, but some remained undeveloped, especially off of Downtown, New Town, and Old Town. As the value of the remaining water lots increased, longtime owners willingly sold them to developers who began to amass larger sites suitable for development. During the late 1950s and early 1960s, the City was successful in purchasing some of the water lots, including many that the railroads had owned, as well as most of the undeveloped lots in Shelter Cove, but it had not been able to acquire them all.

Probably the most controversial water lot project proposed during this period was the "Sandspit." Named for a manmade promontory that extends about 300 yards into Richardson's Bay, the Sandspit was built up from silt dredged to build the Sausalito Yacht Harbor in the 1940s.[130] Though the City had purchased the Sandspit in 1953, several developers led by former mayor Herb Madden, began planning a "Mediterranean village" for the site. The project, as originally conceived, would have consisted of a hotel, shops, and a waterfront restaurant. Many Sausalitans objected to the encroachment of non-maritime businesses on the waterfront and successfully overturned the project's entitlements. In a compromise agreement, the developers ended up building the Spinnaker Restaurant at the end of the Sandspit in 1959 **(Figure 82)**.[131] Neither the hotel nor the shops were built and the City got a small park out of the deal, Gabrielson Park, which was built in 1968. The park, named for former City Councilman Carl W. Gabrielson, was Sausalito's first waterfront park. It contains a sculpture by Chilean artist, Sergio Castillo.[132]

[129] Hoffman, 183.
[130] Hoffman, 145.
[131] Hoffman, 151.
[132] Tracy, 178.

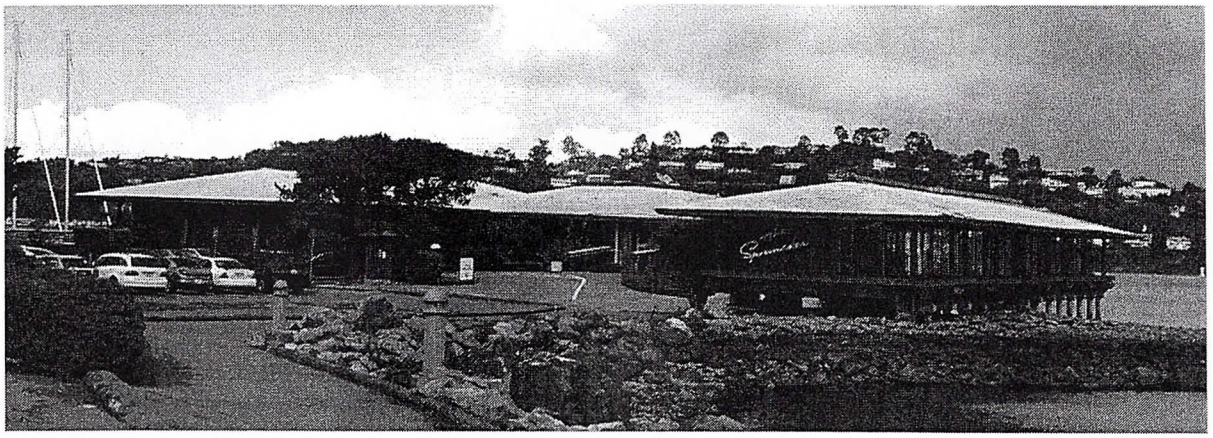


Figure 82. The Spinnaker Restaurant, 2013
Source: Christopher VerPlanck

The near-continual efforts necessary 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.[133]

Tiki Junction

Ever-vigilant against waterfront development, the City also cracked down on the activities of artists and other "Bohemian" types active along the waterfront, including Barney West, Sausalito's famed tiki sculptor. His yard, which was located near the Napa Street Pier, was called "Tiki Junction." Tiki Junction had been an informal Sausalito landmark since its establishment in 1963. At Tiki Junction West sculpted Polynesian-style tikis and other statuary out of salvaged redwood logs, which he then sold to individuals and Polynesian-themed restaurants and tiki bars, including Trader Vic's. West learned to carve tikis after being shipwrecked for six months in the Marquesas Islands in 1943 **(Figure 83)**.[134] Tiki Junction, which became a sort of a tourist attraction in the 1960s and early 1970s, no longer exists, having closed after West's death in 1981.

[133] "3-Year Ban on Bay Fill in Sausalito," *San Francisco Chronicle* (August 18, 1964), 2.
[134] Lyle W. Price, "Barney West Famous for Tricky Tikis," *Gettysburg Times* (December 23, 1965), 17.

Commercial Development Downtown (1946-1968)

