

SAUSALITO CITYWIDE HISTORIC CONTEXT STATEMENT

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



VerPlanck
HISTORIC PRESERVATION CONSULTING

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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.”

This excerpt from 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 to be 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 level land for industrial development such as can be found in Oakland or Richmond. What Sausalito did have (and continues to have) is an incomparable scenic setting comprising an undulating landscape of hills and valleys, expansive views out over San Francisco Bay, and a temperate climate with few rivals.

Although Sausalito is today a largely residential community, it is not a “bedroom community” in the traditional sense of the word. Sausalito differs from many other Bay Area suburban communities in that it has an important maritime industrial heritage that began during the Gold Rush and culminated in World War II when Marinship became a crucial part of the greatest regional shipbuilding complex that the world has ever known. Although shipbuilding on that scale will 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.

Sausalito is unparalleled in the Bay Area in regard to its scenic beauty, in particular its juxtaposition of mountain, sea, and city. However, Sausalito was not an easy place to develop, in large part because of its 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 complicated switchbacks. Meanwhile, Sausalito's working class immigrants built cottages that cling together in compact rows in the city's gently sloping valleys, including Old Town, New Town, and Spring Street Valley. Once the homes of shipwrights, 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 participation in the events that have shaped, and continue to shape, their unique city. Though some changes have taken place that are beyond their control, 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.

The involvement of local citizens in shaping the public realm extends toward the preservation of the city's built environment. Beginning in the late 1970s, Sausalito surveyed its downtown and ultimately designated it as a historic district. During America's Bicentennial, Sausalito's pioneering 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 popular accounts of the city's history, most have not concentrated on the patterns of development that have resulted in the contemporary built environment. Indeed, many potentially significant properties go unrecognized and unrecorded. The addition of this document will significantly enhance our understanding of what makes Sausalito..... Sausalito, and more important, which properties and property types define the character of the city.

Acknowledgements

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The author of the *Sausalito Citywide Historic Context Statement* and the Sausalito City Council recognize and acknowledge that the City of Sausalito sits on the ancestral and unceded land of the Coast Miwok, ancestors of the Federated Indians of Graton Rancheria. We recognize that every resident of Sausalito benefits from the continued occupation of this land. By offering this Land Acknowledgement, we affirm Indigenous sovereignty and strive to contribute to the healing of this history and the preservation of Coast Miwok history and culture.

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California Historical Resource Status Codes

I. Introduction

A. Summary Statement

In 2012, the California Office of Historic Preservation (OHP) awarded the City of Sausalito (City) a CLG grant to fund the preparation of a historic context statement (herein referred to as the *Sausalito Citywide Historic Context Statement* or “study”) as a preliminary step in identifying and evaluating Sausalito’s historical resources. Though Sausalito has a longstanding historic preservation program dating back to the 1970s, most of the city has never been comprehensively surveyed. Furthermore, much of the prior survey work is almost half a century old, and therefore in need of updating in accordance with contemporary preservation methodology. Recognizing its responsibilities as a Certified Local Government, or CLG, the City embarked on a multi-year campaign to update its Historic Preservation Program in 2010. Chief amongst its accomplishments include the publication of the *Sausalito Historic Design Guidelines* brochure in 2011, the completion of the *Marinship Historic Context Statement* and Cultural Resource Survey in 2011, and the adoption of the Sausalito Community Design, Historic and Cultural Preservation Element – an element of the Sausalito General Plan – in 2020.

The completion of a historic context statement for Sausalito is the next logical step in realizing the city’s historic preservation goals. Designed specifically for Sausalito, the *Sausalito Citywide Historic Context Statement* will assist city staff and commissioners, citizens, and other stakeholders to gain a better understanding of the historical themes and patterns that have shaped the city over time. It also provides insights into Sausalito’s unique architectural heritage, as well as laying out the integrity thresholds and registration requirements that potential historic properties must meet in order to qualify for registration at the local, state, and/or national level. Furthermore, this study lays the groundwork for future historic preservation activities, including the completion of a comprehensive citywide survey and the designation of new city landmarks and historic districts. In the meantime, until Sausalito is surveyed, this study will provide many of the tools needed for city staff and commissioners to determine which properties are important to retain and preserve in order to safeguard Sausalito’s distinctive cultural, historical, and architectural heritage.

Christopher VerPlanck, principal and founder of VerPlanck Historic Preservation Consulting, prepared the *Sausalito Citywide Historic Context Statement*. Caitlin Hibma of Left Coast Architectural History assisted Mr. VerPlanck with the initial survey work and public outreach. Mr. VerPlanck and Ms. Hibma both meet the Secretary of the Interior’s Professional Qualifications for Architectural History and History. The authors

were aided in their efforts by the expertise of several local community members, including Sharon Seymour and Larry Clinton of the Sausalito Historical Society; Morgan Pierce and Vicki Nichols, longtime members of the Sausalito Historic Landmarks Board (now the Historic Preservation Commission); as well as the insights and advice of numerous Sausalitans who either contacted us by telephone or email or who attended one or more of the community meetings held in anticipation of this study.

B. Purpose and Use of this Document

The *Sausalito Citywide Historic Context Statement* explores important themes in the development of Sausalito from its beginnings in the 1820s until 1975.¹ In addition, this study identifies characteristic property types and their character-defining features, as well as outlining eligibility requirements for the National Register of Historic Places (National Register) and the California Register of Historical Resources (California Register). The study also provides information on integrity thresholds that a resource should retain in order to qualify for listing in these inventories. In the absence of a citywide survey, the study will help city staff and other decision-makers, property owners, and members of the general public understand what types of properties are important to protect and preserve, in order to retain the distinctive architectural and cultural character of Sausalito – arguably the city’s primary economic asset. From a pragmatic standpoint, the study identifies several historic preservation incentive programs that stewards of historic properties can take advantage of, including the Federal Rehabilitation Tax Credit program, the California State Historic Tax Credit program, the Mills Act, and the California State Historical Building Code.

The *Sausalito Citywide Historic Context Statement* provides an extensive narrative history in order to identify and describe key events and patterns of events that have defined Sausalito from the early nineteenth century until 1975. These events are keyed to individual properties and classes of properties that best illustrate these themes. As a study that concentrates on the physical fabric of Sausalito, the *Sausalito Citywide Historic Context Statement* does not dwell on the contributions of important individuals, organizations, or cultural groups beyond their role in the development of individual buildings or specific 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, houseboats, trains, or other types of vehicles.

¹ According to the California Office of Historic Preservation, historic context statements and cultural resource surveys should end the period of study 45 years before the present, the reasoning being that sufficient time must have passed in order to be able to evaluate the potential significance of events, architectural movements, and other historical phenomenon.

C. *Definition of Geographical Area*

The area examined in the *Sausalito Citywide Historic Context Statement* is coterminous with the corporate boundaries of Sausalito, with the exception of the Marinship area, which is the subject of its own study, the *Marinship Historic Context Statement*. Published in 2011, this document can be found here: <https://www.sausalito.gov/home/showdocument?id=9344>. The study area for the citywide historic context statement is shown in **Figure 1**. The study area does not include unincorporated lands or communities within Sausalito's existing or former spheres of influence, such as Fort Baker, Marin City, or the houseboat community at Waldo Point Harbor. On the other hand, the study area includes all seven of Sausalito's 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, in large part due to the city's rugged topography and diverse microclimates. Although originally laid out as a conventional street grid superimposed indiscriminately over steep hills and submerged tidal flats, Sausalito's challenging topography compelled early stakeholders to redesign the street layout in parts of the city, beginning with The Hill in the mid-nineteenth century. Later, during the middle of the twentieth century, most new subdivisions, including Monte Mar Vista/Toyon Terraces, Wolfback Ridge, and Nevada Street Valley were laid out to follow the natural contours of the land. The gridiron was retained in the older and more level parts of the city, including Old Town, New Town, and Spring Street Valley.

The oldest properties in Sausalito are located in Old Town, Downtown, New Town, Spring Street Valley, and the lower slopes of The Hill, though there are outlying nineteenth-century dwellings in Nevada Street Valley and other parts of the city. Immediate post-World War II-era residential development is concentrated in the Monte Mar Vista/Toyon Terraces and Wolfback Ridge neighborhoods. The Marinship area was developed after 1942 on filled land that was, until the 1960s, outside Sausalito city limits. More recent residential development, including several condominium complexes and tracts of single-family dwellings dating from the 1960s and 1970s, dominate Nevada Street Valley, some of which was not annexed to Sausalito until the early 1980s. This area is served by auto-oriented "strip" development along Bridgeway, an anomaly in a city that otherwise urbanized during the late nineteenth and early twentieth centuries.

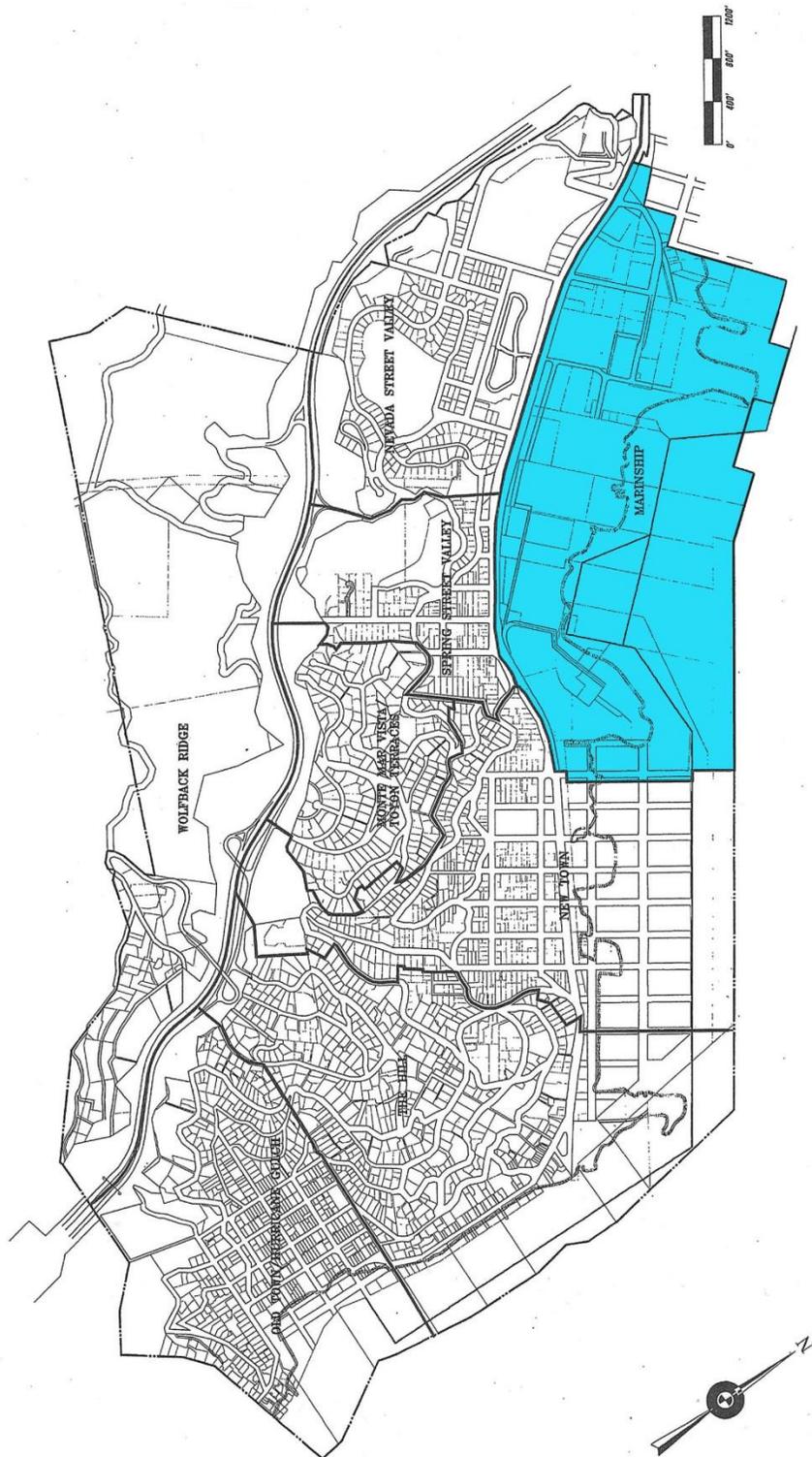


Figure 1. Study area and Marinship (shown in blue).
Source: Sausalito Community Development Department

D. Methodology

The *Sausalito Citywide Historic Context Statement* was prepared in compliance with federal and state guidelines for historic context statements. The following sources were consulted prior to organizing the document and evaluating the significance of potential historical resources discussed herein:

- 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 in advance of writing the *Sausalito Citywide Historic Context Statement* included fieldwork, research, and the collection and analysis of information provided by community members during community workshops. Architectural guidebooks, 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 Schwartzner's *Architecture of the San Francisco Bay Area: A History & Guide* (2007), were used to identify areas and individual properties of interest. In January and February 2013, Christopher VerPlanck and Caitlin Hibma conducted a reconnaissance survey of Sausalito. In the older parts of the city, including Downtown, Old Town, The Hill, New Town, and Spring Street Valley, VerPlanck and Hibma walked every street from end to end. In newer areas of the city, including Nevada Street Valley and Monte Mar Vista/Toyon Terraces, the surveyors traveled by automobile. VerPlanck surveyed Wolfback Ridge on foot, hiking in from the adjoining Marin Headlands.

The fieldwork phase entailed photographing and recording field notes for all notable buildings, structures, objects, sites, infrastructure, or landscape features. Common property types and concentrations of similar property types that characterize certain parts of the city were also noted on survey forms.

Upon completion of the fieldwork, VerPlanck 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 Library, the Mechanics' Institute Library, the California Historical Society, as well as the author's own in-house library. At these repositories, the author reviewed maps and aerial photographs, personal narratives, newspapers, official reports and government records, building records, U.S. Census data, and books and other secondary sources. Sanborn Maps were of particular interest. These detailed maps, which show building footprints and other valuable building data, were published for Sausalito in 1887, 1894, 1901, 1919, and 1945. Illustrated lot-by-lot, Sanborn Maps provide detailed snapshots of Sausalito during several important periods of the city's development.

Most secondary sources dealing with Sausalito's history and physical environment are of general interest and not reliably referenced. Nonetheless, several books discuss important milestones in the evolution of the city, including the layout of various roads and subdivisions; the construction of notable houses, churches, factories, and commercial buildings; as well as 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 these secondary sources, VerPlanck reviewed nominations for all National Register properties in Sausalito. However, the author did not complete detailed research on most buildings because this fine-grained level of research is beyond the scope of historic context statements, which typically take a broader view.

II. Existing Studies and Designations

VerPlanck consulted federal, state, and local records to determine which properties in Sausalito may already have official architectural, historical, or cultural significance, including properties listed in the National Register of Historic Places, the California Register of Historical Resources, and Sausalito's Historic Resources Inventory. The author also checked several older cultural resource surveys, including the 1968 Here Today Survey. Finally, VerPlanck submitted a research request to the California Historical Resources Information System (CHRIS) at the Northwest Information Center (NWIC) at Sonoma State University to see if any properties in Sausalito are officially designated as California Historical Landmarks or California Points of Historical Interest. Each of these surveys and historic resource inventories are discussed in the following sections below.

A. National Register of Historic Places

The National Register of Historic Places is the nation's oldest and most comprehensive inventory of historical resources. Administered by the National Park Service, the National Register includes buildings, structures, sites, objects, and districts that possess historical, architectural, engineering, archaeological, and/or cultural significance at the national, state, or local level. Typically, any resource over 50 years of age can be eligible for listing in the National Register if it meets any one of the four eligibility criteria, *and* if it retains integrity. A property less than 50 years old may be eligible if it can be demonstrated that the property is of "exceptional importance" or if it is a contributor to a National Register 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 may 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.

In addition to meeting at least one of the four eligibility criteria, a property must retain integrity, meaning that it must have the ability to convey its significance through the retention of the majority of seven aspects, or qualities, that, in various combinations, define integrity. These aspects are: location, design, setting, materials, workmanship, feeling, and association.

As of 2022, only four properties in Sausalito are listed in the National Register.² They include the William G. Barrett House (also known as the Casa Madrona Hotel) at 156 Bulkley Avenue, the Charles Griswold House at 639 Main Street, the Sausalito Woman’s Club at 120 Central Avenue, and the Marinship Machine Shop at 25 Liberty Ship Way. The National Register nomination for Casa Madrona designates the 1885 Barrett residence and four surrounding outbuildings. It does not include the later concrete garage annex at 777 Bridgeway or any of the 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 includes the Julia Morgan-designed clubhouse and the surrounding gardens. The Marinship Machine Shop includes the heavily deteriorated industrial building and its immediate surroundings. Apart from the Golden Gate Bridge, which lay outside Sausalito’s city limits, there are no National Historic Landmarks in Sausalito.³

B. California Register of Historical Resources

The California Register of Historical Resources is the authoritative guide to significant architectural, historical, cultural, and archaeological 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 automatically included are California Historical Landmarks numbered 770 or higher, California Points of Historical Interest recommended for designation 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 in municipal ordinances. Properties can also be nominated to the California

² The National Register Information System includes several other properties with Sausalito addresses, but they are all located in unincorporated areas within the city’s sphere of influence, including Forts Barry, Baker, and Cronkhite and the Point Bonita Light Station.

³ The National Historic Landmark program is part of the National Register. It is reserved for properties of highest importance, such as the Presidio of San Francisco, the Golden Gate Bridge, or the Marin County Civic Center.

Register by local governments, private organizations, or individual citizens. Similar to the National Register, in order for a property to be eligible for the California Register it must be significant under one or more of the following four 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.

Also similar to the National Register, a property eligible for listing in the California Register must retain integrity. The California Register uses the same seven aspects to assess integrity: location, design, setting, materials, workmanship, feeling, and association. There are several slight differences between the two registers in regard to integrity, with the California Register being somewhat more lenient in regard to properties that have been moved, as well as altered properties that may still have the potential to yield important data.⁴

Assessing the precise number of California Register properties in Sausalito is not as straightforward as tabulating the number of National Register properties. The reason for this is that the California Register incorporates a far larger number of properties by reference than those formally designated by the State Historical Resources Commission, including properties listed in or determined eligible for the National Register, California Historical Landmarks and Historical Points of Interest, and locally designated landmarks. In Sausalito, the California Register includes – at a minimum – 67 properties, including the four National Register properties mentioned above, eight Sausalito Landmarks, 54 contributors to the National Register-eligible Downtown Historic Overlay Zoning District, and one California Historical Point of Interest. This roster does not include properties individually determined eligible for the California Register by the

⁴ State of California Public Resources Code Section 5024.1.

State Historical Resources Commission and it also does not include other properties in Sausalito’s Historic Resources Inventory.⁵

C. Sausalito Local Historic Register and Historic Resources Inventory

In 1976, the Sausalito City Council adopted regulations for the designation of historically, architecturally, and culturally significant landmarks and historic districts throughout the city. Five years later, in 1981, the City Council established the Historic Landmarks Board (HLB), which promptly designated the Downtown Historic Overlay Zoning District as Sausalito’s first and only historic district. Among the HLB’s other early accomplishments included the establishment of the Local Historic Register and the Historic Resources Inventory. The Local Historic Register is exactly that – a list of buildings and properties individually designated by the City Council. In contrast, the Historic Resources Inventory is a list of historical resources that appear eligible for the Local Historic Register and may be designated as such in the future by the City Council.⁶ The Historic Resources Inventory encompasses the “Inventory of Noteworthy Structures and Sites,” a list of potential city landmarks developed between the late 1970s and the early 2000s. To qualify for either list, a property must be at least 50 years of age and be “significant to local, regional, state or national history.” Properties in the Local Historic Register fall into three categories: individual Sausalito Landmarks, National Register properties, and contributors to the Downtown Historic Overlay District. Demolition or alteration of a property in either inventory is subject to review and approval by the Sausalito Historic Preservation Commission – the successor to the HLB. **Table 1** lists Sausalito’s eight Landmarks and **Table 2** lists all 53 properties in the Inventory of Noteworthy Structures and Sites.

⁵ The Office of Historic Preservation does not publish a comprehensive roster of California Register properties.

⁶ Sausalito Municipal Code, Section 10.46.040.

Table 1: Local Historic Register

APN	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

Table 2: Historic Resources Inventory

APN	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	Sausalito 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
065-093-01	153 Bulkley Avenue	Casa Verde	1891		3S
065-054-05	101 Caledonia Street	Miwok Burial Ground	N/A		7N

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APN	Street Address	Name	Construction Date	Designer/Builder (if known)	CRHR Status Code
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/Poet's Corner	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
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 Gate	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

Downtown Historic Overlay Zoning District

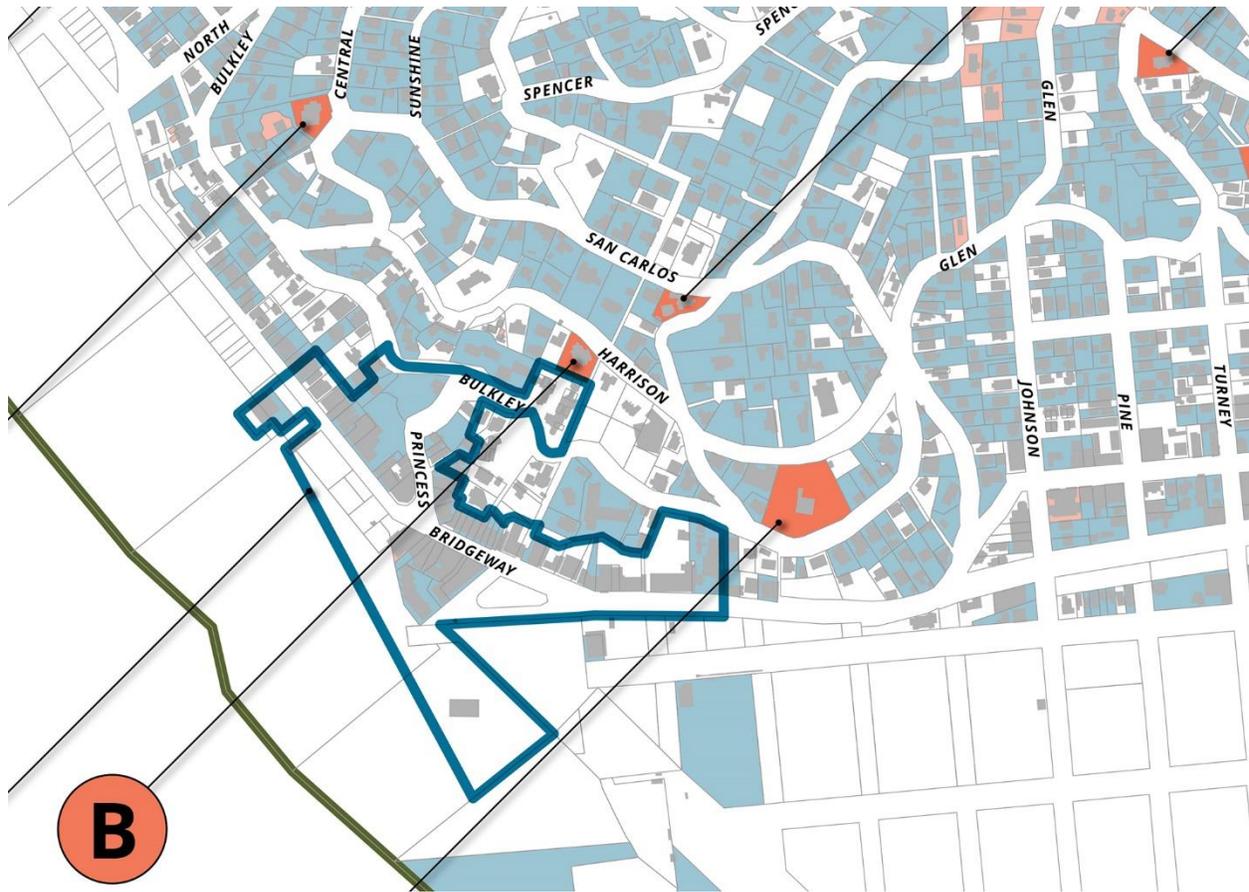


Figure 2. Map showing boundaries of the Downtown Historic Overlay Zoning District.
Source: Sausalito General Plan Update

The Downtown Historic Overlay District is the only designated historic district in Sausalito. Adopted in 1981, its purpose is described in the 2011 *Sausalito Historic Design Guidelines*:

The Downtown Historic Overlay District was established in 1981 with the purpose of promoting the conservation, preservation and enhancement of the historically significant structures and sites that form an important link to Sausalito’s past.⁷

Codified in Sections 10.28 and 10.46 of the Sausalito Zoning Ordinance, the Downtown Historic Overlay District requires all new construction as well as alterations to existing buildings to be reviewed by the Historic Preservation Commission. The Historic Overlay Zoning District, whose boundaries are depicted in **Figure 2**, contains approximately 70 parcels, including five submerged “water” parcels. Of these 70 properties, 54 are contributors. **Table 3** lists all properties within the district boundaries.

⁷ City of Sausalito, *Sausalito Historic Design Guidelines* (Sausalito: 2011), 1.

Table 3. Downtown Historic Overlay Zoning District Properties⁸

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

⁸ Individual buildings that occupy more than one parcel are entered singly.

⁹ According to the Historic Property Data File, these two buildings are considered to be two separate properties though they occupy a single lot.

¹⁰ According to the Historic Property Data File, these two buildings are considered to be two separate properties though they occupy a single lot.

¹¹ According to the Historic Property Data File, this building is considered to be two separate properties though it occupies a single lot.

¹² 605-09 and 611-13 Bridgeway occupy the same parcel.

¹³ This building has been heavily altered.

¹⁴ This building has been heavily altered.

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

¹⁵ This building's Moderne façade has likely gained significance in its own right; possibly update Status Code to 2D2 to reflect this.

¹⁶ This building has been heavily altered.

¹⁷ This building has been heavily altered.

¹⁸ Individual buildings that occupy more than one parcel are entered singly.

¹⁹ This building has been heavily altered.

²⁰ 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.

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

Residential Ark Zoning District

Although not an official historic district, Sausalito has designated seven parcels occupied by arks on Humboldt Avenue as the Residential Ark Zoning District, including 505, 507 (Ark Midway), 509, 511, 513, 515 (Ark Caprice), and 517 Humboldt Avenue. The Residential Ark Zoning District encourages the retention and preservation of these seven pre-1963 arks, which are designated as “Noteworthy” properties in the Historic Resources Inventory.²¹

²¹ Section 10.22.020 of the Sausalito Municipal Code.

D. California Historical Landmarks and Points of Historical Interest

The California Department of Parks and Recreation designated several hundred California Historical Landmarks and Points of Historical Interest throughout the state from the 1950s through the 1980s. Designated without any formal methodology, the properties selected generally reflect the interests of California’s tourism industry at the time. There are no designated California Historical Landmarks in Sausalito but Plaza Viña del Mar is a California Point of Historical Interest.

E. Here Today Survey

Published in 1968 by the San Francisco Junior League, *Here Today: San Francisco’s Architectural Heritage* is the Bay Area’s earliest substantial inventory of historical resources. The survey, which covered San Francisco, San Mateo, and Marin counties, provides a photograph and a concise amount of historical data for approximately 2,500 properties distributed throughout the three counties. *Here Today* contains listings for 13 properties in Sausalito (**Table 4**). All but one of these properties – the Retty/Domergue House, which was later demolished –are also listed in the Historic Resources Inventory and the Local Historic Register.

Table 4. Properties in Sausalito Listed in the Here Today Survey

APN	Street Address	Name	Construction Date	Designer/Builder (if known)	CRHR Status Code
065-103-31	47 Girard Avenue	Gardner House/The Bower	1869		3S
065-242-06	201 Bridgeway	Walhalla	1893		3S
065-121-12	47 Miller Lane	Tyrell Cottage	1885		7N
065-267-45	323 Main Street	Retty/Domergue House (Demolished)	1871		
065-165-10	86 San Carlos Avenue	Hazel Mount	1889/1924		7N
065-253-29	639 Main Street	Griswold House	1893		1S
065-123-01 & 02	70 Santa Rosa Avenue	Christ Episcopal Church	1882, 1889, and 1912		3S
065-103-36	41 Cazneau Avenue	Laurel Lodge	1886		3S
065-093-07	141 Bulkley Avenue	Fiedler Villa	1885 and 1891		3S
065-264-13	603 Main Street	Schiller Haus	1899		3S
065-171-32	140 Bulkley Avenue	El Monte Hotel Tankhouse	1875 and 1905		5S2
065-052-11	428 Turney Street	Sylva House	1897		3S
065-172-12, 13, & 15	558 Bridgeway	Ondine Restaurant/San Francisco Yacht Club	1898		5D2

III. Guidelines for Evaluation

A. National Park Service Thematic Framework

As a technical document prepared in accordance with state and national guidelines, the *Sausalito Citywide Historic Context Statement* identifies several themes in the city’s history that are crucial to identifying significant properties and historic districts. According to the National Park Service, “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 community. The history of Sausalito from the Gold Rush until 1975 embodies several themes that relate specifically to the development of the community, as well to the broader patterns of development of California and the United States. In 1994, the National Park Service revised its methodology from the traditional “chronocentric” approach toward eight overarching themes that are intended to capture “the complexity and meaning of human experience and for understanding the past in coherent, integrated ways.” These themes are:

1. **Peopling Places:** This theme examines population movements and the establishment of settlements through the prehistoric and historic eras.
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.
3. **Expressing Cultural Values:** This theme focuses on how a community’s residents express their moral and aesthetic values in the built environment.
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.
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.
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.
7. **Transforming the Environment:** This theme examines the variable and ever-evolving relationship between a community’s people and its physical and natural environment.
8. **Changing Role of the United States in the World Community:** This theme explores diplomacy, international trade, security and defense, expansionism and imperialism.

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

This section adapts the National Park Service’s thematic methodology to a Sausalito-focused approach. The result is a selection of 12 overarching themes custom-tailored to Sausalito’s unique history and property types. These themes, which are organized chronologically, are illustrated in this document with specific property types that best represent them. The themes represent potential “periods of significance” for these various property types. A period of significance is the time in which a property (or property type) attained its historic significance.

- **Coast Miwok Period (10,000 BCE – 1775)**

The dominant story here is the settlement and peopling of what is now Sausalito by the region’s indigenous inhabitants, the Coast Miwok. They lived in what is now Marin County – including in a village in Sausalito called *Lewan Helowah* – from time immemorial until the establishment of Mission Dolores in San Francisco in 1776. The Coast Miwok lived peacefully and stewarded the natural resources of the land, including practicing controlled burns to encourage the growth of desired trees and shrubs. They built no permanent structures, although village sites can be identified by the presence of grinding rocks, post holes, and stone foundations of *temescals*. Though there are no known above-ground resources surviving from this period, there are likely subsurface archaeological resources, including shell middens, stone tools, and human burials. The potential for finding Coast Miwok resources is highest along the historic shoreline of Richardson’s Bay and as well as along creeks and other waterways that flow down from the hills to the bay.

- **Spanish and Mexican Period (1776-1847)**

This relatively brief period encompasses the colonization and settlement of what is now California by Spain after 1776, followed by her successor, the newly independent nation of México, which ruled Alta California from 1821 until 1847. Notable events within this period include the establishment of Rancho de Saucelito by William Richardson, a British-born, naturalized Mexican citizen. Richardson and his family were the only permanent residents of Sausalito, living in an adobe hacienda in what is now New Town. Although there are no known above-ground resources surviving from this period, it is likely that subsurface building foundations, trash deposits, and tools and other material objects may survive in New Town.

- **Early American Settlement: Early Real Estate Speculation (1848-1868)**

As William Richardson’s hold on Rancho de Saucelito began to slip following the American conquest of California, speculators purchased sections of the ranch for the purpose of real estate development. The earliest subdivision activity occurred in what is now Old Town in 1851 after the Navy built a shipyard on the bay. However, Old Town stagnated after the Navy moved its shipyard to Mare Island in 1852. Little remains from this period aside from the street plan of Old Town and a handful of very early houses, including the Horn House/Iroquois Villa at 215 South Street. As with the Native American and Spanish and Mexican periods, there are almost certainly subsurface archaeological remains from this period.

- **American Settlement: “Monte Carlo of the West” (1869-1893)**

Most of present-day Sausalito was subdivided into residential lots in 1869 by the Sausalito Land & Ferry Company, including Downtown, The Hill, and New Town. Sausalito’s climate, scenery, and proximity to San Francisco made it a natural choice for wealthy San Franciscans to build elaborate weekend “cottages.” Most of these were built on The Hill between Old Town and New Town, an area nicknamed the “Banana Belt.” It was during this period that the majority of Sausalito’s most architecturally significant weekend 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 city government moved to New Town in the 1970s. Many buildings in Sausalito’s Downtown Historic Overlay Zoning District date from this period. Boatbuilding, Sausalito’s best-known traditional industry, occurred along the waterfront to the south and north of Downtown, though little remains of this industry in these areas.
- **Working-class Enclaves in Old Town, New Town, and Beyond (1874-1941)**

After the opening of the North Pacific Coast Railroad in 1874, many working-class European immigrants – particularly Portuguese, Italian, and Irish – began moving to Sausalito to take jobs in the rail yard, ferry terminal, and associated industries that grew up in what is now North Sausalito, including a lumber yard, a distillery, and several boatyards. These new residents built 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, though several earlier and later examples remain. Though many workers’ cottages remain today in these older and more modest parts of Sausalito, they are steadily being eroded as gentrification encroaches upon these traditionally working-class enclaves.
- **Gateway to the North –Sausalito as Regional Transit Hub (1874-1941)**

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

along the waterfront of Old Town, including Walhalla, Castle-by-the-Sea, Cottage-by-the-Sea, and dozens of other lesser-known establishments that provided venues for socializing, drinking, and gambling – often to the dismay of the town’s more upright citizens. During Prohibition, Sausalito became a regional center of “rum running” and illegal alcohol consumption. Several “high-brow” recreational institutions were also born during this period, including 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 population. Several of these congregations built architecturally significant houses of worship, including the First Bay Region Tradition-style Christ Episcopal Church (1882) and Sausalito First Presbyterian Church (1909). These two institutions – 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 to serve Sausalito’s Portuguese, Italian, and Irish communities, including Star of the Sea, which has had a longstanding presence on The Hill.

- **Civic and Institutional Development in Sausalito (1893-1941)**

Sausalito remained unincorporated until the disastrous fire of 1893. The disaster convinced many Sausalitans that they needed a government to provide a modicum of basic services. In the years that followed incorporation, the newly incorporated City of Sausalito began providing fire protection, schools, parks, streets, stairs, sewers, and other municipal infrastructure. Nevertheless, throughout this period Sausalito’s city government “made do” with rented quarters Downtown, spending most of its building budget on 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)**

The construction of the massive Marinship 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. Described in depth in the *Marinship Historic Context Statement*, Marinship wrought huge physical changes throughout the city, including the relocation of railroad tracks and the Redwood Highway, as well as the destruction of the residential community known as Pine Point. The tremendous influx of migrant shipyard workers doubled the city’s population, leading many property owners to add secondary units to their homes, many of which are still extant today.

- **Postwar Period: Modernism Comes to Sausalito (1946-1975)**

Explosive population growth in the Bay Area following World War II continued unabated into the 1960s and beyond. During the postwar period, many Bay Area communities were rapidly transformed from small towns into sprawling bedroom communities. During the late 1940s and 1950s, residential developers re-subdivided several steep, hillside tracts in Sausalito, including El Portal Heights, Monte Mar Vista, Toyon Terraces, and Wolfback

Ridge, as well as dozens of previously “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 1975. Additionally, the next chapter includes an illustrated historical narrative for each period in Sausalito’s history, followed by a 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 their 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 apart from Marinship having them. Several neighborhoods, including Monte Mar Vista/Toyon Terraces and Wolfback Ridge, contain nothing but single-family homes. Sausalito also has some multiple-family properties. Most of these are two and three-family dwellings located in older parts of the city, including Old Town, Downtown, and New Town. In addition, there are several large apartment buildings and condominium complexes dating to the 1960s and 1970s in Nevada Street Valley and on infill lots throughout the city.

Though hotels and boarding houses are in theory residential properties, their primary use is transactional; i.e., accommodating visitors who do not live in Sausalito. In addition, most hotels have ancillary commercial space –usually restaurants or shops. For these reasons, hotels and boarding houses are classified as commercial properties.

- **Commercial Properties** are buildings that accommodate business uses, including professional offices, retail shops, accommodations, and dining/drinking/entertainment establishments. Most are occupied only during regularly scheduled business hours, though hotels, restaurants, and bars are often operated around-the-clock. In Sausalito, the most prevalent commercial building type is the pedestrian-scaled commercial block, which is most commonly found Downtown, as well as in the neighborhood commercial districts of Old Town, New Town, and Spring Street Valley. Sausalito also has a limited number of auto-oriented “strip” developments along Bridgeway and in the Marinship area. Free-standing “destination” 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, and/or repaired. Industrial properties include factories, warehouses, auto repair facilities, machine shops, shipyards, mills, power plants, and 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

this day.

- **Religious Properties** include any assembly buildings constructed to house religious congregations, ancillary residential structures built to house clergy and their families, shrines and reliquaries, and other monuments or objects associated with religious practice. Sausalito has several architecturally significant churches, mainly on The Hill. Sausalito has no synagogues, mosques, or temples.
- **Government/Institutional Properties** are civic buildings constructed by local, state, or federal governments for the use of government employees and members of the public. Examples of institutional properties include city halls and other 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 City Hall and Library were housed in rented quarters Downtown. In 1975, following several failed bids to build a new “ground-up” civic center, the City repurposed the 1926 Central School as its City Hall and Library.
- **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-World War II 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 the use of its citizens and visitors to the city. Public infrastructure, much of it concealed from view, is located throughout the built-up portions of Sausalito. Notable examples include stair streets, gutters, retaining walls, wharfs and bulkheads, and ferry terminals.

D. Definition of Integrity Thresholds

In addition to identifying common property types associated with various periods in the development of Sausalito, the *Sausalito Citywide Historic Context Statement* discusses the minimum eligibility requirements for listing in the National Register and the California Register. In addition to meeting at least one of the four eligibility criteria, 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.”²² 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:

²² Department of Parks and Recreation, Office of Historic Preservation, *Technical Assistance Series #6 “California Register and National Register: A Comparison”* (Sacramento: 2001), 2.

- **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.
- **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 has the potential to “yield significant scientific or historical information or specific data.”²³ The California Register is also somewhat 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 is eligible. For example, a property eligible under National Register Criterion C or 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 or California Register Criterion 2 (Persons) and/or National Register Criterion A or California Register Criterion 1 (Events) should retain integrity of design, materials, and workmanship, but also the aspects of association and feeling from the period in which a particular person occupied the property or when a certain event happened there.

²³ Department of Parks and Recreation, Office of Historic Preservation, *Technical Assistance Series #6 “California Register and National Register: A Comparison”* (Sacramento: 2001), 2.