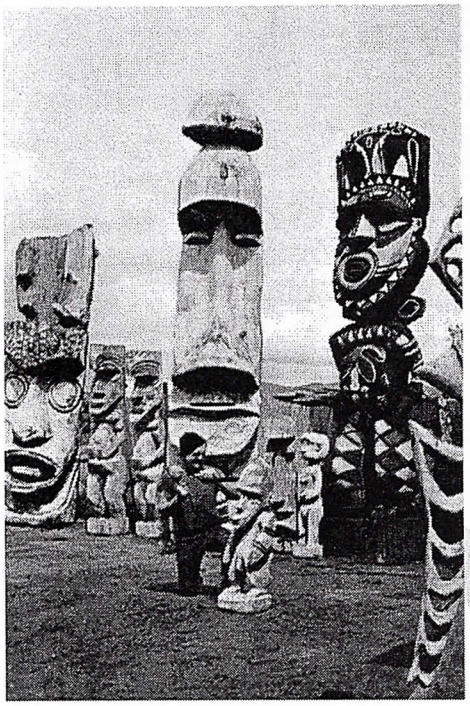


Figure 83. Tiki Junction, n.d.
Source: Postcard in author's collection

Though Downtown was largely built out by the end of the Second World War, several vacant lots and other underutilized sites remained, waiting to be repurposed. One of the most visible was the former Mason's Garage, at 777 Bridgeway. The three-story, reinforced-concrete garage, Downtown's largest building, had most recently been in use as a furniture factory. It was also home for a time to Heath Ceramics, a local manufacturer of dinner ware and other ceramic products. A businessman named Larry Cox took over the building in 1960 and converted it into an indoor market selling imported goods from around the world. He called it "Village Fair." Soon after, Bill Conover, the furniture maker who had been evicted from the building to make way for Village Fair, purchased a defunct ferry named the *Berkeley* and moored it at the foot of El Portal Street. He converted the ferry into a competing retail shopping area, naming it "Trade Fair." The Trade Fair and the Village Fair developments significantly increased the amount of tourist-oriented retail space in Downtown during the 1960s.[135] An undated postcard from this period shows Sausalito's increasingly commercialized waterfront **(Figure 84)**.

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 modernist-influenced style. The Inn Above Tide was originally constructed as an apartment building and later converted into a hotel.

[135] Hoffman, 120-8.

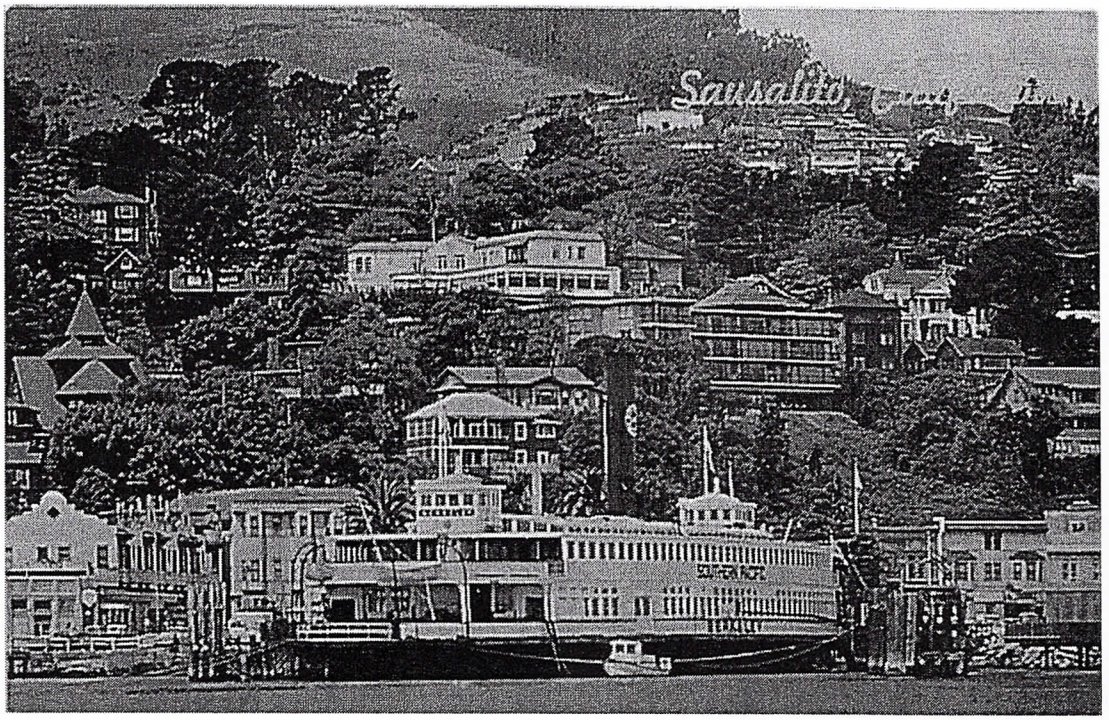


Figure 84. Postcard showing Sausalito's Commercial Waterfront, ca. 1965
Source: Author's collection

Industrial Development (1946-1968)

Aside from the Marinship area, Sausalito's traditional industries gradually disappeared during the post-Second World War era. Reasons for the exodus included escalating property values, citizen opposition to uses that might create noise or pollution, and the availability of larger and cheaper facilities elsewhere. In contrast, the former Marinship area was set aside by the City for commercial and industrial uses in the early 1960s. Marinship became an industrial preserve of sorts, where manufacturing and repair, including Heath Ceramics, several boatbuilding yards, and several other industrial facilities could carry on without fear of being disturbed. In addition to Heath Ceramics, which commissioned a factory and showroom by the prominent architecture firm of Marquis & Stoller (1960), several boatbuilding and engine repair businesses set up shop next to the former Marinship shipways.[136] Dunphy Park was also created next in this area in 1970.[137]

[136] Sidney Lawrence, "Sausalito's Marinship Plan," *San Francisco Chronicle* (March 5, 1961), 30.
[137] Tracy, 178.

Civic Infrastructure (1946-1968)

In 1960 Sausalito's population was 5,334; by 1970 it was 6,158.[138] Though the city's population had not doubled, tripled, or even quadrupled like some of its suburban counterparts, Sausalito's proactive citizenry closely monitored the local government to prioritize the provision of services to ensure a good quality of life for all Sausalitans. Before the Second World War, city government played a relatively small part in most people's lives, taking care of the basics, including roads, sewers, sidewalks, and schools, but little else. Local government began to change after Sausalito reincorporated as a City in 1935. In 1938, it adopted its first zoning ordinances to codify land uses in each part of the city, as well as its first plan for future growth. These documents were thought to be necessary because of the anticipated development after the completion of the Golden Gate Bridge. Though the Second World War temporarily slowed development, its resumption after the war put the newish zoning regulations and area plans to the test. No longer a quiet country resort or an industrial outpost, Sausalito had become a desirable suburb in a fast-growing metropolitan region.