The degree of integrity that a property should retain also depends on the property type. As a rule, residential properties should retain a higher degree of integrity than either commercial or industrial properties. In the course of their lifespan, commercial and industrial properties typically undergo many incremental changes to accommodate new tenants or changes in production or display techniques. In contrast, residential properties typically do not undergo such drastic alterations because their use does not change. Residential properties are also typically smaller and incremental changes may have a more profound impact on their appearance than a large commercial or industrial building. Furthermore, institutional and religious properties should also retain a high degree of integrity because of their prominence within their communities.

Some types of alterations may affect the integrity of a property more substantially 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 and/or detailing, concealing its primary façade(s) behind an addition or incompatible cladding materials, significantly changing its fenestration pattern, or altering its roofline or massing. Alterations that may be less harmful to integrity – although it depends on the building – may include replacing windows within the existing openings, constructing a horizontal addition on a less-visible (usually rear) elevation or a vertical addition set back from the primary façade, or adding a limited number of new windows to a less-visible 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 in Sausalito 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 generally do not qualify for listing.
- Retains the majority of its original windows 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 may require a judgment call if no permit records document any such 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 match as closely as possible what existed during the period of significance.
- Replacement of doors and windows is generally acceptable as long as they conform to the pattern and size of the original openings. Materials are also important. Many older buildings in Sausalito were originally built with wood windows. The substitution of vinyl or other inexpensive replacement windows can be visually incompatible. 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 landscape features such as lawns and gardens, outbuildings, and setbacks from streets and adjoining properties. Setting also takes into account changes to adjoining and nearby 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, especially if a building was moved to ensure its retention. In most cases it is possible for a property that has lost its original yard or open space to be listed in either register unless the historic building has been blocked from view by later construction.

IV. Narrative History of Sausalito

A. Pre-Gold Rush (10,000 BCE – 1848)

Coast Miwok Settlement until European Contact

Before the arrival of Europeans, present-day Sausalito was part of the territory of the indigenous Coast Miwok people. Coast Miwok territory was centered in Marin and Sonoma counties.²⁴ It encompassed an area measuring approximately 40 miles by 35 miles, extending southward along the Pacific coast from Duncan’s Point to the Golden Gate. Coast Miwok territory was bordered to the north by the lands of the Pomo and Wappo and the Patwin to the east. South of the Golden Gate, the Ohlone people lived in what are now San Francisco, San Mateo, and Santa Clara counties. 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 dialect area further divided into Valley and Coast subdialects.²⁵

The Coast Miwok had a subsistence economy based around hunting, foraging, and fishing. The largest settlements were located along major waterways and tributary drainages where natural resources were most plentiful. Most food was eaten fresh but some resources, including fish, fish eggs, and mud hens, were dried for future use.²⁶ 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, numbering around 1,500 persons. Sherburne F. Cook believed this figure was perhaps closer to 2,000.²⁷

The Coast Miwok called the area encompassing present-day Sausalito *Lewan Helowah*, meaning “west water.” They occupied at least seven villages in southeastern Marin County, including at least one in what is now Sausalito. Archeological evidence of Coast Miwok occupation in Sausalito is profuse, especially in New Town where a number of shell middens and burial mounds have been discovered.²⁸ Coast Miwok dwellings, known as *kotch*s, were round and made of tule or redwood bark and resembled reproductions viewable today at the Kule Loklo Coast Miwok Village at Point Reyes (**Figure 3**). Other structures typically

²⁴Isabel Kelly, “Coast Miwok,” in *Handbook of the North American Indians*, Robert F. Heizer, editor (Washington, D.C.: Smithsonian Institution, 1978).

²⁵Samuel A. Barrett, *The Ethnography of Pomo and Neighboring Indians* (Berkeley: University of California Press, 1908).

²⁶Barrett.

²⁷Sherburne 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).

²⁸Sausalito Historical Society, *Images of America: Sausalito* (Arcadia Publishing: Charleston, SC; 2005), 12.

found in a Coast Miwok village included a large roundhouse, where communal activities would occur, and *temescals*– partially subterranean structures where male community members would take part in ceremonial cleansing rituals using steam produced by pouring water over hot rocks.



Figure 3. Kule Loklo Miwok Village, Point 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 aboard the *San Carlos* first entered San Francisco Bay to document and record its physical characteristics. They made contact with the Coast Miwok living in what is now Sausalito during this trip. The Spanish noted that the local residents of the southern Marin Peninsula were both friendly and hospitable and that the terrain was rugged with many

fresh water springs. The shoreline of Richardson’s Bay was mapped by Juan de Ayala, commander of the *San Carlos*. His notation “*Saucelito*” – Spanish for “little willow” – gave the area its earliest European name. Ayala’s mapping expedition informed the northward expansion of the Franciscan missions, presidios, and civilian pueblos that would soon extend Spanish rule north all the way from San Diego to Sonoma. Sadly, 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 had been relocated to nearby missions, where they were forced to abandon their traditional subsistence lifestyles, folkways, and religion. In addition, many died from overwork and imported diseases to which they had no resistance.

Spanish and Mexican Era

Under Spanish rule, which lasted from 1776 until 1821, what is now Sausalito remained uninhabited by Europeans. The nearest Spanish settlements were in present-day San Francisco, including the San Francisco Presidio and Mission Dolores (both founded in 1776). Mission San Rafael Arcángel, located in what is now San Rafael, was founded quite a bit later, in 1817. Although Sausalito remained unsettled by the Spanish, they certainly passed through the area and they likely foraged the oak groves for firewood and harvested fresh water from the many natural springs in the area.

Establishment of Rancho de Saucelito

Following a long and hard-fought revolutionary war, México won its independence from Spain in 1821. México inherited Spain's lightly held northern territories, including Alta, or "Upper," California. Under Mexican rule, the Franciscan-run missions founded by Spanish authorities were gradually secularized after 1833 and their lands expropriated and granted to prominent Mexican citizens. It was during this period that the earliest European settler arrived in what is now Sausalito. In 1832, an Irish immigrant and naturalized Mexican citizen named John Reed built a cabin at Shelter Cove, in what is now Old Town. Reed had previously applied to the Mexican government for a rancho encompassing the Marin Headlands in 1826, but his application was denied because the strategic headlands had been set aside for military use.²⁹ Reed vacated Shelter Cove after the Mexican government gave him Rancho de Corte Madera del Presidio, a warmer and more heavily wooded tract encompassing the present-day communities of Mill Valley, Corte Madera, Strawberry Point, and Tiburon.³⁰

Sausalito's next resident was Captain William Antonio Richardson. An Englishman by birth, Richardson arrived in what is now San Francisco aboard the English whaling ship, the *Orion*, in 1822 (**Figure 4**). He jumped ship and immediately started a business supplying visiting whalers and merchant seamen with grain, hides, water, and wood gathered from locations around San Francisco Bay. In his daily pursuit of these commodities, Richardson became familiar with the Sausalito area and its abundant natural resources. In 1825, Richardson, by then a naturalized Mexican citizen, married María Antonia Martinez, daughter of Ignacio Martinez, the *Comandante* of the Presidio of San Francisco. With children on the way, Richardson set his sights on the Marin Headlands, only to be turned down by the Mexican government in 1827.

²⁹ "Rancho Saucelito," In *History of Marin County, California* (San Francisco: Alley Bowen & Co., 1880), 385.

³⁰ Rohnert Park Historical Society, "Miwok Villages," <http://www.rphist.org/html/miwok.html>.

In 1835, Alta California's governor, Don José Figueroa, put Richardson in charge of the Port of Yerba Buena (now San Francisco) and asked him to establish a pueblo, or civilian settlement, at Yerba Buena Cove. Richardson and his family took up residence at Yerba Buena that same year. This only reignited his interest in the Marin Headlands. But, unfortunately for Richardson, the Mexican government had just granted the southernmost part of the Marin Peninsula to a soldier stationed at the Presidio named José Antonio Galindo, on February 11, 1835.³¹ Nevertheless, with Galindo's approval, Richardson established a waterworks 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 large redwood tank on the cove. From the tank, Richardson would fill wooden casks and transport them to waiting ships at Yerba Buena Cove. Richardson also cut oak firewood in the area and transported it to Yerba Buena for sale to local residents.³²

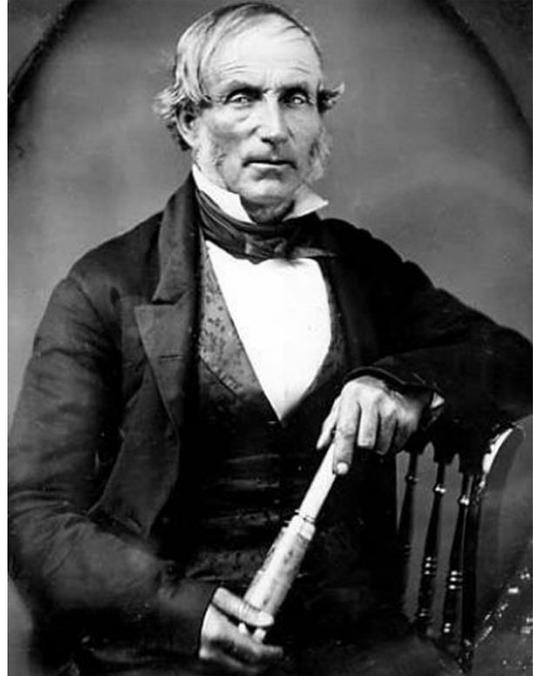


Figure 4. William Richardson, Ca. 1854.
Source: Lucretia Little History Room, Mill Valley
Public Library

Richardson acquired Galindo's holdings after the latter was accused of murder in 1838. Richardson was then confirmed by the Mexican government as the rightful owner of Rancho de Saucelito. The vast rancho encompassed 19,500 acres, including most of the land between the Golden Gate and Mt. Tamalpais, including the present-day communities of Muir Beach, Sausalito, and Marin City, as well as part of Mill Valley (**Figure 5**).³³ Richardson moved his family to the ranch, building an adobe dwelling in what is now New Town. The Richardson hacienda, which no longer exists, was located at the northeast corner of Bonita and Pine streets.³⁴ This site provided easy access to nearby pasture land in the Marin Headlands, where Richardson grazed his growing cattle herd. In 1841, Richardson built a second waterworks and a wharf near his house, at the foot of Napa Street in New Town.³⁵

³¹ Barry Spitz, *Marin: A History* (San Anselmo, CA: Potrero Meadow Publishing, 2006), 25.

³² San Francisco was called Yerba Buena until 1847, when the American authorities renamed it after San Francisco Bay. "The Sausalito Story," *Marin Independent Journal* (July 23, 1966).

³³ Jack Tracy, *Sausalito: Moments in Time* (Sausalito, CA: Windgate Press, 1983), 4, 6.

³⁴ "Sausalito Boasts a Rich, Ribald, and Colorful Past," *Marin Independent Journal* (September 4, 1973).

³⁵ Tracy, 6.



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

During the Mexican-American War, which broke out May 1846, American forces occupied all of Alta California, although it was not until January 1847 that Mexican forces in the southern part of the territory had been subdued. A year later, in January 1848, the United States annexed California under the terms of the Treaty of Guadalupe-Hidalgo. Although the transition to American rule in California occurred with relatively little bloodshed – especially in the north – Mexican citizens such as William Richardson were legitimately anxious about the future of their landholdings under the new regime. To allay such concerns, President James K. Polk ordered the continuation of the Mexican legal system in California until a new state constitution could be prepared following statehood in 1850.³⁶ However, the establishment of the U.S. Land Commission that same year created chaos as owners of landholdings granted during Spanish and Mexican rule scrambled to provide the extensive documentation required to prove that they held clear title to their lands. Although the U.S. Land Commission eventually confirmed 604 out of the 813 claims

³⁶ Tracy, 7.

submitted to it in California, high legal fees and pressure from squatters ultimately forced many rancheros to sell all or most of their property to the newcomers.

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

There are no known above-ground properties in Sausalito remaining from the Native American or the Spanish and Mexican periods of occupation. Native dwellings, *temescals*, and other structures built by the Coast Miwok have long since disappeared over two centuries of European and American presence. On the other hand, archaeological resources from the Coast Miwok occupancy – primarily shell middens and burial grounds – are known to remain throughout Sausalito. Mostly located along Richardson’s Bay or seasonal watercourses, most middens have either been disturbed or lay beneath later construction and/or fill. The precise location of middens is not revealed in this study to prevent looting. Middens may be encountered along with any excavation 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 and/or tribal representative be contacted to assess the site. Any artifacts dating to the Coast Miwok occupancy have the potential of yielding important information regarding the prehistory of Sausalito and important deposits may be eligible for the National Register 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 and Mexican period in Sausalito. It is not known whether the foundations of Richardson’s adobe hacienda or any other out-buildings may survive either in Old Town or New Town 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 and Mexican period of occupancy have the potential of yielding important information regarding this era and may be eligible for the National Register 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 lured tens of thousands of fortune seekers to the remote territory 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 sell goods and services to the gold hunters. During the Gold Rush, Richardson's Rancho de Saucelito continued to supply fresh water, firewood, and lumber to residents of San Francisco. Meanwhile, Shelter Cove, which was still part of Richardson's rancho, became an important rendezvous point for New England whalers, approximately 650 of whom were active in the Pacific by 1855. Located just inside the Golden Gate with plenty of deep water anchorages, Shelter Cove also became an important area for ad hoc ship repairs. Because of its wide, sandy beach, ship captains could safely run their vessels ashore, making hull repairs much easier.³⁷ Such activity soon attracted the attention of the U.S. Navy, which was then in search of a place to build a naval repair facility on the Pacific Coast.³⁸

Robert Parker's Lumber Mill

Facilitated by the demands of the U.S. Navy and independent ship captains, Sausalito got its own saw mill in 1848. Originally shipped to San Francisco, the mill was inexplicably redirected to Shelter Cove, perhaps with the encouragement of the increasingly cash-strapped William Richardson.³⁹ The saw mill was erected near the present-day intersection of 3rd and Main streets in Old Town. Under the terms of his contract, Robert Parker, the operator of the saw mill, was obliged to supply one-third of his output to the Navy, whereas the remainder could be sold on the open market. In addition to the saw mill, the facility at Shelter Cove included a Navy storehouse, sheds, and several shanties for the saw mill workers. Around the same time, the Navy built a dry dock on Shelter Cove to maintain its Pacific-based steamship fleet. For a short time, Shelter Cove was the only place in California where a modern maritime repair facility was available, and it marks the beginning of Sausalito's long-lived boatbuilding and marine repair industry.⁴⁰ No above-ground structures from this period remain in Sausalito.

³⁷ "The Sausalito story."

³⁸ Tracy, 9.

³⁹ Tracy, 9.

⁴⁰ 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, Navy Lt. George F. Emmons surveyed and laid out a small town site surrounding the saw 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 a productive artesian well in its vicinity. Another hotel, built in 1849, was called Saucelito House.⁴¹ 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 survive.

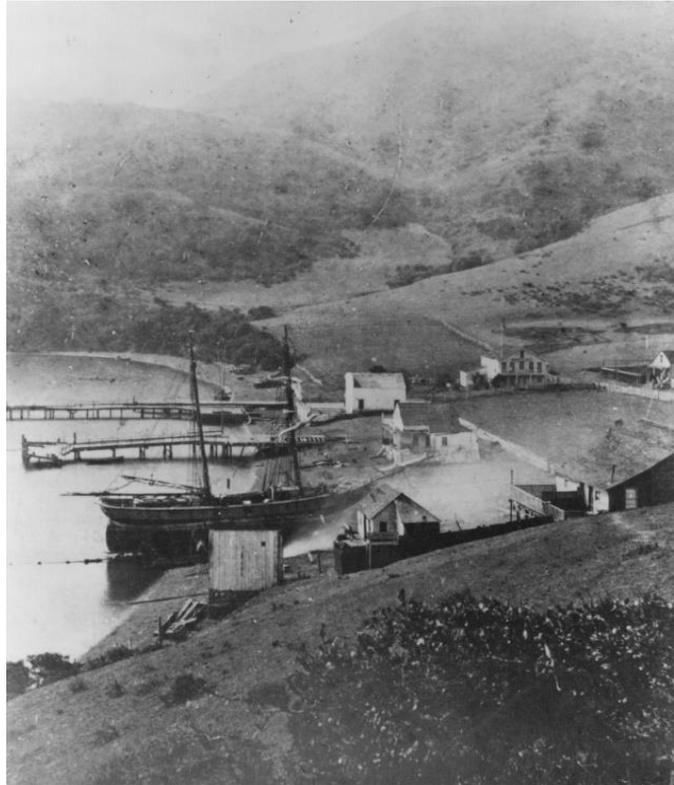


Figure 6. Old Town Ca. 1850, looking south.
Source: Sausalito Historical Society

Lt. Emmons' 1851 map of Old Town is remarkable in its level of detail. It shows a tight grid of twelve rectangular blocks superimposed on top of the gently sloping valley floor. The map shows a Y-shaped creek draining the valley parallel to Main Street 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, although 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**).

⁴¹ Tracy, 10.



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

In spite of its 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 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.⁴² In 1852, the Navy purchased Mare Island from General Mariano Vallejo and moved its dry dock facilities to what is now Vallejo. Following the departure of the Navy, a fire in Sacramento prompted property owners living at Shelter Cove to dismantle their buildings and ship them

⁴² Tracy, 11.

to Sacramento by boat. Sausalito instantly became a ghost town and Shelter Cove became known as “The Boneyard,” on account of the derelict vessels that littered the mud flats.⁴³

The End of Rancho de Saucelito

While Shelter Cove was being abandoned, William Richardson’s legal expenses associated with proving title to his rancho had left him deeply in debt. Forced to take out several loans with punishing interest rates, 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 nearly all of Rancho de Saucelito to an attorney named Samuel R. Throckmorton. This action left Richardson in possession of only 650 acres surrounding his hacienda in what is now New Town. Richardson then deeded this tract to family members 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. Soon, most of Richardson’s remaining lands ended up being sold by his heirs to land speculators John Turney and J.T. Boyd.⁴⁴

A Period of Stagnation

For the next 12 years, from 1856 until 1868, little development occurred in Sausalito as Samuel Throckmorton restructured his portion of Rancho de Saucelito to produce more profits. To increase his own liquidity, Throckmorton sold off several 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 his remaining landholdings into several independent ranches, which he then leased to Portuguese immigrants from the Azores for the purpose of raising cattle. 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 Saucelito Land & Ferry Company.⁴⁵

⁴³ “Memories of an Old Sausalitan,” *Sausalito Historical*, vol. 1, no. 2, ca. 1960.

⁴⁴ Tracy, 11-12. Sausalito Historical Society, 10.

⁴⁵ Spitz, 66.

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



Figure 8. “Horn House,” 215 South Street.
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 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 Bay Area, the Horn House is reputed to have been shipped in pieces around Cape Horn – hence one of its nicknames (**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 Sausalito. 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 the Old Town and New Town neighborhoods of Sausalito. 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 apart from Old Town, which still belonged to Charles T. Botts. The tract also included what are now the unincorporated communities of Marin City

Street Nomenclature

The street nomenclature in the SL&F Co. tract falls into three categories: Spanish names nominally honoring the Spanish and Mexican heritage of California (i.e., Bonita Street and San Carlos and Santa Rosa avenues), surnames of SL&F Co. directors (i.e., Cazneau, Girard, Harrison, Currey, Platt, Miller, and Bulkley avenues), and natural features (i.e., Water, Litho, and Spring streets).⁴⁷ Not surprisingly, the streets named after the company directors were all located on “The Hill,” the prominent ridge between Old Town 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 Sausalito’s prestigious residential district from the beginning.

The Hill is laid out in the Picturesque Mode

As mentioned, The Hill was laid out as a winding network of narrow lanes that terrace 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. Olmsted 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 had become a popular place for promenades and picnics. Both projects were undertaken in 1865, just a few years before Sausalito was laid out.

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 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 individual parcels measuring 50’ x 120’ each. Lots earmarked for commercial use, including those facing Richardson’s Bay and Caledonia Street, measured 60’ x 100’. A detail 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**).

⁴⁷ “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, evidently because company directors intended that Sausalito's primary commercial district would develop in this location.⁴⁸

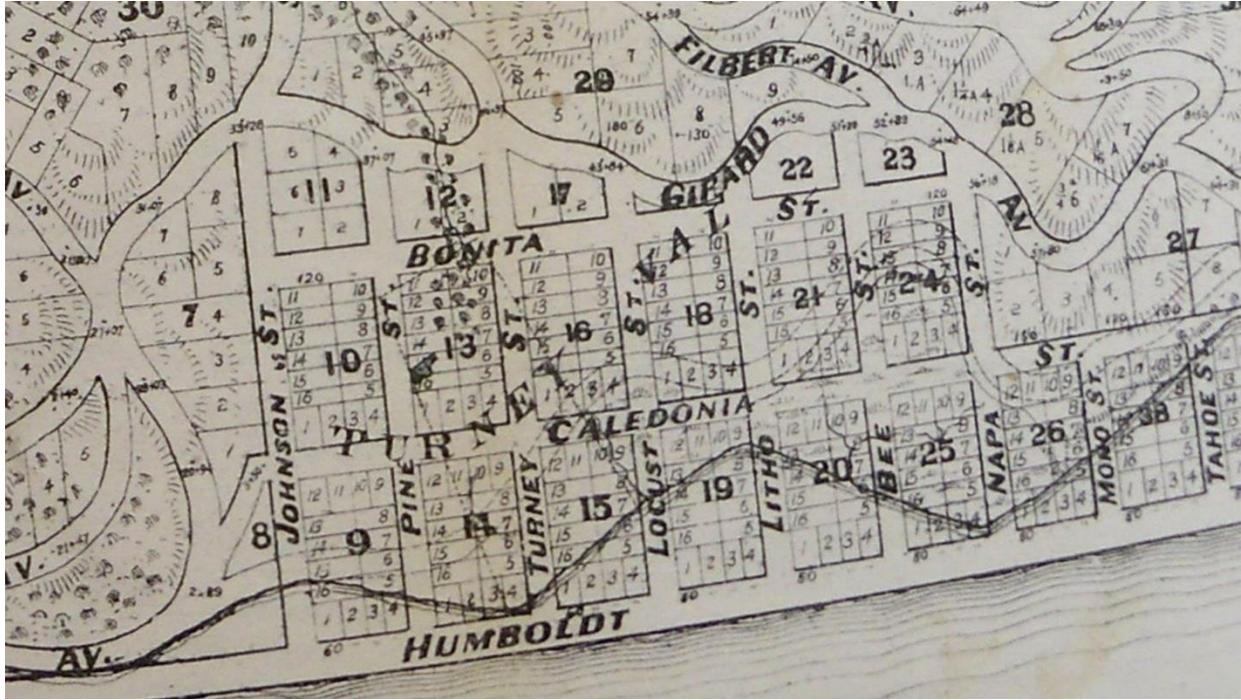


Figure 10. Detail of "Map of the Lands of the Sausalito Land and Ferry Company," ca. 1868, depicting Turney Valley.

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 was or how good the views were. The company accordingly acquired a sidewheel 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, 1868.⁴⁹ As an incentive to purchase land in Sausalito, all buyers of lots were promised a free ferry pass to carry them back and forth from San Francisco.

⁴⁸ Tracy, 14.

⁴⁹ "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 among the general public, one of the directors, H.B. Platt, co-founded the Sausalito Yacht Club in 1869. It was hoped that a yacht club, much like a golf course today, would increase the value and prestige of the company's holdings.⁵⁰ Unfortunately it did not work, based on the fact that well into the 1870s company directors had to subsidize SL&F Co. operations with their own funds. As a result, Samuel Throckmorton, a stockholder of the company, tried to foreclose on his partners several times.⁵¹ The problem was that there were many other fledgling suburban towns in the San Francisco Bay Area that had ample land for sale, much of it cheaper and more accessible. With no rail access and only sporadic ferry service, Sausalito remained at a competitive disadvantage to the fast-growing towns of the East Bay, such as Alameda, or settlements along the San Francisco-San Jose Railroad on the Peninsula, such as Burlingame or San Mateo.

Rail Service Comes to Sausalito

What Sausalito needed was a railroad. In 1872, there was much excitement stemming from the Central Pacific's announcement that it planned to build its transcontinental railroad terminus in Sausalito. Unfortunately for local landowners, the Central Pacific soon decided to keep Oakland as its terminus. In 1871, the newly founded North Pacific Coast Railroad (NPCRR) began planning a narrow-gauge line from Point San Quentin to the redwood stands of Sonoma and Mendocino counties. The directors of the SL&F Co. saw their chance and donated 30 acres along the waterfront to the fledgling railroad, along with the company's ferry boat.⁵² Construction on the new line began in 1873 simultaneously in Tomales and Sausalito. Workers built a wooden trestle across Richardson's Bay from Strawberry Point to Alameda Point (later called Pine Hill Station) in Sausalito, approximately where Nevada Street and Bridgeway intersect.⁵³ 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.

⁵⁰ Spitz, 90.

⁵¹ Tracy, 16.

⁵² Spitz, 91.

⁵³ Tracy, 18.

The NPCRR took over ferry operations from the SL&F Co., forming a seamless connection between Sausalito and San Francisco.⁵⁴ By 1893, the rail line operated with 15 locomotives, 400 pieces of rolling stock, and 81 miles of track. With a ferry and a railroad Sausalito became the primary transit hub between San Francisco and Marin County, as well as the “Redwood Empire” to the north.⁵⁵

Sausalito’s First Downtown Building Boom

Real estate values in Sausalito naturally boomed following the completion of the North Pacific Coast Railroad in 1875, a boom that continued even after the NPCRR relocated its primary terminus from Sausalito to Point 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



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

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 inn 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 a shopkeeper named Jacob Schnell.⁵⁶ None of these buildings exist today.

⁵⁴ “The Sausalito story.”

⁵⁵ “Sausalito: Its State of the City Report,” *Marin Independent Journal*, 20 November 1971.

⁵⁶ “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, a harness shop, a bakery, a meat market, and a lumber yard.⁵⁷ 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.⁵⁸

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 steep slopes of The Hill, looking over the ferry terminal and the railroad station. The El



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

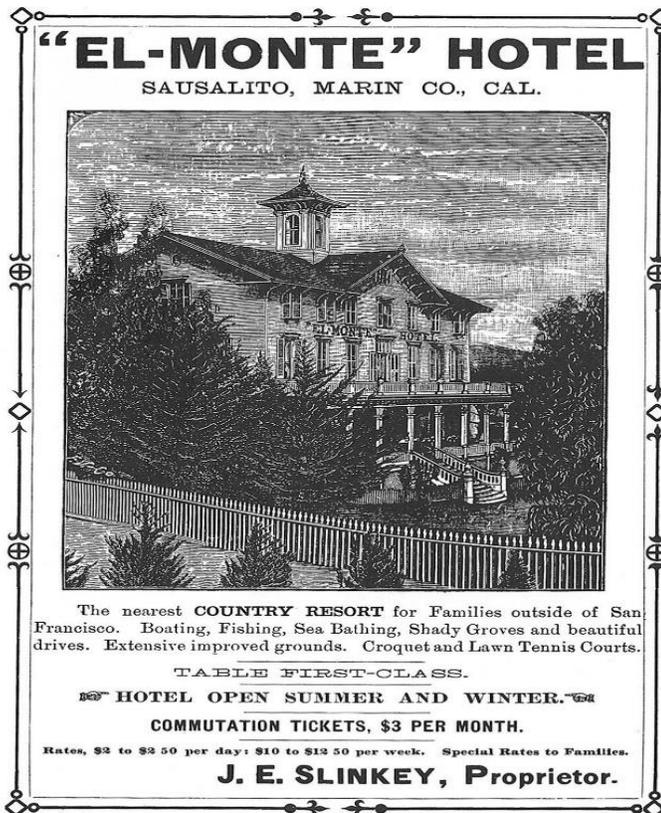


Figure 13. El Monte Hotel.
Source: Sausalito Historical Society

⁵⁷ “The Sausalito story.”

⁵⁸ Sausalito Historical Society, 37.

Monte Hotel was a popular destination for travelers, as well as a base of operations for newcomers seeking to establish themselves in Sausalito (**Figure 13**).⁵⁹ Individuals seeking real estate were encouraged to rent cottages on the hotel's grounds while they looked. The well-appointed El Monte Hotel contained 100 luxury suites, some of which offered hot and cold water as well as fresh and salt water baths. The El Monte Hotel hosted many well-known figures over the years and it became a meeting place for many social and political groups.

The budding upper-class tenor of early Sausalito was also 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) survives at 140 Bulkley Avenue. It is listed in *Here Today* and is included in the Historic Resources Inventory.

Estate Development on The Hill

Because of its sheltered location, The Hill became popularly known as the "Banana Belt," especially after George B. Jones established a nursery on Harrison Avenue, where he actually grew banana trees.⁶⁰ 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, many of whom built notable houses 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**).⁶¹ This dwelling, which is



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

featured in *Here Today*, and is also listed in the California Register and the Historic Resources Inventory, still stands. Dr. John Cairns and the Tillinghast family, who owned two adjoining properties on Harrison

⁵⁹ Sausalito Historical Society, 37.

⁶⁰ "The Sausalito story."

⁶¹ "Memories of an Old Sausalitan."

Avenue, built “The Bungalow” in 1873. It and Cairns’ own house next door were both likely designed by Cairns, who evidently modeled them after British colonial dwellings. Indeed, in British India “bungalows” frequently exhibited a simple square plan, pyramidal roof, and verandas on each exterior façade, much like Cairns’ house.⁶²

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 “Laneside,” which he 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 stands at 93-109 Bulkley Avenue, “The Nook” was demolished in the 1960s. “Casa Madrona” at 156 Bulkley Avenue was built in 1885 by William G. Barrett. It was subsequently converted into a boarding house and later a hotel. “Casa Madrona,” which is listed in the National Register, still exists. Henry Harrison’s large parcel, encompassed by Harrison, San Carlos, and Atwood avenues, was developed with a massive Queen Anne-style 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. Both buildings are listed in the Local Historic Register and the Historic Resources Inventory.

In 1887, Mr. and Mrs. George E. Meade built Hollyoaks 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,” constructed



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

⁶² Tracy, 37. “Memories of an Old Sausalitan.”

at 44-46 Santa Rosa Avenue in 1879.⁶³ The last two properties, both of which still stand, are listed in the Historic Resources Inventory.

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, as well as to prevent others from building nearby. In 1890, Hearst began building a colossal new house on the hillside below Sea Point. Never completed, its design became a prototype for "La Casa Encantada," better-known as Hearst Castle, in 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.⁶⁴ This structure, which exists today, now serves as the foundation of the modernist Wiper House, designed by architect Joseph Esherick (1951).⁶⁵ It is listed in the Historic Resources Inventory.

The Hill was known for its British expatriates. This community began in the 1870s when the British Consul General in San Francisco bought a large parcel on The Hill, subdivided the land, and sold the lots to 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 community. There were so many British residents in the area that local wags called Excelsior Lane "Limejuice Alley." Originally, the lower part of the lane had wooden steps, while the upper portion was a steep and unimproved trail.⁶⁶ The social and religious culture of The Hill's British community is evident in the design of Christ Church, which was begun in 1882 to serve Sausalito's Anglican community (**Figure 16**). This building,



Figure 16. Christ Church.
Source: Christopher VerPlanck

⁶³ Tracy, 34, 37, 53, 55.

⁶⁴ Ibid., 50-51.

⁶⁵ Tracy, 49-51.

⁶⁶ "Memories of an Old Sausalitan."

which was sympathetically expanded in 1889, and again in 1894, is likely the oldest surviving church in continual use in Sausalito.⁶⁷ It is listed in the Local Historic Inventory.

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 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 Saucelito 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 recently been built at Hunters Point in San Francisco. As a result, Old Town remained a “stragglng sailor's town” and had few amenities to speak of.⁶⁸

A map published by the OSL&DD Co. in 1873 shows Old Town shortly after the company purchased the land (**Figure 17**). The map shows that the original subdivision plat of 1851 remained largely intact and that the original street names had not changed. On the other hand, the map does show that the OSL&DD Co. had laid out several new streets on the steep 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 evidently 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 in Old Town. Representing Old Town’s commercial hub, the store served local residents as well as servicemen stationed at nearby Fort Baker, after the Army built that installation in 1897.

⁶⁷ 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.

⁶⁸ “Memories of an Old Sausalitan.”

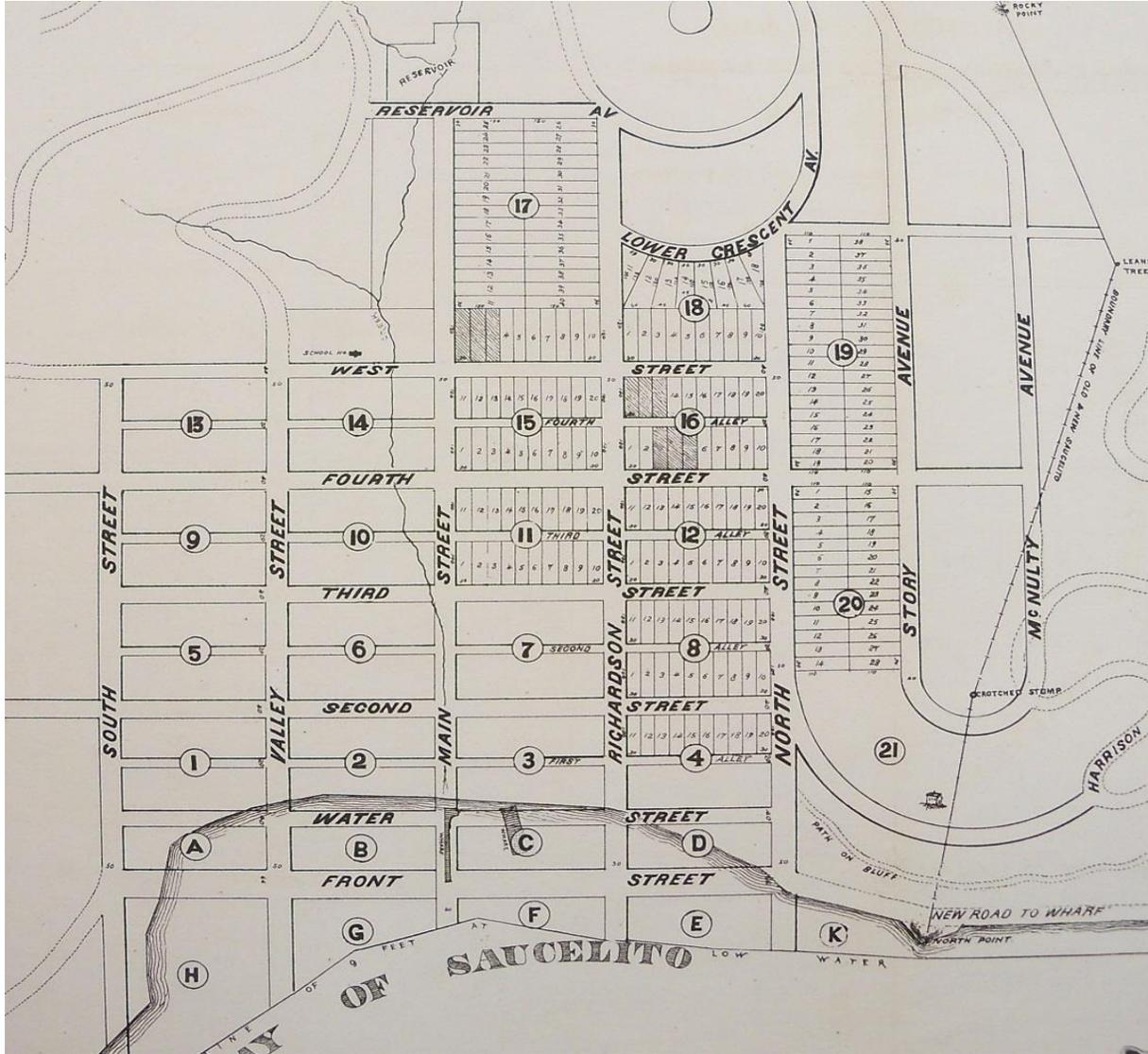


Figure 17. Old Saucelito Land & Dry Dock Co.'s map of Old Town, 1873.
Source: California Historical Society

Orson C. Miller purchased the unsold portions of Old Town from the Old Saucelito Land & Dry Dock Company in 1887. Doing business as the Saucelito Bay Land Company (SBLC), Miller marketed the lots under the “homestead plan.” Homestead associations were very popular in outlying parts of San Francisco and other parts of the Bay Area during the nineteenth century. Organized along the lines of a joint stock company, people would make regular monthly investments. Once the buyer had paid the final installment, he or she could select a lot and begin building. To open up connections with the rest of Sausalito, Miller

built several new streets, including Sausalito Boulevard, which opened up access to the steep hillside lots above Old Town, as well as providing the first overland link to New Town via The Hill.



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

Although Orson’s road building project 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 it was closer to places of employment.⁶⁹ Old Town finally found its calling as Sausalito’s maritime industrial zone 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. One of the first was Cottage-by-the-Sea. Built ca. 1890 at the northeast corner of Water and Richardson streets, Cottage-by-the-Sea would eventually be joined by several other saloons, including Castle-by-the-Sea and Walhalla.

⁶⁹ 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 Saucelito 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.⁷⁰ 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 hacienda (**Figure 19**).



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

⁷⁰ "Memories of an Old Sausalitan."



Figure 20. Sausalito Community Church, 131 Filbert Avenue.
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 building later became a Catholic church catering to Sausalito's growing Portuguese immigrant population. The building, which still stands, is Sausalito's oldest remaining church. New Town also has several

very early dwellings. In 1874, John Romer, a partner in the Saucelito 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.⁷¹ 76 Cazneau Avenue is 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 at the foot of Napa Street. The Napa Street Wharf may have been a reconstructed version of William Richardson's original 1841 wharf. Regardless, the arrival of the railroad and symbiotic commercial operations caused the New Town waterfront to rapidly industrialize during the last quarter of the nineteenth century. In addition to the railroad and its related industries, New Town also had an 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).⁷² During the 1890s, several larger boatbuilding yards opened in New Town, including the Oceanic Boatyard Company, which began operations at the foot of Napa Street ca. 1891, and the Atlantic Boat Building Plant, which opened at the foot of 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.⁷³

⁷¹ Sausalito Historical Society, 22.

⁷² Tracy, 96.

⁷³ Tracy, 96, 125.

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 at the local dairies and cattle ranches. As their numbers 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, an event celebrating the Feast of the Holy Ghost, a Portuguese national holiday and folk festival.⁷⁴ Sausalito got a second Catholic church with the completion of Holy Family 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 1959.⁷⁵

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 southward 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 then 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 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 racial discrimination and lack of work. Most of the Chinese who remained in Sausalito after 1890 were household servants employed by wealthy households on The Hill.⁷⁶

⁷⁴ Helen B. Kerr, *Sausalito: Since the Days of the Spanish Dons* (Berkeley, CA: Zone West Press, 1967).