Proposed Civic Center

Aside from two public schools (which were both built and maintained by the Sausalito-Marin City School District) and a firehouse, Sausalito did not have any purpose-built civic buildings. During this period many smaller Bay Area cities made plans to build modern civic centers to replace aging or otherwise inadequate facilities. Sausalito was no different; in 1967, city leaders decided to build a new civic center on a City owned lot on the east side of Bridgeway, near New Town. For various reasons, including concerns by some residents that the city's tax base was not growing fast enough to pay for the new facility, the proposed civic center was scrapped. Nonetheless, Sausalito's government was outgrowing its rented quarters Downtown, so in 1970, the City decided to purchase the recently vacated Central School, at 420 Litho Street. After several years of fundraising the former Central School was converted into Sausalito's new civic center in 1975. The converted building contained most of the City's administrative offices, an auditorium, as well as the Sausalito Branch of the Marin County Library.[139]

[138] U.S. Census Bureau.
[139] Hoffman, 216.

Sausalito Fire and Police Departments

For decades the Sausalito Fire Department remained stationed in its 1914 firehouse, at 539 Bridgeway. During the postwar era, another firehouse opened in New Town. Despite Sausalito's small size, two firehouses were necessary because of the near-constant congestion along Bridgeway, which created a dangerous bottleneck between the north and south sides of town. This problem was eventually resolved by widening Bridgeway from two to three lanes, between Princess and Richardson streets, in the early 1960s. The center lane of Bridgeway was reserved for emergency vehicles.[140] Rising tourism and fears of property crime resulted in the rapid growth of the Sausalito Police Department during the postwar era. The Sausalito Police Department, which numbered around 25 men in the mid-1960s, was based in rented quarters until the completion of the new Sausalito Civic Center in 1975. Today the Fire Department and the Police Department both have new buildings in New Town.

Schools

By the 1960s, new building codes had rendered Sausalito's older school buildings obsolete. South School in Old Town was demolished in 1958 and its grounds converted into Southview Park. By the late 1960s, Central School at 420 Litho Street was also closed due to building code issues. The two new public schools that replaced South and Central schools (Bay Side and Dr. Martin Luther King Jr.) were both located in the Nevada Street Valley neighborhood, near Marin City, which was part of the Sausalito-Marin City School District. The former Dr. Martin Luther King Jr. School, which reused a portion of the Marinship property, is leased by the City of Sausalito to cottage industries and private schools, including the Marin School and Lycée Français. Bay Side School has been relocated to nearby Marin City and Willow Creek Academy, a charter school, will expand into the former Bayside Elementary School facilities.

[140] Hoffman, 200-4.

Public Parks

Sausalito has 23 parks, monuments, playgrounds, and other recreational facilities. The oldest is O'Connell Seat, at Harrison and Bulkley avenues (1901). It is closely followed by Plaza Viña del Mar (originally Depot Park – 1904). The Municipal Fishing Pier was built in 1933. Aside from these three sites, every other facility was acquired and/or developed during the postwar period. Several resulted from City officials working to preserve portions of the waterfront from development. Others are playgrounds and "pocket" parks designed to serve the neighborhoods. Sausalito's largest park is Cypress Ridge, a 15-acre open space reserve located just east of Highway 101. Other postwar-era parks include Anita Koenig Memorial Park, at the corner of Harrison and Santa Rosa avenues (1972); Cazneau Playground, near the corner of Girard and Cazneau avenues (1963); Cloudview Park, at 55 Cloudview Road (1963); Dunphy Park, an expanse of waterfront between Napa and Litho streets (1972); Gabrielson Park, at the corner of Humboldt Avenue and Spinnaker Drive (1968); Mary Ann Sears Park, on Harrison Avenue opposite St. Mary Star of the Sea Church (formerly Harrison Park, 1963); Langendorf Playground, at Easterby Street and Woodward Avenue (1967); Marinship Park, at Marinship Way and Testa Street (1976); Shelter Cove Open Space in Old Town (1960); Southview Park, at 4th and North streets (1958); the Sea Wall from Downtown to Old Town (1968); Tiffany Park, at the foot of North Street (1963); Yee Tock Chee Park, at the foot of Princess Street (1977); Valley Street Beach, at the foot of Valley Street (ca. 1960), Robin Sweeny Park, at Caledonia and Litho streets (ca. 1975); Remington Dog Park, on Ebbtide Avenue (1991); and Martin Luther King Jr. Park, near Bridgeway and Coloma Street (1987).[141]

Representative Property Types (1946-1968)

The postwar period covers two decades of significant growth and development in Sausalito. Beginning with the decommissioning of Marinship, the period encompasses the build-out of the city, including its northward expansion into Nevada Street Valley and the Marinship area during the 1960s. Most of the new development: residential, commercial, industrial, and civic, was influenced by various strains of modernism, ranging from the high-style Third Bay Region Tradition houses of Toyon Terraces and Wolfback Ridge to the more prosaic tract houses, duplexes, and condominiums of Nevada Street Valley. Throughout this period Sausalito remained one of the Bay Area's most desirable communities, especially as access improved following the completion of the Golden Gate Bridge. Sausalito also secured its repu-

[141] Tracy, 178-9.

tation as a "must-see" destination for tourists from around the world. As the number of people wanting to live in Sausalito grew, so did property values and the pressure to build out its waterfront and its hillsides. Consequently, the City government expanded its role during this period, acquiring open space, building parks, and improving services.