⁷⁵ "History of Catholic Churches in Sausalito," www.starofthesea.us/Buildings.html; accessed September 6, 2013.

⁷⁶ Kerr, 13. Tracy, 20-21.



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 Lumber Company, and a handful of carriage works and blacksmiths' shops. No boatyards were shown yet, but boat-building would not arrive in New Town until after 1890. New Town also had a large "amusement hall" and a 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, including a modern fire department and a municipal water system.

Representative Building Types – American Settlement (1869-1893)

The period between 1869 and 1893 encompasses the formative years of Sausalito, beginning with the subdivision of most of the town 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.”
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 is surrounded by 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-Eastlake 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 Historic Resources Inventory.

Three Gates is also 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. As Portuguese-Americans, the Tashiera family was a rarity on The Hill, which was then a mostly British and Anglo-American district. During the nineteenth century most Portuguese lived in New Town or Spring Street Valley.



Figure 23. 155 Harrison Avenue.
Source: Christopher VerPlanck

Another very good San Francisco Stick-Eastlake style estate is located on the same block as Three Gates. This house, built ca. 1875 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 within 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 such as Willis Polk, Bernard Maybeck, Julia Morgan, and Ernest Coxhead, the First Bay Region Tradition represents California’s pioneering efforts to develop its own architectural traditions. Craig Hazel is listed in the Historic Resources Inventory.



Figure 24. “Craig Hazel.”
Source: Christopher VerPlanck



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

Of course, not all Victorian-era Sausalito residents lived in architect-designed mansions. There were hundreds of folk/vernacular dwellings constructed during this period, especially in New Town, Old Town, and Spring Street Valley. These are typically one-story, wood-frame buildings with gable or hipped roofs and little or no applied ornament. Many have 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 long side 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 in Sausalito. Though its exact construction date is not known, it was likely present when Mason's Distillery moved to this area in the early 1890s and may have housed workers at the distillery.

Somewhere between the mansions of The Hill and the modest workers' cottages were the fairly simple yet slightly 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 suggest a construction date in the early 1890s. Dwellings like this were typically not architect-designed. Instead, they were usually built by contractors who may have had access to architectural pattern books and who sourced the decorative millwork from local lumber yards. The dwelling at 211



Figure 26. 211 Bonita Street.
Source: Christopher VerPlanck

Bonita Street, and 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.
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 used. Ornament was rarely employed for what was

then thought to be a utilitarian building type. A good example is the very modest gable-roofed, folk/vernacular commercial building at 19 Princess Street in Downtown (**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 front-facing gable-roof, raking cornice, simple fenestration pattern, and no applied ornament. Its next-door neighbor at 21 Princess Street is very similar. Both buildings are contributors to the Downtown Historic Overlay District.



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

Outside Downtown, outlying neighborhoods typically had at least one or two commercial buildings at prominent intersections. 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 of this type 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, indicating that it had been jacked up and given a new ground floor. Stylistically this commercial block clearly started out as a San Francisco Stick-Eastlake-style residence, with its angled bay windows, bracketed cornice, and shingled dormer with a sunburst ornament (Figure 28).

Another example of a residential building converted into a mixed-use building during this period is the Dubrow House, located at 1301 Bridgeway in New Town (Figure 29). This San Francisco Stick-Eastlake-style commercial building started out as a single-family 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 Historic Resources Inventory.



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



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

The Spring Street Valley neighborhood also has an excellent example of a commercial building built during this period at 2001 Bridgeway (Figure 30). Although 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 lo-

located next door to a very early folk/vernacular dwelling that also appears to date to the 1880s.

Industrial Properties

There are no known surviving purpose-built industrial properties dating to the period 1868-1893 in Sausalito. Most industrial properties built during this period were boatyards, railroad facilities, and warehouses located along the waterfront. However, most of Sausalito's waterfront was redeveloped during the middle of the twentieth century, removing nearly every vestige of this industrial legacy.

Religious Properties

Sausalito has at least two surviving 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) in New Town. Christ Church is by far the most architecturally significant religious building of this era, with traits of the First Bay Region Tradition in evidence. As mentioned, 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. As mentioned, this building was incorporated into a dwelling and is no longer identifiable as a school. The First Richardson School, constructed in 1871 at 1709 Bridgeway, is also a private residence. New Town also has the original Central School, which was previously located at 420 Litho Street, where Sausalito City Hall is now. It was moved in 1926



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

to its present location at 318 Caledonia Street and converted into a commercial building (**Figure 31**). This two-story, wood-frame, shingled, San Francisco Stick-Eastlake-style building now houses Water Street Hardware and Marine, a long-time Sausalito business. It is listed in the Historic Resources Inventory.

Public Open Space/Public Art

Sausalito does not have any parks, other public open spaces, or public art dating from the period 1868-1893. Sausalito was an unincorporated township throughout this period, and not unlike our era, private interests typically outweighed the needs of the public realm. With no income taxes levied on the wealthy until the early twentieth century, many local governments remained perennially underfunded and provided little beyond the most basic of services. Consequently, in nineteenth-century America – especially in smaller towns – there was little investment in public parks or other open spaces. When people wanted to partake in outdoor activities, they typically patronized privately owned recreational facilities or simply walked out into the undeveloped countryside surrounding their town. This did not change until the Progressive Movement in the early twentieth century, when many municipalities began acquiring land for public parks, playgrounds, and other recreational facilities.

Other Public Infrastructure

As mentioned above, Sausalito did not incorporate until 1893, in large part to address the lack of adequate fire protection and also to improve the town's underfunded infrastructure such as roads, bulkheads, stairs, and sewers and water mains. Prior to 1893, much of this infrastructure – inasmuch as it existed at all – was built by private property owners.

Significance Thresholds

The period spanning the years 1869 to 1893 was 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 Downtown, though most of these buildings no longer exist. The Historic Resources Inventory and the Local Historic Register include most of the important remaining estates in Sausalito, including Fiedler Villa, Nestledown, The Pines, Three Gates/Redonda Vista, Villa Veneta, and others. There are several additional estate properties constructed during this period, including 147 Harrison Avenue and 155 Harrison Avenue, that fit within this theme and that should be included in the Historic Resources Inventory, as well as possible listing in the National Register under Criterion A (Events) and Criterion C (Design/Construction) and the California Register under corresponding Criteria 1 and 3. Though more research is necessary to identify their original owners and dates of construction, there are several dozen architecturally notable workers' cottages in Sausalito that 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 some Sausalitans that the community should incorporate in order to obtain better services, such as fire and police protection. Another issue confronting the town was the proliferation of off-track betting parlors (then called pool halls) and a proliferation of what some critics described as “dirty little gin mills” along the waterfront.⁷⁷ Ever since statehood in 1850, Sausalito had been administered from San Rafael, the county seat. During this time, Sausalito was part of a much larger township encompassing the present-day communities of Mill Valley, Tamalpais Junction, Muir Beach, and the scattered ranches of the Marin

⁷⁷ “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.

Headlands.⁷⁸ Public services, such as they existed at all, were stretched quite thin across such a large and sparsely populated area.

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."⁷⁹ Several prominent Portuguese-American residents, including Adolph Sylva, were heavily involved in the betting parlors and saloons and they wanted as little governmental interference as possible. Nevertheless, pro-incorporation forces won by a narrow margin of 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.⁸⁰

Downtown Reconstruction

Even after the election incorporation remained controversial, with opponents taking the issue to court. The case was finally resolved in April 1895 when the California Supreme Court upheld Sausalito's status as an incorporated town.⁸¹ In the meantime, Downtown's property owners had been busy rebuilding. More than 15 new buildings went up along Water Street between 1893 and 1900, including several of the neighborhood's most important commercial blocks. In particular, the 700 block of Bridgeway contains a row of seven buildings dating 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), the 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)**.

⁷⁸ Spitz, 53.

⁷⁹ "Sausalito a Town," *San Francisco Chronicle* (August 27, 1893), 20.

⁸⁰ Ibid.

⁸¹ "Progressive Sausalito," *San Francisco Call* (April 6, 1895).



Figure 32. Commercial blocks lining the 700 block of Bridgeway, looking southwest.
Source: Caitlin Harvey

1894 Sanborn Maps

The 1894 Sanborn maps, the second series published in Sausalito, illustrate the built environment of the town one year after the great fire. 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 covering the intersection of 2nd and Richardson streets in Old Town. This map shows Water Street lined by a diverse 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, Matthias Lange's Launch Company facility, and an unnamed boathouse. 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.

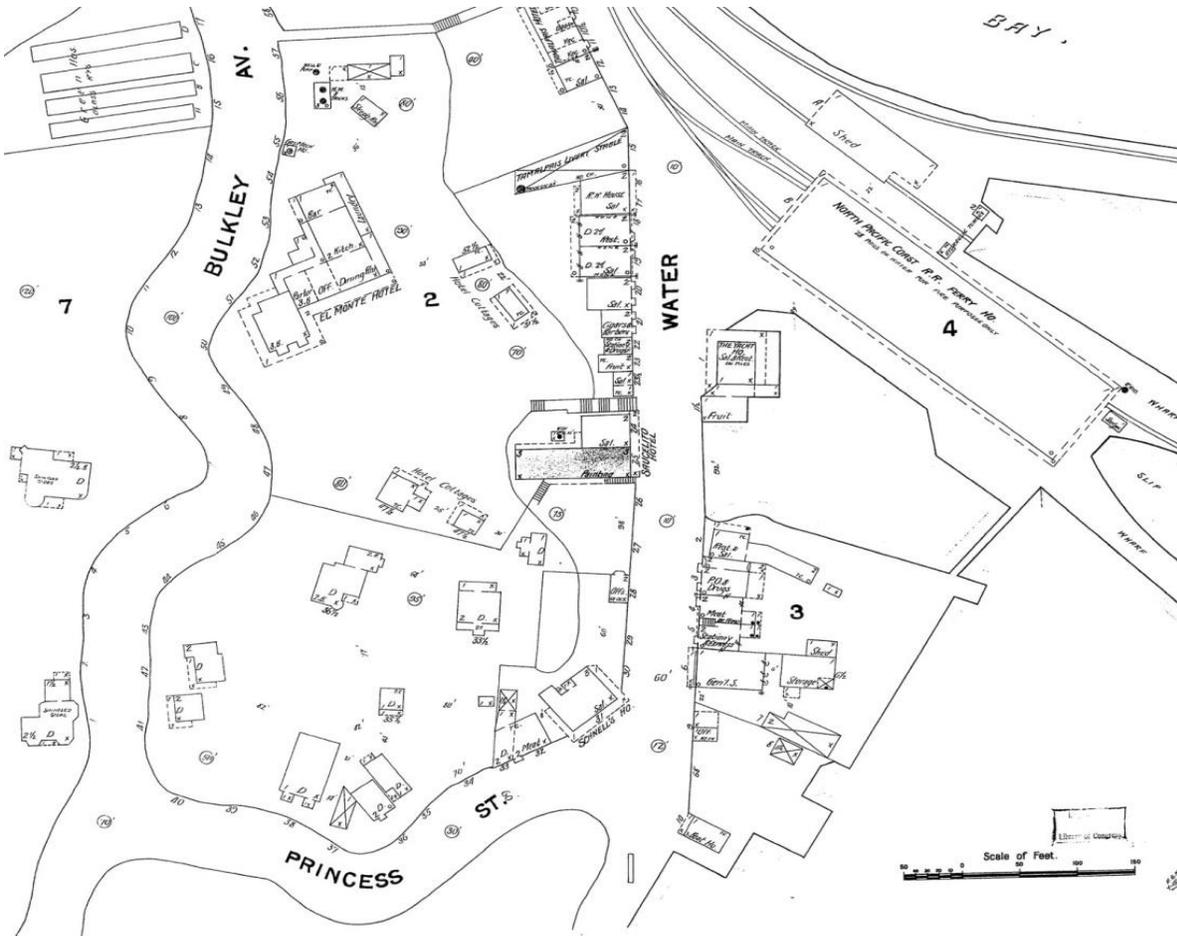


Figure 33. 1894 Sanborn map illustrating Downtown Sausalito.
Source: San Francisco Public Library

Map 2 indicates that heavily fire-damaged Downtown had been reconstructed with several modern commercial blocks (**Figure 33**). The map identifies the El Monte Hotel and cottages on Bulkeley Avenue, the Saucelito Hotel on Water Street, Schnell's House Hotel, the Yacht House Saloon and Restaurant, Sausalito Post Office, and various other unnamed businesses. The map also illustrates a complex of greenhouses near the intersection of Bulkeley and Santa Rosa avenues on The Hill. This complex occupied a portion of the future site of the Alta Mira Hotel. Map 2 ends at the northern edge of Downtown, with the NPCRR ferry terminal and freight shed on Richardson's Bay. Map 3 illustrates a small portion of New Town bounded by Bonita, Locust, Water (now Bridgeway), and Johnson streets. By 1894, New Town had become moderately, if not thickly, developed with several dozen modest one-story cottages and a handful of saloons and markets clustered around the intersection of Johnson and Caledonia streets. Unlike Downtown,

which primarily catered to residents of The Hill, as well as tourists, New Town largely served local residents who were employed along the waterfront.

North Pacific Coast Railroad

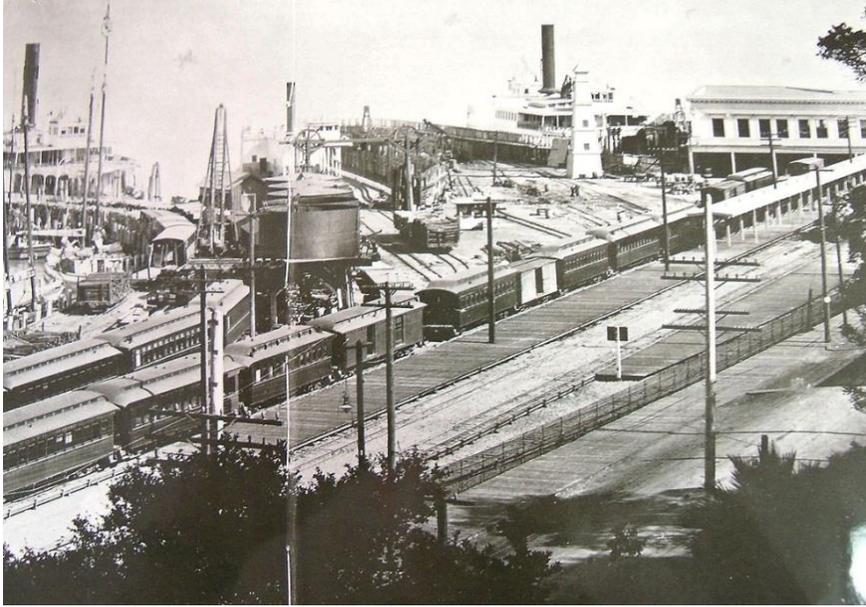


Figure 34. North Shore Railroad Terminal, ca. 1905.
Source: Sausalito Historical Society

The growth of commerce and industry in Sausalito after 1900 was mainly due to its central location and its good railroad and ferry connections. As previously discussed, Sausalito had become the primary gateway from San Francisco to Marin County and the vast “Redwood Empire” to the north. Seeking to capitalize on this business, as well as the growing number of com-

muters traveling between San Francisco and the suburban cottages/weekend retreats that were springing up in Mill Valley, Corte Madera, and Larkspur, the NPCRR rebuilt its rail and ferry terminal in Sausalito in the early 1900s. This new facility consisted of a combination freight and passenger depot capable of accommodating four trains at one time.

In 1902, the North Shore Railroad (later renamed the Northwestern Pacific), a subsidiary of the Southern Pacific, bought out the North Pacific Coast Railroad and rebuilt the Sausalito ferry terminal, increasing the number of ferry slips to three. The company also built a new Neoclassical Revival-style freight and passenger railroad depot (**Figure 34**).⁸² In addition, the railroad began filling “water lots” at the foot of Spring Street to make way for a sprawling new maintenance facility, which by 1909 consisted of an electrical shop, two roundhouses, a machine shop, a blacksmith shop, and various other structures. None of these railroad buildings or structures exist today, having all been demolished after World War II.

⁸² Tracy, 104-5.

Under the direction of its new owners, the North Shore Railroad embarked upon an ambitious scheme to modernize and extend its system throughout eastern and central Marin County. To accomplish this, it converted its remaining narrow-gauge tracks to standard gauge, electrified the entire system, and extended new interurban lines into Mill Valley, Ross Valley, and along Sir Francis Drake Boulevard as far as Fairfax. On January 8, 1907, the Southern Pacific and the Santa Fe merged their rival Redwood Empire holdings into a jointly owned railroad called the Northwestern Pacific Railroad (NWP). The NWP, which remained Sausalito's sole rail service provider until it went out of business in 1941, was headquartered next to the Sausalito terminal.⁸³

Sausalito's Demographics in 1900

The expansion of railroad operations in Sausalito between 1893 and World War I ushered in a period of tremendous growth in the traditionally working-class enclaves of Old Town, New Town, and Spring Street Valley. Previously undeveloped lots in all three neighborhoods were bought by workers employed in local industries, including the railroad, ferries, lumber yards, and food processing plants. An examination of the 1900 U.S. Census schedules for Sausalito reveals a town inhabited by a diverse mix of nationalities, including people of Portuguese, Irish, Italian, Swedish, Swiss, German, Austrian, English, Scottish, Greek, and Chinese descent. The Hill remained largely Anglo-American and English, and Spring Street Valley mainly Portuguese, but the rest of Sausalito's neighborhoods were actually well-integrated. Old Town was mainly inhabited by native-born Anglo-Americans and New Town had many people of Irish, Portuguese, and Italian descent.⁸⁴

Old Town

As mentioned earlier, Sausalito's working-class residents built hundreds of modest workers' cottages for themselves and their families during the late nineteenth and early twentieth centuries, especially in New Town, Woodward Valley, Spring Street Valley, and Old Town. A historic 1906 view of Old Town depicts dozens of hipped and gable-roofed cottages on nearly every block of the neighborhood (**Figure 35**). The photograph also 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 erected on a rectangular tract bounded by 4th, Richardson, and 3rd streets, and the new South School. This tract of cottages, most of which exist today, may have been Sausalito's earliest planned-unit development. These cottages

⁸³ Spitz, 162-3.

⁸⁴ U.S. Census Bureau, Census Schedules for Sausalito, 1900.

joined a growing number of speculative houses in Old Town that happened to coincide with the completion of a new road from the U.S. Army installation at Fort Baker (established in 1897) to Old Town in 1902. This road linked up with Alexander Avenue at the southern edge of Old Town, helping to end Old Town's isolation.⁸⁵



Figure 35. Old Town, ca. 1906; view from south.
Source: Sausalito Historical Society

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, the buildings remain intact and they continue to serve as important reminders of Sausalito's

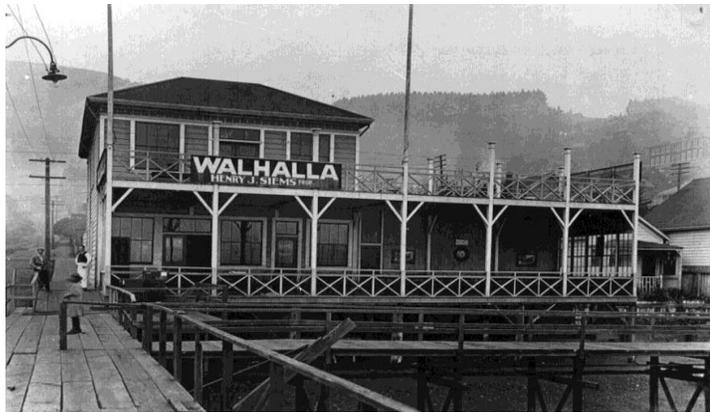


Figure 36. Walhalla, view toward the west, 1910.
Source: Sausalito Historical Society

⁸⁵ "Sausalito Growing," *San Francisco Chronicle* (October 11, 1902).

once-storied nightlife. Walhalla was established in 1893 by Joseph “Al” Lowder on the site of the Saucelito Smelting Works. 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 mythological Nordic Pagan paradise (**Figure 36**). Ca. 1910, Walhalla was taken over by Henry Siems, a fellow German immigrant, who leased it from Lowder. Eventually management reverted to the Lowder family, in the person of Al’s daughter, Annie, who ran the business as a “soda parlor” during Prohibition.⁸⁶ After World War II, 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 1976.⁸⁷



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

⁸⁶ Tracy, 39, 62, 125.