Residential Properties

As a primarily residential community, the majority of new construction built in Sausalito during the early part of this period consisted of single-family residences. By the end of this period multiple-family properties had become dominant. Many of the higher-end single-family houses were designed in the Third Bay Region Tradition, a local variant of midcentury modernism local to the San Francisco Bay Area. Combining the flat roofs and the ribbon windows of the International style with the traditional redwood-based construction techniques and interest in indoor-outdoor planning of the Bay Area, Third Bay Region Tradition houses can be found throughout Sausalito, particularly in the more exclusive subdivisions of Toyon Terraces and Wolfback Ridge. These two subdivisions, more than any other, embody the interest in integrating new construction with the natural landscape. Some of the more notable examples include 250 Curry Lane (Charles W. Callister – 1953), 139 Curry Lane (John Funk – 1958), 31 Toyon Lane (unknown designer – 1962), and 260 Curry Lane (John Hoops – 1956) **(Figures 85 and 86)**.

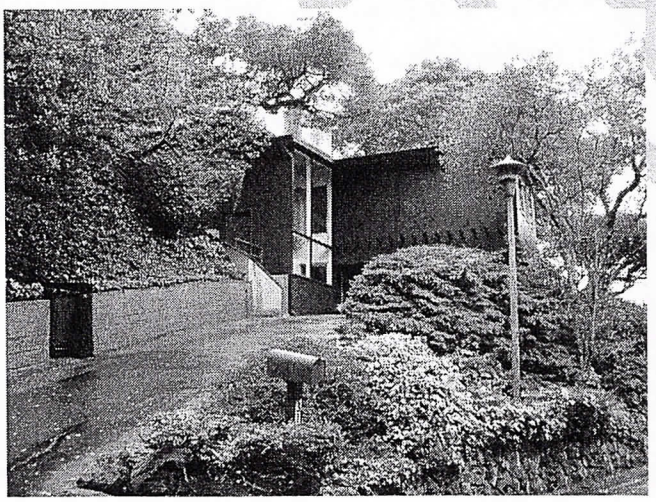


Figure 85. 31 Toyon Lane, 2013
Source: Christopher VerPlanck

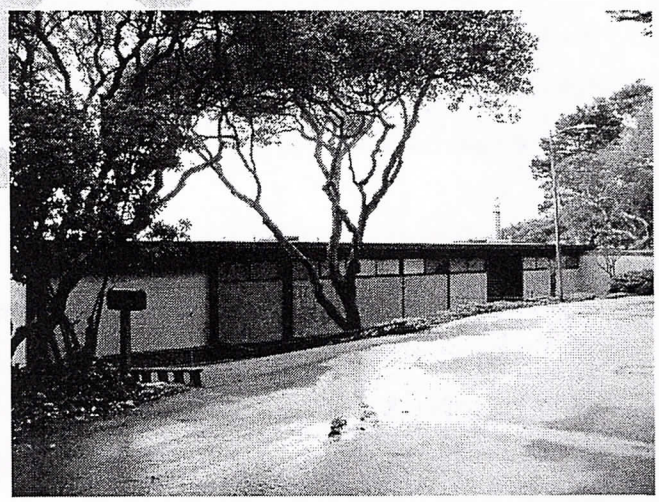


Figure 86. 260 Curry Lane, 2013
Source: Christopher VerPlanck

The Third Bay Region Tradition can also be detected in some of the multiple-family properties of Sausalito, including several apartment buildings and condominiums built in Old Town, New Town, and The Hill. One of the best examples is Campbell & Wong's 30 Excelsior Lane project (1957). The shingled exterior

of this apartment building echoes the nearby First Presbyterian Church of Sausalito, one of Sausalito's best examples of the earlier First Bay Region Tradition **(Figure 87)**.

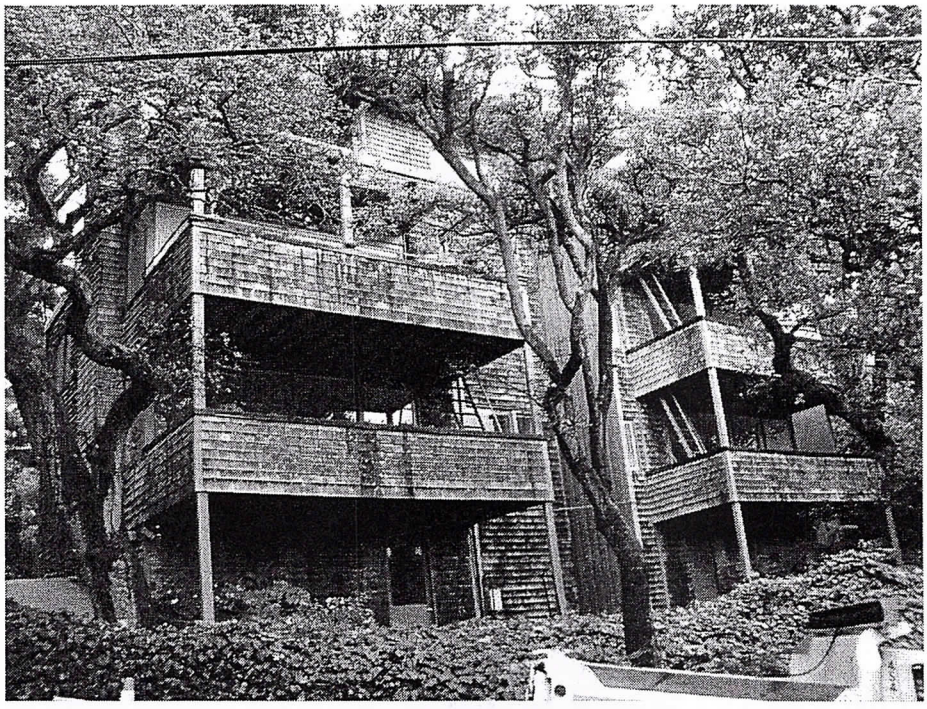


Figure 87. 30 Excelsior Lane, 2013
Source: Christopher VerPlanck

Most of Sausalito's postwar development consisted of tract houses for the masses, particularly in Nevada Street Valley, where several large agricultural and industrial parcels were subdivided and developed during the mid-1960s. Though most are fairly conventional, non-architect-designed product, some display the influences of the contemporary work of Charles Moore, Donlyn Lyndon, Joseph Esherick in Sea Ranch, including this tract house at 121 Buchanan Drive (1960), in the Buena Vista Heights development **(Figure 88)**. Built atop wood posts to provide space for a car port, the house's shingled exterior,

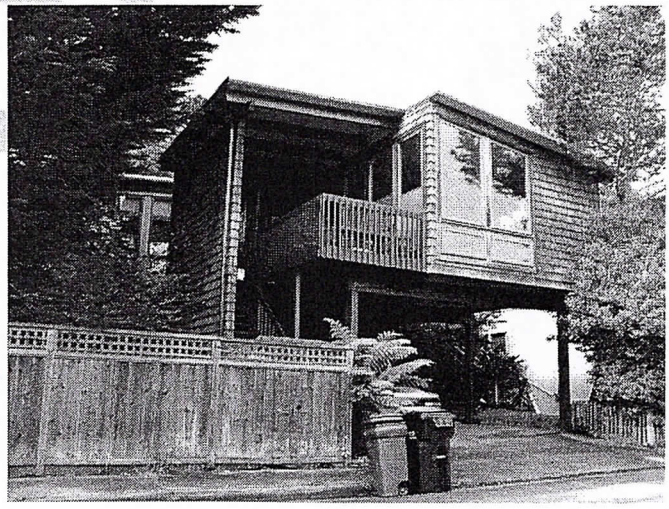


Figure 88. 121 Buchanan Street, 2013
Source: Christopher VerPlanck

exposed rafters, and shed roof bears hallmarks of Sea Ranch, one of Northern California's indigenous schools of modern design.

Commercial Properties

For the most part, commercial buildings constructed in Sausalito between 1946 and 1968 are located in the Marinship area, which is not part of this Study, as well as along Bridgeway in the Nevada Street Valley neighborhood. Most of these buildings are conventional retail-strip developments that have no inherent architectural value. In Downtown, there are two commercial buildings from the postwar period that warrant mention, including the Inn Above Tide (1962), at 30 El Portal Street; and the Sausalito Medical-Dental Building, at 763-71 Bridgeway (1960) **(Figure 89)**. The Sausalito Medical-Dental Building was designed by John G. Kelley in a straightforward functional mode with ample, east-facing windows to allow natural light into the building.



Figure 89. Medical-Dental building at 763-71 Bridgeway, 2013
Source: Christopher VerPlanck

Industrial Properties

Outside of the Marinship area there are no known industrial properties from this period. Though Marinship is outside the area covered in this Study, mention should be made of the Heath Ceramics factory and showroom at 400 Gate 5 Road. This building, designed by the prominent Bay Area architecture firm of Marquis & Stoller, is a very well-preserved and important example of a midcentury modern industrial building in Sausalito **(Figure 90)**. Another important industrial property in the Marinship area is the Spaulding Boatworks (1951), at Gate 5 Road and Harbor Drive. This is one of the last major active boat-building operations in Sausalito.

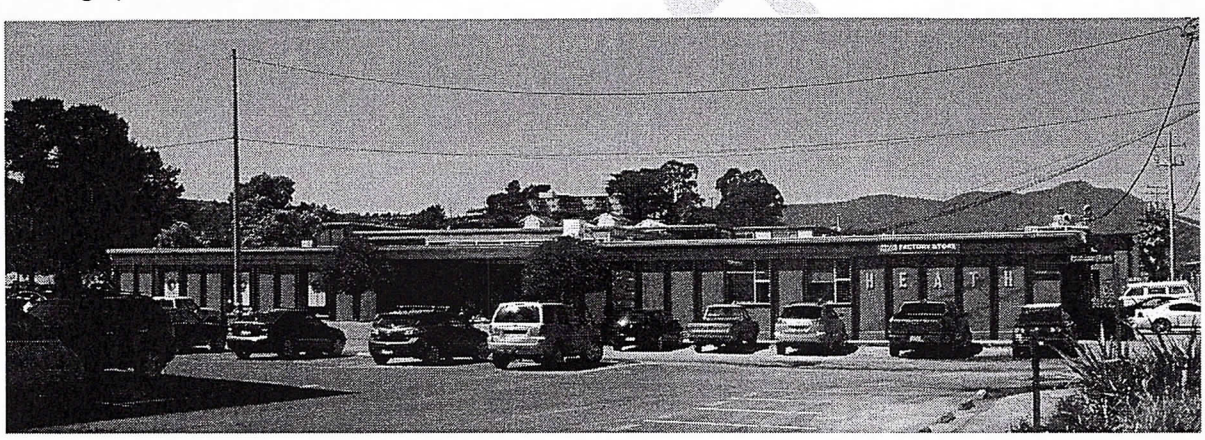


Figure 90. Heath Ceramics factory and showroom, 2011
Source: Christopher VerPlanck

Religious Properties

There is one purpose-built religious building in Sausalito constructed between 1946 and 1968, St. Mary Star of the Sea Catholic Church, at 180 Harrison Avenue. It was constructed 1954-59 on The Hill. Architecturally the building is a mélange of Spanish Colonial Revival, late Art Deco, and modernist influences.