⁸⁷ Sausalito Historical Society, 125.

Castle-by-the-Sea, which also faced Shelter Cove in Old Town, was constructed by a German immigrant barkeep named Peter Wellnitz (**Figure 37**). Built in 1902 at the northwest corner of Richardson and Water streets, the twin-turreted building with apartments on the upper two floors stood on the opposite side of Richardson Street from Cottage-by-the-Sea, a longtime Old Town institution. Author Jack London is rumored to have lived in an apartment on the upper floor of Castle-by-the-Sea while he was writing his maritime novel *Sea Wolf*. Castle-by-the-Sea, which as mentioned still stands, is no longer a bar. The building, which is in residential use, is a Sausalito Landmark listed in the Local Historic Register.



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

San Francisco Yacht Club

The number of saloons in Sausalito continued to grow until the enactment of Prohibition in 1919. During this period, entertainment options for Sausalito's wealthy residents also continued to multiply. The San Francisco Yacht Club, which had been founded in 1868 by directors of the Sausalito Land & Ferry Company, continued to thrive in its 1878 clubhouse located halfway between Old Town and Downtown on Water Street. This clubhouse, a one-story, San Francisco Stick-Eastlake-style building, was destroyed by fire on March 21, 1897. It was replaced in 1898 with a large, three-story, Classical Revival-style building that con-

tinues to stand at 558 Bridgeway (**Figure 38**). The San Francisco Yacht Club remained in business in Sausalito until 1926, when increased ferry traffic and lack of auto parking forced it to move to Belvedere.⁸⁸ The building, which is a contributor to the Downtown Historic Overlay District, previously housed Ondine Restaurant. It is now vacant.

The Pacific Yacht Club, a smaller and more elite club that split off 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 subsequently purchased by Adolph and John Spreckels, who built a weekend cottage and a boathouse on the property. The entire property was redeveloped in the 1960s with a condominium complex at 100 South Street.⁸⁹

Located just north of the former San Francisco Yacht Club is another structure built on a pier over Richardson's Bay. Constructed ca. 1891 and occupied after 1907 by a Norwegian seaman named Matthias Lange, this building, which still stands at 588 Bridgeway, housed Lange's Launch Company for approximately 30 years. The building 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.⁹⁰ The building is listed in the Historic Resources Inventory.

Boatbuilding in Sausalito

Boatbuilding remained one of Sausalito's leading industries for over a century. Indeed, boat repair and construction continue to this day in the Marinship neighborhood. 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 it was 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, the last of 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 complex (**Figure 39**).⁹¹The only remnants of this industry in Old Town include several pilings and other debris from a pier that once extended into Shelter Cove between Main and Valley streets.

⁸⁸ Tracy, 43-9.

⁸⁹ Tracy, 44.

⁹⁰ Tracy, 72.

⁹¹ Tracy, 134.



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

New Town

Another important node of boatbuilding in Sausalito was in New Town, in particular the foot of Napa Street, where a wharf had been built as early as 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. However, Sausalito Shipyard and Marina (formerly Arques Shipyard) is still in business at 2350 Marinship Way.⁹²

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 industrial plants was Mason's Distillery, a massive whiskey-making complex located in an area originally called Leaside, and now called Nevada Street Valley. The plant, which burned

⁹² Tracy, 137.

down in 1962, occupied the site of today's Whiskey Springs condominium complex. Though the distillery property 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 the distillery's looming presence, Nevada Street Valley remained rural until the 1950s. Indeed, historic photographs from the first half of the twentieth century show the distillery surrounded by small farms and open space (**Figure 40**). Mason's Distillery managed to remain open during Prohibition as a manufacturer of "medicinal" alcohol.⁹³ Aside from the name of the condominium complex, nothing of this plant exists today.



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 campaign by the Board of Trustees (the forerunner to the Sausalito City Council) to resolve several longstanding nuisances, including going after the off-track betting

⁹³ Sausalito Historical Society, 91.

parlors and other sources of corruption. In addition, the Board of Trustees began funding civic infrastructure for the town, including a modern fire department; new streets, water mains, and sewers; and several prominent civic beautification projects – chief among them Depot Park.

Depot Park

As mentioned above, the North Shore Railroad, and its successor the Northwestern Pacific Railroad, made many improvements to Sausalito’s ferry and railroad terminal on Water Street between 1893 and World War I. Unfortunately, the new wharves behind the terminal enclosed a portion of Richardson’s Bay. Cut off from daily tidal cleansing, this stagnant body of water turned into a smelly, garbage-strewn “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 blight. He convinced the railroad to fill 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 grass with ornamental plantings bounded by stone curbing and a simple wood-post fence, was completed by 1905 (**Figure 41**). Commenting on the new park, the *Sausalito News* wrote: “Where now stands our spacious depot and beautiful (sic) plaza, there was once only an obnoxious frog pond and the Claudianos (sic) rookeries.”⁹⁴ 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.⁹⁵

⁹⁴ “Sausalito’s New Depot and Park,” *Sausalito News* (April 15, 1905).

⁹⁵ Tracy, 80.

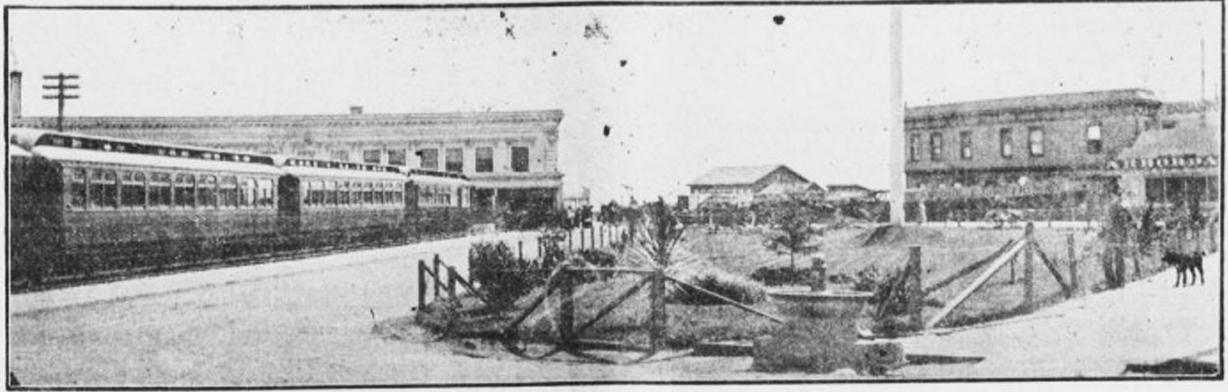


Figure 41. "Depot Park," 1905.
Source: *Sausalito News* (April 15, 1905)

Depot Park became a centerpiece of Sausalito's new and improved Downtown, a meeting place for townspeople and visitors alike, 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 in San Francisco, 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 fairgrounds, had salvaged these features from two exposition pavilions that were about to be demolished. He then 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.



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

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 (Figure 42). Depot Park was renamed Plaza Viña del Mar in 1971, in honor of Sausalito's sister city in Chile. The park is a contributor to the Downtown Historic Overlay District and it is Sausalito's sole California Point of Historical Interest.

Although 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 the street from the Depot, the Sausalito Hotel opened just in time to greet visitors attending the Panama Pacific International Exposition in nearby San Francisco. 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.

O'Connell Seat/Poet's Corner

The prow-shaped intersection of Harrison and Bulkeley avenues contains another early park/landscape feature. Completed in 1901, O'Connell Seat (also known as Poet's Corner) consists of several stone steps and a semi-circular bench that overlooks Richardson's Bay (Figure 43). The monument and the public seating area were designed and built in honor of the poet Daniel O'Connell, a member of San Francisco's bohemian community on Russian Hill, and also a



Figure 43. O'Connell Seat/Poet's Corner.
Source: Christopher VerPlanck

longtime resident of Sausalito. Built on the spot where O'Connell was accustomed to sitting and gazing out at Richardson's Bay and Angel Island, the backrest of the bench is inscribed with lines from his poem, *Chamber of Sleep*, written just ten days before his untimely death.⁹⁶ Though originally funded by private interests, O'Connell Seat/Poet's Corner is now a public park. It is also listed in the Historic Resources Inventory.

⁹⁶ Tracy, 179.

Securing a Dependable Water Supply

In addition to beautifying the town, Sausalito's Board of Trustees worked hard to obtain an adequate and dependable water supply during this period. Ever since the 1860s, local residents had relied upon natural springs and dammed streams in the canyons 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 its three reservoirs.⁹⁷ Unfortunately, these spring-fed reservoirs had to be recharged 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 simply no water to fight it.⁹⁸ After several years of failed attempts 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 began obtaining the majority of its water from MMWD's Lagunitas and Bon Tempe reservoirs on the north side of Mt. Tamalpais.⁹⁹

Additional Civic Infrastructure

By December 1895, portions of Water Street had been paved, or "macadamized," and the Town built concrete and plank sidewalks throughout Downtown. Water Street had previously been unpaved, as shown in this ca. 1900 photograph (**Figure 44**). Prior to paving, the Town laid sewers along Water Street and planned to do the same prior to paving any other street in Sausalito.¹⁰⁰ Nonetheless, as historic photographs indicate, most of Sausalito's streets remained unpaved well into the twentieth century. The entire length of Water Street was not paved until September 1915.¹⁰¹ Sidewalks were also few and far between. Indeed, many of Sausalito's streets still do not have sidewalks, especially on The Hill. Telephone, gas, and electrical lines were gradually installed in town by Pacific Gas & Electric Co. and Pacific Telephone & Telegraph Co. during the early twentieth century. Many of these developments were the result of lobbying by the Sausalito Improvement Club.

⁹⁷ "Several Important Projects for Town Improvement," *San Francisco Call* (December 29, 1895), 5.

⁹⁸ "Sausalito is after Water," *San Francisco Chronicle* (February 5, 1903), 9.

⁹⁹ "Sausalito Has a Great Building Boom," *San Francisco Call* (March 25, 1911), 20.

¹⁰⁰ "Several Important Projects for Town Improvement," *San Francisco Chronicle* (December 29, 1895), 5.

¹⁰¹ "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 (now the site of Purity Shops), these buildings still stand.

Source: Sausalito Historical Society

Although 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 most of San Francisco by fire frightened everyone. 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.¹⁰² Still, nothing happened. Three years later, in 1909, the Board of Trustees established the Sausalito Volunteer Fire Department, which got its own firehouse five years later in 1914. This building, which was originally 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 building is listed in the Historic Resources Inventory.¹⁰³

Sausalito went for decades without having a dedicated city hall. For most of the twentieth century (1925-1974), Sausalito's municipal offices were housed in rented quarters on the second floor of a brick commercial building on Water Street (now 731 Bridgeway). This building, one of Sausalito's finest surviving commercial blocks, was constructed in 1911 as the Sausalito Bank. Its brick exterior, with its finely rendered Classical Revival detailing, remains very much intact (**Figure 45**). Before that, from 1901 until 1925,

¹⁰² "Sausalito to Vote on Improvement Bonds," *San Francisco Chronicle* (September 21, 1906), 4.

¹⁰³ Tracy, 95.

Sausalito's administrative offices were located in a rented house at 62 Princess Street (now The Gables Inn), which is likely one of Sausalito's oldest buildings.¹⁰⁴ Both of these buildings are contributors to the Downtown Historic Overlay District.

In 1907, Mayor Thomas applied for \$20,000 from steel magnate and philanthropist Andrew Carnegie to build a library.¹⁰⁵ Sausalito had had a "free library and reading room" since at least 1888, although it was a private, volunteer organization. The Carnegie Foundation agreed to donate the money to build the library. In return, the Town would provide the property and contribute 10 percent of the building's construction costs for future maintenance.¹⁰⁶ Unfortunately,



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

local taxpayers balked at even this expense, as well as a related attempt by the Town to acquire land at the intersection of El Portal and Water streets for a new civic center, which would include the proposed library. Facing a taxpayers' revolt, the Town canceled the civic center project and the Sausalito Hotel was built on the site in 1915.¹⁰⁷ Additional library sites came up for consideration, including one offered by Mrs. H.C. Campbell on Bulkley Avenue in January 1919. This proposal also failed to gain the support of taxpayers, and the Town was forced to decline the Carnegie Foundation's offer.

Post-1906 Building Boom

With a steady supply of water finally assured and various civic improvements underway, Sausalito experienced its first sustained building boom in the years between the 1906 Earthquake and World War I. This building boom was caused in part by a growing number of San Francisco residents who had moved to Sausalito after the 1906 disaster, with some commuting to the city via ferry. Between 1900 and 1910,

¹⁰⁴ City of Sausalito, *Sausalito Historic District* (Sausalito: Revised Edition, 1997), 9, 12.

¹⁰⁵ "Mayor Thomas Interviewed as to Sausalito's Prosperity," *Sausalito News* (January 5, 1907).

¹⁰⁶ "Sausalito Can Have a Library," *Sausalito News* (July 21, 1917).

¹⁰⁷ "Civic Center for Sausalito," *Sausalito News* (July 24, 1915).

Sausalito's population grew from 1,628 to 2,380. An article in the March 25, 1911 *San Francisco Call* described several important public and private buildings under construction in Sausalito in that year. The article stated that more "fine residences have been built here during the last six or eight months than in the same number of years before."¹⁰⁸

Probably the most important building constructed during the post-1906 building boom was the Sausalito Bank at 731 Water Street. This building, which as mentioned once held Sausalito's government offices, was the city's first "brick and stone business block." Another important project was Tamalpais Union High School, a sprawling public high school campus built in nearby Mill Valley (although shared with Sausalito). Although not as prominent as either of these two buildings, another important building constructed during this era was a business block with flats above built for Broderick and Wright in "North Sausalito." This building, a Classical Revival-style, mixed-use building looks like it



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

could be in San Francisco's Russian Hill neighborhood. Designed by San Francisco architect Henry Geilfuss, it still stands at 117-19 Caledonia Street in New Town (**Figure 46**). Although it was not built, another interesting proposed project from this era was a cable car line that was to have run from Old Town to New Town via The Hill.¹⁰⁹

¹⁰⁸ "Sausalito Has Great Building Boom," *San Francisco Call* (March 25, 1911), 20.

¹⁰⁹ "Sausalito Has Great Building Boom," *San Francisco Call* (March 25, 1911), 20.

World War I in Sausalito

The late 'Teens ushered in several events that impacted the subsequent history of Sausalito for decades. The first was the American entry into World War I in 1917, and the second was the passage of Prohibition in 1919. As its contribution to the U.S. Army's expeditionary force, 140 men from Sausalito shipped off to fight in Europe.¹¹⁰ Five of these men were killed; they are honored with a plaque mounted on a concrete obelisk in Plaza Viña del Mar. Their names: Daniel Madden, John McNeill, João Molles, Alfred Panella, and Ray Van Fleet, indicate the ethnic diversity of Sausalito's population at the time. The war was over in a little over a year, and although the families and friends of those who were killed felt the impact, the war did not have anything approaching the impact that Prohibition would have on the small 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. This act, which was implemented in 1920 with the ratification of the Twentieth Amendment, prohibited the manufacture or distribution of alcoholic beverages in the United States. "Prohibition," as the law was popularly known, was at first widely ignored in Sausalito. Indeed, one of the town's biggest employers, Mason's Distillery, remained in business – openly defying the law. It was not until state and federal authorities began cracking down in the early 1920s that Sausalito became notorious for its defiance. Because of its strategic location near the northern end of the Golden Gate, as well as its proximity to Marin County's many secluded coves, Sausalito became one of the most important transshipment points for liquor smuggled into the United States from Canada and México. Stored in the basements of houses and in the lofts of commercial buildings, rum runners would then take the illegal "hooch" into San Francisco late at night by boat. Sausalito also had its share of "speakeasies" and "blind pigs," where alcohol was served to locals and visitors alike. Furthermore, several saloons that had nominally been converted to restaurants or "soft drink parlors," including the Walhalla, continued to provide alcoholic beverages on the sly.

For the most part, Prohibition did not have a noticeable impact on Sausalito's built environment, although many properties were doubtlessly modified inside to store, manufacture, and even serve contraband liquor. However, by design, these changes would not have been visible from the street. One interesting footnote from the Prohibition era in Sausalito involves one of the city's most architecturally significant

¹¹⁰ Tracy, 120.

houses, the Adolph Sylva Mansion at 428 Turney Street in New Town. This mansion was built in 1897 for Adolph Sylva, Sausalito's pro-poolroom political boss (**Figure 47**). After changing hands in 1907, the building's new owner, N.P. Yost, converted it into a boardinghouse. For a short time between 1932 and 1933, Chicago gangster George "Baby Face" Nelson lived there with his wife and child. While he was in "hiding" in Sausalito, Nelson worked as a bartender at Walhalla.¹¹¹ The Sylva Mansion is listed in the Historic Resources Inventory and it is mentioned in *Here Today*.



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

Sausalito Woman's Club

World War I nipped Sausalito's post-1906 building boom in the bud. Few new buildings were constructed during the war and the rest of the 'Teens. 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 a clubhouse. They hired Julia Morgan, one of California's most important architects, for the commission. Morgan, one of a handful of licensed female architects in California, had designed several women's clubs, including clubhouses in Berkeley, San Luis Obispo, and Saratoga. Completed in 1918 at a cost of \$5,000, the building is an excellent example of the First Bay Region Tradition and it is



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

¹¹¹ Tracy, 126-7.

an important work of Julia Morgan.¹¹² It is also one of only four properties in Sausalito that is individually listed in the National Register of Historic Places.

1919 Sanborn Maps

Sausalito's year-round population reached 2,790 in 1920, a little over 400 more than had been recorded in 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 at times 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 the town, by 1919 there were 14 maps, encompassing all of Old Town, Downtown, New Town, Spring Street Valley, and most of The Hill.

The 1919 Sanborn maps begin with Map 1, which covered Nevada Street Valley, an area then called "North Sausalito." Mason's Distillery was shown as 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 several dozen workers' cottages and a compact commercial district at the corner of Spring and Bonita streets opposite the sprawling Northwestern Pacific Railroad yard. A large ravine cut through Spring Street Valley, rendering portions of several streets impassible and likely hampering development of the straggling railroad workers' community.

Maps 5 and 6 cover New Town. By 1919, New Town was a thriving urban district of workers' cottages, a commercial district along Caledonia Street, and an industrial zone on the waterfront 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 the intact row along the south side of Locust Street (**Figure 49**). With construction dates ranging 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 primary street façades.

¹¹² Tracy, 119.

Maps 7-13 illustrate The Hill and Downtown. The Hill was not urbanized to the same degree as New Town, except for along Bulkeley and Harrison avenues, where development was more intensive because of its



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

proximity to Downtown. The rest 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 terminal to the winding hillside streets of The Hill. The 1919 Sanborn maps depict Downtown as a linear, urban commercial district consisting of two and three-story commercial blocks along Water, El Portal, and Princess streets. Most of the buildings were located along Water Street (now Bridgeway), which ran along 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 counterparts, New Town and Spring Street Valley, 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 in Old Town at that time 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 store, a paint store, a laundry, and a garage comprised a compact business district along 2nd Street.

The 1919 Sanborn maps show Shelter Cove lined by a long wooden wharf, where Castle-by-the-Sea and 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 1930.¹¹³ During this period residents applied for 215 building permits, in comparison with the 125 building permits granted between 1910 and 1920.¹¹⁴ The 1920s-era building boom was in part a nationwide phenomenon, fueled by cheap credit and optimism that the prosperity of the "Roaring Twenties" would continue indefinitely. Other factors included the ongoing suburbanization of southeastern Marin County. Although private automobiles had made an appearance in Sausalito as early as 1902, they remained a plaything of the rich until the early 1920s, when falling prices made them affordable to a much wider sector of society. By the 1920s, autos had actually become a nuisance in Sausalito. Congestion became especially bad following the opening of the Golden Gate Ferry Company in 1922, which carried passengers' autos. By the mid-1920s, especially on weekends, Water Street was gridlocked. Another factor was that periodic fare wars between the Golden Gate Ferry Company and the Northwestern Pacific were making auto commuting to San Francisco affordable and easy for many Marinites.¹¹⁵ Increasing automobile ownership decoupled housing from having to be within walking distance of transit, making remote and steeper hillside lots increasingly desirable for residential development.

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 several dozen "California" bungalows. This residential building type is 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 property is listed in the Historic Resources Inventory.

¹¹³ U.S. Bureau of the Census.

¹¹⁴ Marin County Assessor's Office.

¹¹⁵ Tracy, 129-31.



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

Downtown Sausalito, mostly built-out after the 1906 Earthquake, still had several vacant lots remaining north of El Monte Lane, and also several south of Princess Street. Nearly all of the commercial buildings constructed on these lots during the 1920s were built of modern reinforced-concrete. In contrast to earlier brick or wood-frame buildings, concrete was relatively inexpensive and required less skilled labor. It was also more durable and could carry heavier loads, making it perfect for garages and industrial buildings. With the influx of automobiles in the 1920s, it soon became apparent that Sausalito needed a place to store them. One of the most idiosyncratic buildings constructed Downtown in the 1920s was 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 World War II and then into a shopping center during the 1960s. It is now an annex to the Casa Madrona Inn.



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

The old Bank of Sausalito Building at 715 Bridgeway is another important 1920s-era, concrete commercial building. 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.

The Depression

The Depression hit Sausalito very hard. Its population actually dropped slightly, from 3,667 in 1930 to 3,540 in 1940. Meanwhile, during the same period the number of building permit applications plummeted from 215 to 72. Much of the new construction during the Depression consisted of additions to existing structures or accessory dwelling units. In addition, there were several infill projects in Old Town and New Town, as well as a few houses constructed in the newly urbanizing area above New Town. Stylistically speaking, most buildings constructed during the 1930s were either utilitarian or finished in a nondescript version of the Mediterranean style. Despite the “dull times” in Sausalito, major changes were just around the corner with the planning and the construction of various public works projects, including the Golden

Gate Bridge, 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 construction 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 exclusive 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, architectural styles, 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 San Francisco Stick-Eastlake and Queen Anne-style Victorians of the 1890s to 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 theirs with newer and more modern houses, including “Hazel Mount,” at 86 San Carlos Avenue (**Figure 52**). This large, Anglo-



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

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.

Similar to Hazel Mount, several of the houses built on The Hill during this period were designed in popular Period Revival styles, especially the English-inspired “Jacobethan” style. There are several examples of this style on The Hill, as well as 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**). These four houses, all built in 1925, share the same steep-gabled slate roofs, mediaeval detailing, and casement windows typical of seventeenth-century English architecture.



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



Figure 54. Jacobethan-style house at 62 North Street.
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 an intact row on Easterby Street in Spring Street Valley (**Figure 55**). By the 1920s, the Craftsman style was in vogue, and many of the houses built for Sausalito’s working-classes were designed in variants of this style, including what appear to be some mail order “kit” bungalows offered by companies such as Sears, Roebuck & Co., Pacific Ready Cut Co., and Aladdin. Good examples include 411 Main Street in Old Town (1925) (**Figure 56**) as well as a pair of cottages at 421 and 427 Turney Street in New Town (1923) (**Figure 57**).



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



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



Figure 57. Craftsman cottages at 421 and 421 Turney Street.
Source: Christopher VerPlanck

Two other residential styles, both of which are considered to be offshoots of the eastern Shingle style – the First Bay Region Tradition and the Dutch Colonial Revival style – were 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 and broken pediments, is a ca. 1910 house at 17 Sunshine Avenue on The Hill (**Figure 58**). Though modest in terms of its scale, this house is characteristic of an aesthetic movement popular for its rustic and naturalistic qualities – perfect for Sausalito. Furthermore, this house’s shingle cladding, contrasting painted trim, and fieldstone foundation, are emblematic of the First Bay Region Tradition, an indigenous style developed in Northern California whose hallmarks included the use of natural unprocessed materials, modest exterior ornamentation, and a concern with the integration of building and site. Leading practitioners of the First Bay Region Tradition included Willis Polk, Julia Morgan, and Ernest Coxhead, all of whom realized multiple buildings in Sausalito.



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

The Mission Revival and Spanish Colonial Revival styles, though very popular residential styles throughout California during the 1910s and 1920s, are not widely represented in Sausalito. Although examples exist, including a very well-preserved Spanish Colonial Revival cottage at 21 Sunshine Avenue, English and other Northern European-inspired Period Revival styles were much more popular in Sausalito during this period.

Reasons for this discrepancy are not known, but it may have had to do with Sausalito's large English expatriate community. In addition, the town's heavy tree cover, as well as its periodically foggy and windy climate, may have seemed more evocative of Northern Europe than Mexico or the Mediterranean.

Commercial Properties

Initially most of the commercial buildings constructed after the 1893 fire were not that different from their predecessors. Indeed, most were of wood-frame construction, two or three-stories in height, and designed in popular Late Victorian styles, including the San Francisco 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).



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

Originally built as a livery stable, this building features a hybrid Queen Anne/Eastlake façade clad in scalloped shingles and capped by 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.

Although most of the commercial buildings built in the decade following the 1893 fire are fairly conservative, several stand out for their innovative use of fire-resistant materials and/or for their sophisticated ornamental programs. The most prominent example is the former Sausalito Bank/Sausalito City Hall (1894) at 729-31 Bridgeway. This building is discussed above on page 79. A comparable building, also built of brick, is the Becker Building (1897) at 666-68 Bridgeway. Built by local businessman and politician Christopher Becker as a stationery store (with Becker's office upstairs), this well-preserved commercial building is an elegant and efficiently designed commercial block that stands out from its less-adept Victorian-era counterparts (**Figure 60**). The Becker 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**). Initially built to serve tourists attending the Panama Pacific International Exposition, the Sausalito Hotel has remained a centerpiece of Downtown’s waterfront streetscape. Embracing the future with its unique styling, the Sausalito Hotel represented a notable departure from the older Victorian hotels of Sausalito, especially the nearby El Monte. The Sausalito Hotel is a contributor to the Downtown Historic Overlay District.

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 several decades. Although it still stands, the Alta Mira is no longer in use as a hotel. It is listed in the Historic Resources Inventory.

The most important commercial district outside of Downtown is Caledonia Street in New Town, and the most significant commercial building constructed during this period is a mixed-use building at 117-19 Caledonia Street discussed above on page 80. 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 stands at 215 Bridgeway, is a well-preserved example of a San Francisco Stick-Eastlake-style, mixed-use commercial building



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



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

in Sausalito (**Figure 62**). Unlike most buildings in Sausalito, it looks as if it was moved from San Francisco – which may have actually been the case. 215 Bridgeway has no formal historic status.

Industrial Properties

There are no known purpose-built industrial properties dating to the period 1893-1937 remaining in Sausalito. Those that were built during this period, including several boatyards, railroad shops, and warehouses, as well as a distillery and an airplane factory, were located along the waterfront. All were demolished after World War II.

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 surviving examples in all of Northern California. It is listed in the Historic Resources Inventory.



Figure 62. 215 Bridgeway.
Source: Christopher VerPlanck



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

Government/Institutional Properties

Sausalito’s population did not exceed four thousand until after World War II. With such a small population, including many who were reluctant to tax themselves to pay for civic improvements, it is perhaps not surprising that Sausalito has so few public buildings dating from this period. As mentioned previously, until the 1970s, Sausalito rented space for all of its civic offices in privately owned buildings. The only two surviving public buildings from this period include the new Central School (1926) at 420 Litho Street (now Sausalito City Hall and Library) (**Figure 64**), and the former Sausalito Firehouse (1914) at 539 Bridgeway. Both are included in the Historic Resources Inventory.



Figure 64. Sausalito City Hall.
Source: Christopher VerPlanck

Public Open Space/Public Art

This period witnessed the beginning of Sausalito’s public parks program. Constructed in 1904 and 1901, respectively, Sausalito’s two surviving parks from this period, Depot Park (now Plaza Viña del Mar) and O’Connell Seat/Poet’s Corner, are discussed above on pages 74-76. Plaza Viña del Mar is a contributor to the Downtown Historic Overlay District and O’Connell Seat/Poet’s Corner is listed in the Historic Resources Inventory.

Other Public Infrastructure

After Sausalito incorporated in 1893, the Board of Trustees set to work raising money to build and pave streets and sidewalks and construct 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. Most of this infrastructure is not easily visible – if it is visible at all – and much has likely been replaced.

Significance Thresholds

The period spanning the years 1893 to 1937 is a very complex era in the development of Sausalito, in large part because it encompasses the late Victorian and Edwardian eras, the 1920s building boom, as well as most of the Depression. This period marks the greatest episode of development in Sausalito until the post-World War II 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 also date from this period. The Hill continued on its familiar path as an upper-class residential/resort enclave during this period as well.

Potentially there could be scores 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 encompassed within the Downtown Historic Overlay District, is eligible for listing in the National Register. Though not as intact as Downtown, portions of New Town's commercial district along Caledonia Street may be eligible as a local historic district as well. 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 that could potentially qualify as historic districts. These would likely be eligible under National Register Criterion C (Design/Construction) and the corresponding California Register Criterion 3. In regard to non-residential properties, the most significant and most likely eligible for listing in the National Register and the California Register include First Presbyterian Church, Old Central School/City Hall, O'Connell Seat/Poet's Corner, and Plaza Viña del Mar.

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

This period, bracketed by the opening of the Golden Gate Bridge in 1937 and the end of World War II, is vastly shorter than the period that comes before it, but that is because so many more changes – both physical and social – came to Sausalito in those eight years than during the preceding 44 years. During this brief period, Sausalito’s importance as a transit node began to erode, especially following the opening of the Golden Gate Bridge and the resulting demise of passenger railroad and ferry service. In 1941, the U.S. entry into World War II resulted in even bigger changes. Sausalito’s strategic location just inside the Golden Gate, as well as its good rail connections to the rest of the United States, resulted in the small city being chosen as the location of one of 18 “Emergency Shipyards” funded by the U.S. Maritime Commission. Construction of the Marinship shipyard in 1942-43 resulted in huge physical changes to Sausalito, especially the transformation of hundreds of acres of marshland and isolated buildings into a vast industrial district. Societal changes also accelerated; during this period the city’s population doubled, causing many native-born and long-time residents to feel besieged in their own town, as thousands of outsiders flocked to Sausalito. More detail on this period is provided in the *Marinship Historic Context Statement* available here:

<https://www.sausalito.gov/home/showdocument?id=9344>.

Lingering Effects of the Depression

While Sausalito’s wealthy were cushioned against the worst ravages of the Depression, their fellow townspeople struggled to find work. The boatyards, which had provided employment for generations of Sausalitans, had begun dwindling in number, and the ones that survived cut their output. In addition, automation had reduced the number of shipwrights needed in this traditional industrial sector. Other industries were affected by the economic downturn. The railroads and ferries, which both employed hundreds of working-class Sausalitans, faced an uncertain future as people increasingly chose to travel via private automobile.

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 many smaller 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 upon their bay views.¹¹⁶ Similarly, a fish cannery proposed for New Town was nixed because Hill residents feared the odors. Yet another stillborn project was Albert von der Werth's proposed Golden Gate Yacht Harbor, a 300-berth, \$360,000 yacht harbor and fishing pier also proposed for the former Nunes & Sons boatyard site. Though the project qualified for funding from the New Deal Public Works Administration (PWA), its local boosters failed to raise the matching funds.¹¹⁷

Golden Gate Bridge

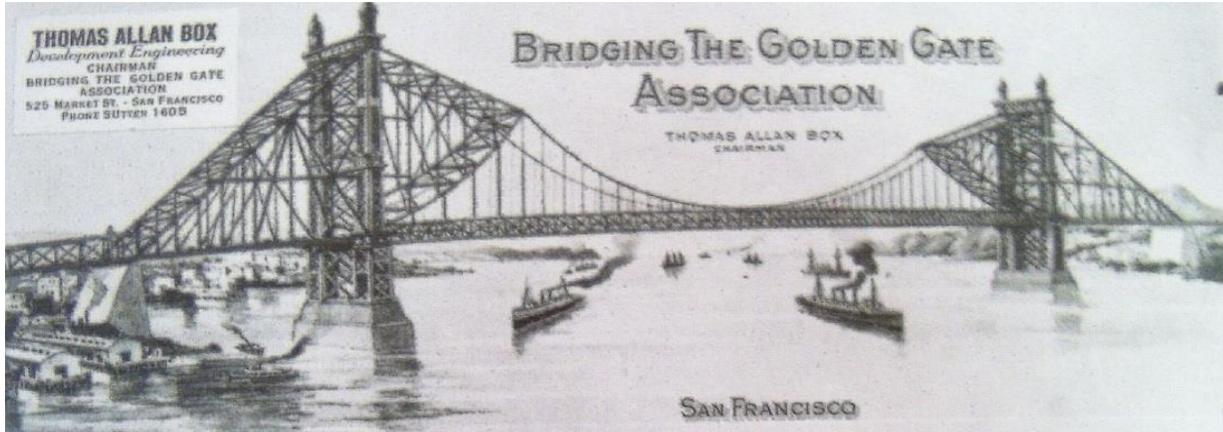


Figure 65. Alternate design for the Golden Gate Bridge, ca. 1930.
Source: Sausalito Historical Society

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 roughly mile-long strait between San Francisco and Marin County. In addition to the engineering challenges inherent in bridging the 6,700-foot-long gap in the Coast Range, boosters faced stiff opposition from those who feared its potential aesthetic impact. Indeed, several of the early proposals were undeniably hideous (**Figure 65**). As the proposed bridge project gained momentum, many Sausalitans hoped that it would ensure the city's prosperity by providing a direct highway link to San Francisco—a boon to both commuters and day-trippers alike. Others feared being swamped by crushing automobile traffic and mourned the almost certain demise of the ferries and the railroads.

¹¹⁶ Tracy, 138.

¹¹⁷ "\$360,000 Yacht Harbor for Sausalito," *San Francisco Chronicle* (July 13, 1934), H11.

According to several polls, most Sausalitans were in favor of the bridge, mainly because they thought it would resolve the hopeless traffic situation Downtown. Others hoped that property values would go up as Sausalito became more accessible to commuters. Owners of the steep hillside pastures and eucalyptus groves on the ridges above town were especially excited because the proposed highway cut leading to the bridge from the north would open up their previously inaccessible holdings to potential development.¹¹⁸ Indeed, the Waldo Grade approach was devised as an alternative to building an elevated highway along Sausalito's waterfront. Although most people were glad that a Downtown-destroying viaduct would not be built, at the same time they had no desire to be entirely cut off from U.S. 101. In response, a compromise was devised which involved the construction of a WPA-financed "lateral" that would allow motorists to exit the bridge and travel directly into Sausalito on a new road through Fort Baker.

After years of careful planning by engineers Joseph Strauss and Leon Moisseiff and architects Irving and Gertrude Morrow, construction of the Golden Gate Bridge began at Lime Point in Marin County on January 5, 1933. Several Sausalito businesses benefited from the construction project, including the boat builders Madden & Lewis, which built the coffer dams around the tower foundations.¹¹⁹ 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 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 Highway 101 (also known as the Redwood Highway), paralleled the Northwestern Pacific Railroad tracks from the northern city limits to San Carlos Avenue. At San Carlos Avenue the new highway joined Water Street, forming a continuous link between Waldo Point and the Sausalito Lateral, then under construction through Fort Baker. The construction of the new highway resulted in the condemnation and demolition of most of the remaining industrial properties along the waterfront. Completed in 1936, the business segment of the Redwood Highway was soon renamed Bridgeway Boulevard. In 1938, the name was simply shortened to "Bridgeway."¹²⁰

¹¹⁸ Tracy 146.

¹¹⁹ Tracy, 148.

¹²⁰ 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, and in 1936, the railroad petitioned the state to abandon all of its commuter rail lines. The state acceded and the final interurban departed Sausalito's depot on March 1, 1941 (**Figure 66**).



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

Steam passenger rail service

continued until November 1941.¹²¹ The elaborate terminal building was subsequently boarded up, awaiting demolition. Regularly scheduled ferry service also ended in 1941, though it would temporarily resume during World War II to transport San Francisco workers to and from Marinship.

Marinship

Although the Marinship area is not part of this study, the construction of the shipyard during World War II had huge social and physical impacts on Sausalito that extended well beyond the shipyard boundaries. As mentioned, 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 along various points of the U.S. coastline. 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 launched 93 major vessels during the war, including 15 Liberty Ships and 78 T-2 tankers and oilers.

¹²¹ Tracy, 155. Freight service to Sausalito actually continued another three decades, terminating in 1971.

The shipyard also repaired 23 vessels and was in the process of constructing landing barges for the invasion of Japan when the Japanese government surrendered to Allied forces in September 1945.¹²²

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 to fill the marshland where the state-of-the-art, six-way shipyard would be built.¹²³



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

Bechtel broke ground on March 28, 1942. Gradually, over the next few months, construction crews 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 both 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.¹²⁴

¹²² Christopher VerPlanck, *Marinship Historic Context Statement* (San Francisco: 2011), 1.

¹²³ "A Dreamy Sausalito Hill is Now a Warfront," *San Francisco Chronicle* (March 23, 1942), 8.

¹²⁴ Christopher VerPlanck, *Marinship Historic Context Statement* (San Francisco: 2011), 1.

Marinship's Impacts on Sausalito



Figure 68. Former Marinship Hiring Hall.
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-exempt senior citizens, teens, and women, as well as racial minorities – particularly African Americans. Many of the White workers were pejoratively known as “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's Financial District. When the crush of applicants became too much to handle, the recruiting office was moved into a former garage at 200 Caledonia Street in Sausalito's New Town (**Figure 68**). The hiring hall was located off the shipyard property because of security concerns. Only once a worker was hired and vetted, was he or she allowed to enter the shipyard.

Once hired, trainees were taken to the Training Center, a one-story, wood-frame building located in the “West Area” of Marinship – an area bounded by today's 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 private schools. Several former Marinship-era buildings survive in this part of Sausalito, including the former Marinship Cafeteria (**Figure 69**) and the Training Administration Building. Both have been reused as schools, art centers, and other semi-public functions.



Figure 69. Former Marinship Cafeteria.
Source: Christopher VerPlanck

The influx of tens of thousands of mostly out-of-state shipyard 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 the surrounding countryside. Only a small portion of Marinship employees could find housing in a town whose population was less than one-fifth of the entire shipyard's workforce. Seeking to take advantage of the demand for housing, many people in Sausalito created accessory dwelling units in their houses (often without permits), which they then rented to Marinship workers, including this basement unit that was carved out of a ca. 1890 house at 423 Locust Street in New Town (Figure 70).