Government/Institutional Properties

Though City government was very active during the postwar period, it did not result in many significant public buildings. Indeed, until 1975 Sausalito's administrative offices and the library were located in rented quarters Downtown. The only public buildings built during this period include the oldest classroom building of the Bay Side School, at the corner of Nevada Street and Buchanan Drive; and the main building of the Sausalito Corporation Yard, at Nevada and Tomales streets, both of which are located in Nevada Street Valley. The wood-frame, shed-roofed, Bay Side School classroom is very modern and

functional with east-facing windows in a shallow, extruded bay to allow in ample natural light **(Figure 91)**. The Corporation Yard is a concrete block building with a shallow pitched gable roof and landscaping that is reminiscent of the Sea Ranch tradition **(Figure 92)**. Several architect-designed bus shelters along Bridgeway also display innovative modernist designs.

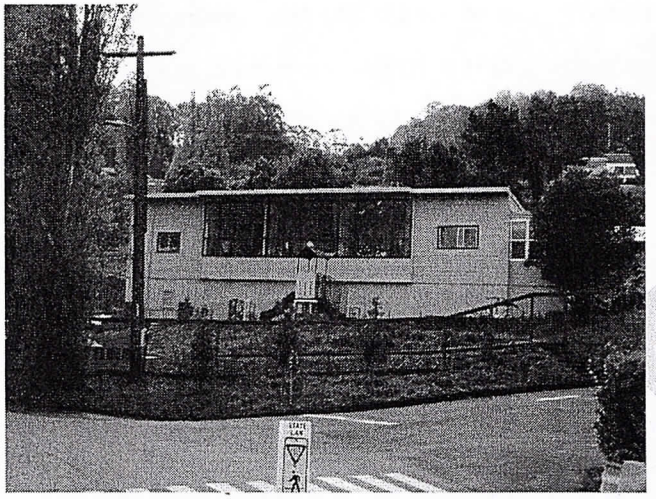


Figure 91. Bay Side School, 2013
Source: Christopher VerPlanck

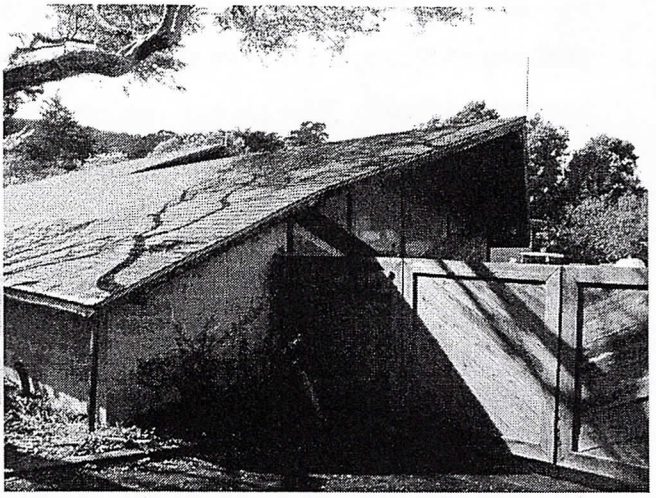


Figure 92. Corporation Yard, 2013
Source: Christopher VerPlanck

Public Open Space/Public Art

The postwar period was the Golden Age of park acquisition and development in Sausalito. As described above, in 1946 there were only three publicly owned and operated parks or facilities. Today there are 23. The following were developed between 1946 and 1968: Cazneau Playground (1963), Cloudview Park (1963), Gabrielson Park (1968), Harrison Park (since re-named Mary Ann Sears Park (1963), Langendorf Playground (1967), Shelter Cove Open Space (1960), Southview Park (1958), the Sea Wall (1968), and Tiffany Park (1963). Several of these parks contain significant public art works from this period, including the Sausalito Sea Lion (1966) by Al Sybrian, which is part of the Sea Wall **(Figure 93)**.

Other Public Infrastructure

One of Sausalito's most significant public works, the Seawall, located along the waterfront, was reconstructed in the 1960s when Bridgeway was widened to three lanes.



Figure 93. Sausalito Sea Lion, 2013
Source: Christopher VerPlanck

Significance Thresholds

The period spanning the years 1946 to 1968 is a relatively short period in Sausalito's history but it accounts for a substantial proportion of the city's building stock. During this period Sausalito was transformed from a small resort/maritime community into a suburban bedroom community with a significant focus on tourism. The population grew from 4,828 in 1950, to 5,331 in 1960, and 6,158 in 1970. As described above, the physical extent of the city expanded as well, with Sausalito annexing what is now Nevada Street Valley in the 1960s. Most new development during the postwar period occurred there, as well as in the more exclusive residential subdivisions of Monte Mar Vista, Toyon Terraces, and Wolfback Ridge.

Sausalito contains a significant inventory of high-quality, architect-designed, modernist houses built during the post-Second World War era. Several of the houses identified above in Toyon Terraces and Wolfback Ridge may be eligible for listing in the National Register under Criterion C (Design/Construction) and under the corresponding California Register Criterion 3. There may also be a National Register or

California-register-eligible historic district in Toyon Terraces.

V. Recommendations

A. *Further Research and Field Work*

In contrast to communities where historic preservation has been sidelined in the interest of property rights, tax revenues, and politics, Sausalito has long taken a proactive stance toward preserving its history. Although Sausalito has undergone a considerable amount of change over the last half-century, many historic buildings and districts remain intact, in part because the City has been active in its efforts to identify and protect its historic buildings, sites, and objects. Nonetheless, the City's preservation regulations are in need of updating. Sausalito's recent acquisition of Certified Local Government (CLG) status means that it must adopt an up-to-date historic preservation ordinance. The City will also have to enable the Historic Landmarks Board to attain commission status so that it may independently initiate landmark and historic district designations, review changes to listed properties, and attend to other responsibilities to ensure the retention of the city's historic character. The completion of a historic context statement is a basic preliminary step in the establishment of a modern historic preservation program for Sausalito. The sections below provide a list of possible next steps that the City may undertake at its discretion.

Cultural Resources Survey

A cultural resources survey (survey) is the process of identifying and gathering data on a community's cultural resources. It includes a field survey – the physical documentation of potential historical resources on the ground – and then the organization, interpretation, and presentation of the data gathered in the field survey. An inventory is one of the main products of a survey; it is an organized compilation of information on the properties evaluated. Finally, evaluation is the process of determining whether the identified properties meet the criteria of historical, architectural, archaeological, or cultural significance.[142]

With the exception of Downtown and the Marinship area, Sausalito has never been comprehensively surveyed. It is recommended that the City retain a qualified consultant to survey Sausalito. Understand-

[142] U.S. Department of the Interior, National Park Service, *National Register Bulletin 24: "Guidelines for Local Surveys: A Basis for Preservation Planning* (Washington, D.C.: National Park Service, rev. ed. 1985), 2.

ing that this is a substantial effort even for a city as compact as Sausalito, it may make sense to prioritize survey activity in the older parts of the city where potential cultural resources are more likely to be concentrated, including New Town, Old Town, and Spring Street Valley. Surveys can also be thematic, and another high-priority topic should be an inventory of the city's modernist residential resources, in particular Monte Mar Vista/Toyon Terraces and Wolfback Ridge. Other thematic survey topics could include maritime properties, workers' cottages, estates, parks and civic properties, or estates.

Overhaul of Local Preservation Ordinance

Sausalito is in the process of developing a modern historic preservation ordinance. Understanding that the existing program will be improved as part of this work, several minor changes to enhance the City's procedures for designating cultural resources are recommended. Sausalito has several cultural resource inventories, including the "Inventory of Noteworthy Structures and Sites," "Landmarks," "Downtown Historic Overlay District," and properties listed in the National Register. The distinction between these inventories, collectively referred to as the "Local Historic Register" is not entirely clear. Furthermore, the methodology used to designate properties is outdated and not compliant with the National Park Service Certified Local Government (CLG) program. Finally, there are discrepancies in how properties that are generally recognized as being historic are categorized. For example, 14 properties listed in the Local Historic Register are not listed in the CHRIS Historic Properties Directory:

- Hearst Wall/Wiper House, 60 Atwood Avenue, 1890 & 1951
- Dunluce Cottage, 489 Bridgeway, 1889
- Bettincourt House, 493 Bridgeway, 1904
- Ladd House, 501-03 Bridgeway, 1889
- Baraty House, 34-36 Bulkley Avenue, 1904
- Richards' Flats, 80-82 and 84-88 Bulkley Avenue, 1880
- Miwok Burial Ground (location undisclosed)
- Old Central School/Sausalito City Hall, 420 Litho Street, 1927
- Doucet Bungalow, 415 Main Street, 1920
- Chapman House, 615 Main Street, 1896
- Yeazell House, 40 Miller Avenue, 1912
- Frost House, 640 Sausalito Boulevard, 1900

- Elderberry Cottage, 625 Locust Street
- Northwestern Pacific Railroad Freight Depot, 300 Main Street, 1916

It is important to make sure that there is consistency between the Local Historic Register and the State Historic Properties Directory so that all locally designated properties qualify as "historical resources" under the California Environmental Quality Act (CEQA).

Designation of New Historic Landmarks and Historic Districts

Based on the results of the cultural resource survey(s), the City could pursue the designation of additional landmarks and historic districts that recognize significant properties and concentrations of properties in Sausalito. In conjunction, the City should adopt preservation incentives that would assist property owners bear the additional costs of owning and maintaining a historic building, including the Mills Act Property Tax Abatement program, the adoption of the California Historical Building Code as an alternate to the Uniform Building Code, and encouraging property owners to take advantage of Federal Rehabilitation Tax Credits to offset the costs of rehabilitating or restoring National Register-eligible properties.

B. Priority Areas and Properties

Sausalito has done a good job of designating its more prominent historic properties, particularly commercial properties Downtown and many of the grand estates on The Hill. In regard to future survey activities, if a citywide survey is not feasible, it is recommended that the City prioritize surveying older residential areas of Old Town, New Town, and Spring Street Valley. In these traditionally working-class enclaves, cottages are currently selling for around one million dollars. As these modest properties change hands, there will be more applications to demolish them because they are small and many lack contemporary creature comforts. In addition to identifying the most significant examples, it would be helpful for prospective property investors to know which properties may have historical significance. Similarly, modernist houses frequently do not embody the contemporary ideas of luxury. One of the City's priorities should be to survey midcentury properties in Monte Mar Vista/Toyon Terraces and Wolfback Ridge, where architect-designed modernist houses are common, to identify and protect significant recent-past resources. Finally, the City should continue in its efforts to identify, document, and possibly designate any remaining properties associated with the Second World War/Homefront period in addition to Marinship.

VI. Conclusion

Sausalito is a beautiful city that is defined in large measure by its historical and cultural resources. As a community that heavily depends on tourism and real estate investment for its livelihood, it is important to make sure that what makes Sausalito unique is not allowed to disappear through misguided development. The Citywide Neighborhood Historical Study is an important step in fulfilling the City's responsibilities as a Certified Local Government. It also recognizes Sausalito's longtime efforts to identify and protect important properties and historic districts. Typically required before the completion of a cultural resource survey, a historic context statement (such as this Study) identifies important themes and periods in Sausalito's development. It provides guidance to City staff, commissioners, property owners, and other stakeholders who are seeking to understand what constitutes historical, architectural, or cultural significance, and also what types of properties embody that significance. Upon the adoption of the Citywide Neighborhood Historical Study the City should begin planning for a citywide survey, but if that is not feasible a series of neighborhood or thematic surveys that focus on particular resource types. Finally, in order to safeguard Sausalito's historical resources, the City should adopt a full menu of preservation incentives that will assist property owners to care for their properties.

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United States Department of Commerce, Bureau of the Census.

University of California – Riverside, California Digital Newspaper Collection.

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VIII. Appendix

California Historical Resource Status Codes

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California Historical Resource Status Codes

1 Properties listed in the National Register (NR) or the California Register (CR)

1D Contributor to a district or multiple resource property listed in NR by the Keeper. Listed in the CR.
1S Individual property listed in NR by the Keeper. Listed in the CR.

1CD Listed in the CR as a contributor to a district or multiple resource property by the SHRC
1CS Listed in the CR as individual property by the SHRC.
1CL Automatically listed in the California Register – Includes State Historical Landmarks 770 and above and Points of Historical Interest nominated after December 1997 and recommended for listing by the SHRC.

2 Properties determined eligible for listing in the National Register (NR) or the California Register (CR)

2B Determined eligible for NR as an individual property and as a contributor to an eligible district in a federal regulatory process. Listed in the CR.
2D Contributor to a district determined eligible for NR by the Keeper. Listed in the CR.
2D2 Contributor to a district determined eligible for NR by consensus through Section 106 process. Listed in the CR.
2D3 Contributor to a district determined eligible for NR by Part I Tax Certification. Listed in the CR.
2D4 Contributor to a district determined eligible for NR pursuant to Section 106 without review by SHPO. Listed in the CR.
2S Individual property determined eligible for NR by the Keeper. Listed in the CR.
2S2 Individual property determined eligible for NR by a consensus through Section 106 process. Listed in the CR.
2S3 Individual property determined eligible for NR by Part I Tax Certification. Listed in the CR.
2S4 Individual property determined eligible for NR pursuant to Section 106 without review by SHPO. Listed in the CR.

2CB Determined eligible for CR as an individual property and as a contributor to an eligible district by the SHRC.
2CD Contributor to a district determined eligible for listing in the CR by the SHRC.
2CS Individual property determined eligible for listing in the CR by the SHRC.

3 Appears eligible for National Register (NR) or California Register (CR) through Survey Evaluation

3B Appears eligible for NR both individually and as a contributor to a NR eligible district through survey evaluation.
3D Appears eligible for NR as a contributor to a NR eligible district through survey evaluation.
3S Appears eligible for NR as an individual property through survey evaluation.

3CB Appears eligible for CR both individually and as a contributor to a CR eligible district through a survey evaluation.
3CD Appears eligible for CR as a contributor to a CR eligible district through a survey evaluation.
3CS Appears eligible for CR as an individual property through survey evaluation.

4 Appears eligible for National Register (NR) or California Register (CR) through other evaluation

4CM Master List - State Owned Properties – PRC §5024.

5 Properties Recognized as Historically Significant by Local Government

5D1 Contributor to a district that is listed or designated locally.
5D2 Contributor to a district that is eligible for local listing or designation.
5D3 Appears to be a contributor to a district that appears eligible for local listing or designation through survey evaluation.

5S1 Individual property that is listed or designated locally.
5S2 Individual property that is eligible for local listing or designation.
5S3 Appears to be individually eligible for local listing or designation through survey evaluation.

5B Locally significant both individually (listed, eligible, or appears eligible) and as a contributor to a district that is locally listed, designated, determined eligible or appears eligible through survey evaluation.

6 Not Eligible for Listing or Designation as specified

6C Determined ineligible for or removed from California Register by SHRC.
6J Landmarks or Points of Interest found ineligible for designation by SHRC.
6L Determined ineligible for local listing or designation through local government review process; may warrant special consideration in local planning.
6T Determined ineligible for NR through Part I Tax Certification process.
6U Determined ineligible for NR pursuant to Section 106 without review by SHPO.
6W Removed from NR by the Keeper.
6X Determined ineligible for the NR by SHRC or Keeper.
6Y Determined ineligible for NR by consensus through Section 106 process – Not evaluated for CR or Local Listing.
6Z Found ineligible for NR, CR or Local designation through survey evaluation.

7 Not Evaluated for National Register (NR) or California Register (CR) or Needs Revaluation

7J Received by OHP for evaluation or action but not yet evaluated.
7K Resubmitted to OHP for action but not reevaluated.
7L State Historical Landmarks 1-769 and Points of Historical Interest designated prior to January 1998 – Needs to be reevaluated using current standards.
7M Submitted to OHP but not evaluated - referred to NPS.
7N Needs to be reevaluated (Formerly NR Status Code 4)
7N1 Needs to be reevaluated (Formerly NR SC4) – may become eligible for NR w/restoration or when meets other specific conditions.
7R Identified in Reconnaissance Level Survey: Not evaluated.
7W Submitted to OHP for action – withdrawn.