Figure 70. Vernacular cottage at 423 Locust with later basement unit.
Source: Christopher VerPlanck

The shortage of housing exacerbated growing tensions between local 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.”¹²⁵ Locals frequently complained about all the “Okies” or “Arkies” hanging around. Some of the newcomers had rural habits that clashed with local lifestyles. Crime also grew, along with the proliferation of bars and honky-tonks serving the newcomers.¹²⁶ Racial tensions also increased as nearly all-White Sausalito experienced a large influx of African American war workers. Cultural differences were not the only stumbling block; Sausalito’s population had doubled to 7,000 people by early 1943, increasing competition for everything from rationed food and gasoline to space in restaurants and bars. Meanwhile, parking spaces on city streets were lined with cars with license plates from Oklahoma, Texas, and Arkansas and Western Swing and Cowboy Boogie blared from bars on Bridgeway.¹²⁷

Marin City

Although some shipyard workers could (and many did) live in San Francisco, finding housing in the city was difficult because war workers had flooded San Francisco too, pushing up rents and reducing the supply of housing there. Furthermore, gasoline and rubber were rationed, making commuting by car infeasible for many. In addition to subsidizing ferry and bus lines between Sausalito and San Francisco, the National Housing Authority decided to build an entirely new community north of Sausalito to house war workers. Planned for the rural Waldo Valley between Sausalito and Mil Valley, Marin City, as it was called, got underway in the summer of 1942. Marin City, which is today located just outside the city limits of Sausalito, grew to include 1,500 family housing units, including 700 apartments and 800 detached or semi-detached houses (**Figure 71**). There were also dormitories for about 1,000 single workers. Marin City was designed by local architect Carl Grommé. Though the project was only intended to serve the duration of the war, Grommé designed the buildings to last indefinitely. The fully integrated community of 6,000 people – one-third larger than Sausalito at the time – was not demolished after the war.¹²⁸

¹²⁵ Charles Wollenberg, *Marinship at War: Shipbuilding and Social Change in Wartime Sausalito* (Berkeley: Western Heritage Press, 1990), 85.

¹²⁶ Wollenberg, 84.

¹²⁷ Wollenberg, 85.

¹²⁸ “Marin City,” *San Francisco Chronicle* (May 12, 1945).

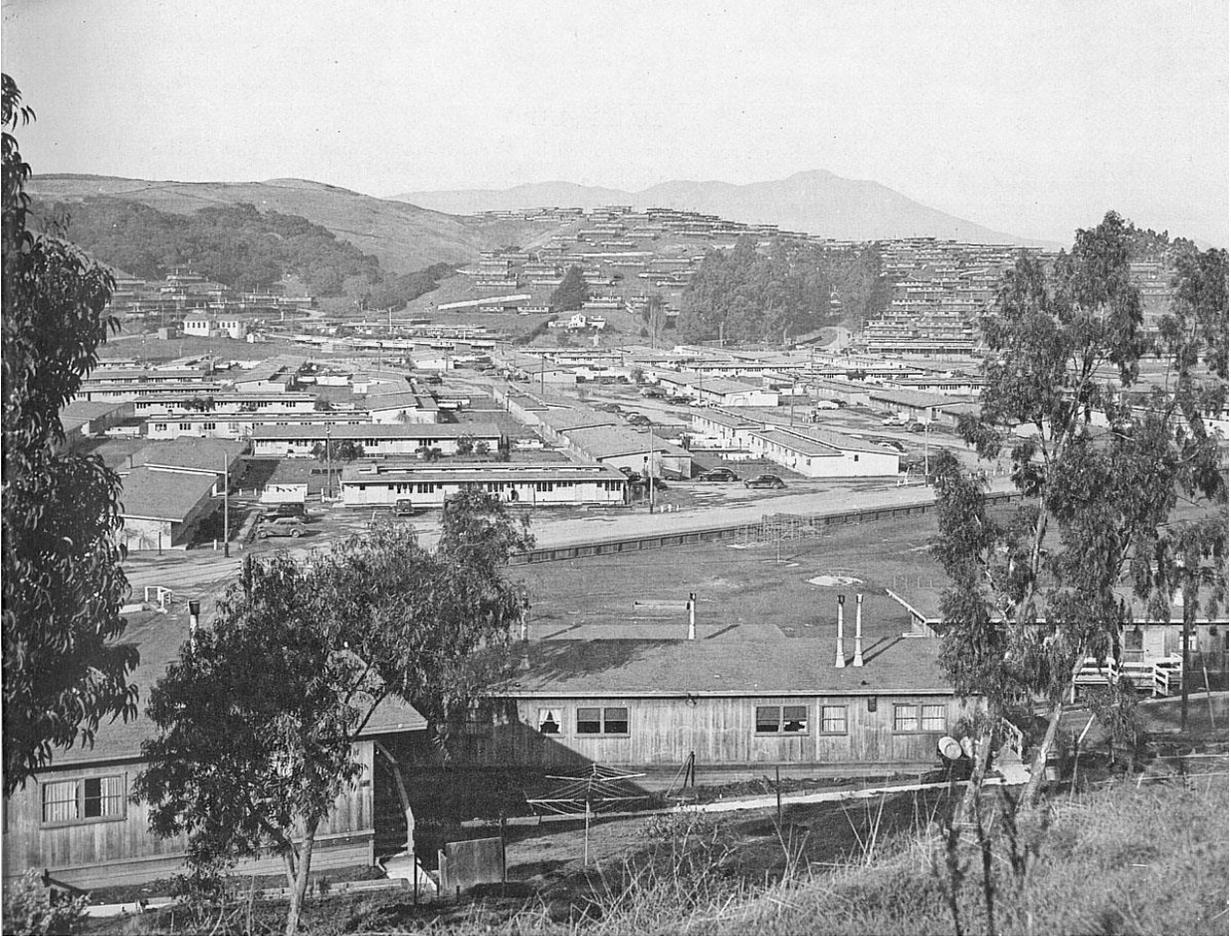


Figure 71. Marin City, looking north, ca. 1944.
Source: Richard Finnie, *Marinship: The History of a Wartime Shipyard*

World War II Ends

By the summer of 1945, Marinship had begun switching production from tankers to the landing craft (called by their code name of “Dagwood”) needed for the anticipated seaborne 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 tanker *Mission San Francisco*, on September 8, 1945, nearly a week after the war had ended. Although Marinship’s management had hinted that they might keep Marinship open after the war, the shipyard was suddenly and 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 as it was decommissioned.

Representative Property Types – Golden Gate Bridge, Redwood Highway, and World War II (1937-1945)

In contrast to the previous periods, the period spanning the years 1937-1945 is only associated with one of the themes identified in Chapter III: “Pearl Harbor and Beyond – Marinship Transforms Sausalito.” Outside Marinship, very few new buildings (67) were constructed in Sausalito during this time. During the Depression there was virtually no demand for new housing and during World War II most private construction activity was put on hold to conserve rationed building materials. Although the population of Sausalito nearly doubled between 1940 and 1945, nearly every one of those 3,500 people who were shoe-horned into the city lived in temporary accessory dwelling units, rented rooms, or in trailers set up on empty lots. During the war itself, only 24 new buildings were constructed, and many of these were either freestanding accessory dwelling units or buildings moved from elsewhere in the city. Most of the new construction was government-sponsored, including 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, Downtown (Figure 72). This distinctive modernist building has a semi-circular vaulted roof that perhaps coincidentally resembles the Marinship buildings a few miles north. It was built by a Northern California grocery chain that used this distinctive design for all of its stores, which at one point extended as far south as Fresno and as far north as Fort Bragg.



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

The building was remodeled in 1980 as a complex of gift shops and a restaurant. Though it was not new construction at the time, another notable commercial building dating from this period is the former Northwestern Savings and Loan Building at 671 Bridgeway. Originally a 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 short but important one in the history of Sausalito, encompassing only the tail end of the Depression and World War II. 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.

F. *Post-war Development (1946-1975)*

The end of World War II was greeted with a collective sigh of relief by most Sausalitans, many of whom were happy to have their community back. However, the Sausalito that they had known before the war would not return. As most of the migrant shipyard 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 city's population reached 4,828 in 1950, Sausalito's highest recorded population in any decennial census to date, but still about 2,000 shy of the high-water mark of 7,000 that the city was estimated to have reached in 1943.

Despite the influx of thousands of African American shipyard workers to the Sausalito area during World War II, the population of Sausalito remained overwhelmingly White (99%) in 1950, with 10.5% of that total being foreign-born (mainly Portuguese and Italian).¹²⁹ Meanwhile, the adjoining unincorporated enclave of Marin City evolved into a largely African American community as White shipyard workers returned to their home states or moved elsewhere in the region. During the 1950s and 1960s, Marin City attracted more African Americans, as relatives of former shipyard workers moved to California from the Mississippi Delta, Texas, and Oklahoma to escape the strictures of the Jim Crow South. But with racial covenants still commonly used in many Bay Area communities – including Sausalito – Marin City's African American population had few alternative housing choices, forcing them to stay in Marin City. Sausalito had the opportunity to annex Marin City in 1947, but it chose not to do so, a decision that continues to have ramifications to the present day. 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**).¹³⁰ Indeed, the rest of Nevada Street Valley was not annexed until the early 1980s.

¹²⁹ U.S. Bureau of the Census.

¹³⁰ "Judges won't Interfere in Sausalito," *San Francisco Chronicle* (August 1, 1947), 2.

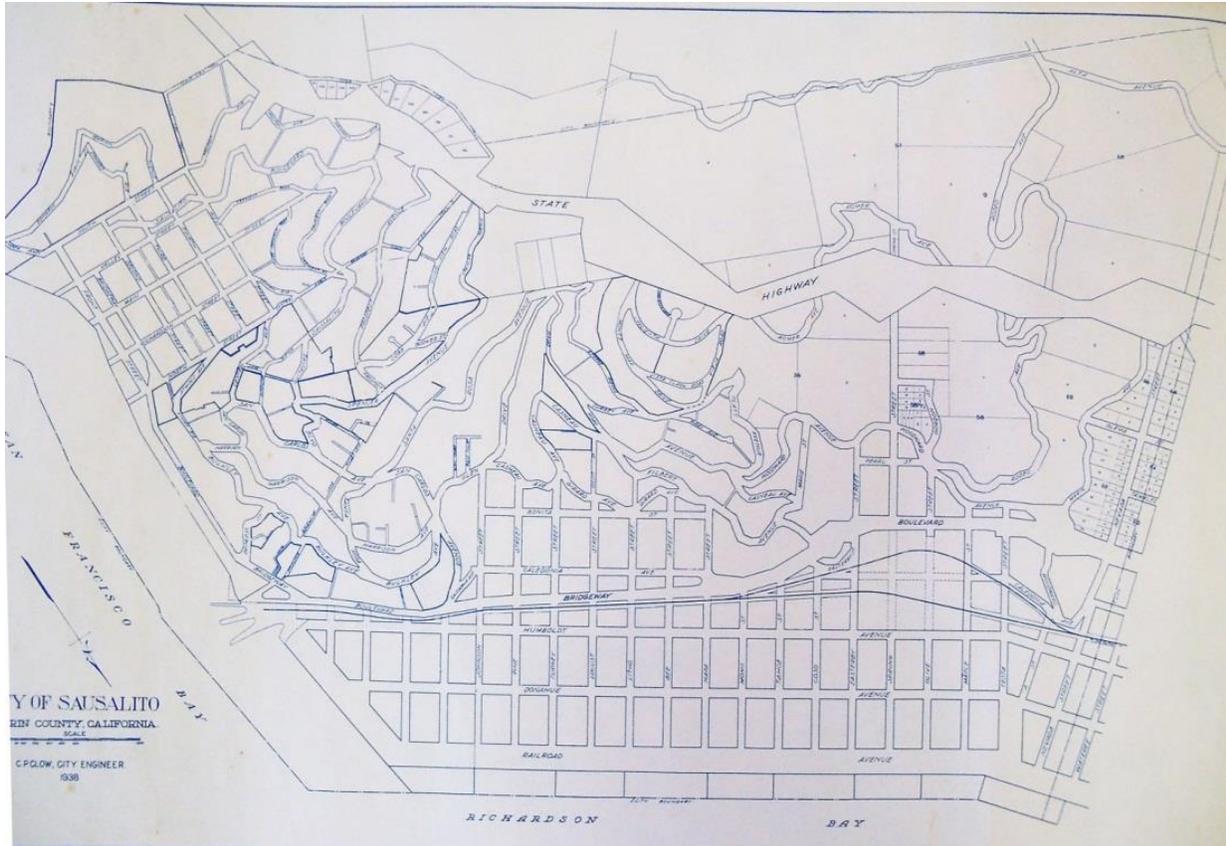


Figure 74. Official Map of Sausalito, 1938.
Source: Sausalito Department of Community Development

Tension between overwhelmingly White and middle-to-upper-class Sausalito and historically Black and working-class Marin City characterized much of the postwar era. Newspapers from the 1950s and 1960s contain many articles documenting tensions between Blacks and Whites, including discriminatory treatment of African American patrons by some local businesses, bar fights, and the tacit acknowledgement of the de-facto segregation of Black children in under-resourced public schools.¹³¹ Although Sausalito never formally annexed the unincorporated community, Marin City remained within Sausalito's sphere of influence until 2010, when it was removed. Nevertheless, the histories of the two communities remain intertwined, and Sausalito and Marin city continue to share an elementary school district and sewer infrastructure.¹³² Sausalito's historical relationship to Marin City continues to have ramifications to the present day,

¹³¹ "Police Order Negroes out of Sausalito," *San Francisco Chronicle* (November 3, 1946), 9.

¹³² Tamalpais High School is shared by Sausalito, Marin City, Mill Valley, Strawberry, and the unincorporated West Marin communities of Bolinas, Muir Beach, and Stinson Beach.

as evidenced by the 2019 court order to end unequal treatment of Black students attending a segregated school in Marin City.¹³³

Marinship Reuse

Although there had been some hope that Bechtel would keep Marinship open after the war, the market for new freighters and tankers simply evaporated after the cessation of hostilities. Furthermore, Marinship was only designed to be a temporary facility. Though visually substantial, the buildings of Marinship were lightweight wood-frame structures clad in painted plywood. Designed to last for only a few years, most of Marinship's 30-odd buildings did ultimately survive, albeit entirely re-clad in more permanent materials. Of these, only the former Marinship Machine Shop retains its original appearance, including its plywood sheathing, barrel-vaulted roof supported by bowstring glulam trusses, and wooden ribbon windows. As such, it is the best surviving example of Sausalito's contributions to the World War II-era "Homefront" (**Figure 75**). The Marinship Machine Shop is listed in the National Register.

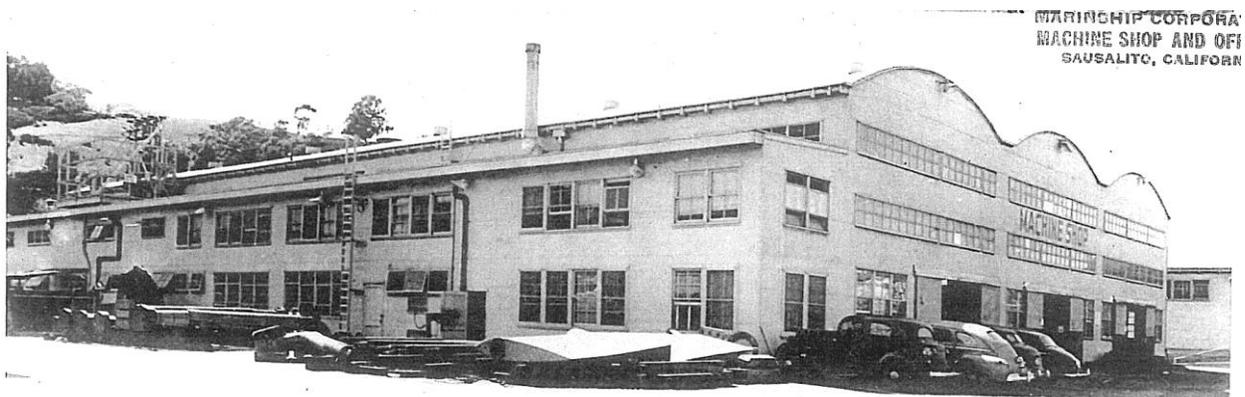


Figure 75. Marinship Machine Shop, ca. 1945.
Source: Richard Grambow, *Marinship at the Close of the Yard* (1946)

After Bechtel closed Marinship in 1946, the U.S. Army Corps of Engineers expressed interest in obtaining a portion of the shipyard to build a base from which to stage its reconstruction and conservation projects throughout the entire Southwest Pacific Division, which at that time included California, Hawaii, and all of the outlying Pacific island territories.¹³⁴ Five years later, in 1949, the General Services Administration conveyed 67.56 acres of Marinship to the U.S. Army Corps of Engineers. To this day, the Corps continues to occupy a chunk of the former base, including the former Marinship Outfitting Shops and the sprawling

¹³³ James Rainy, "A Tiny Marin County District got California's First School Desegregation Order in 50 Years," *Los Angeles Times* (September 22, 2019).

¹³⁴ Richard Finnie, *Marinship: the History of a Wartime Shipyard* (San Francisco: Marinship, 1947), 371.

General Warehouse. Until 2010, the U.S. Army Corps also occupied the Machine Shop. After 2010, the Veterans Administration acquired the Machine Shop, and although it has announced plans to stabilize the decrepit building, it continues to crumble and collapse.

In 1946, the U.S. Maritime Commission turned over the rest of Marinship to the War Assets Administration, which subdivided the property into smaller parcels for sale on the open market. With the former Marinship site so well-situated in terms of rail, highway, and sea access, most of the properties sold quickly and were adaptively reused or redeveloped. During the 1950s and 1960s, the Marinship site evolved into a de facto industrial park, with several maritime industries - including boatbuilding and repair, sail lofts, and a marina – lining much of Richardson’s Bay. Non-maritime uses, including general-purpose manufacturing and warehousing, occurred at the center of the site, whereas auto-oriented retail businesses went up along Bridgeway and Harbor Drive, creating Sausalito’s earliest “strip” developments. One of the best examples of the latter type dates to 1961, when Heath-Allied Grocers hired Campbell & Wong to design a shopping center on Harbor Drive. Meanwhile, much of Marinship’s “West Area” was turned into parkland, as well as the site of a new public school. Initially called Richardson School and later Dr. Martin Luther King, Jr. School, the buildings now house the private New Village School and Lycée Français.¹³⁵

Although entirely unauthorized by local landowners and authorities, another type of adaptive reuse activity occurred along the fringes of the Marinship site after World War II. Dozens of thrifty individuals scavenged the site for leftover building materials and erected dwellings atop the abandoned “Dagwood” barge hulls that had been built for the planned invasion of Japan and then left behind by Bechtel 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 musicians seeking an escape from the conformist culture of midcentury America, including artist Jean Varda and philosopher and author Alan Watts. These two men took up residence on the abandoned ferry boat the *S.S. Vallejo*. This houseboat, as well as dozens more, still exists just outside Sausalito’s corporate boundaries along Gate 5 Road.

¹³⁵ Sidney Lawrence Jr., “Sausalito’s Marinship Plans Told,” *San Francisco Chronicle* (March 5, 1961), 30.

Postwar Building Boom

The end of World War II released a huge pent-up demand for new housing in Marin County, including in Sausalito, where very little new housing had been built since the 1920s. Beginning in 1946, the number of new building permit applications began to increase, accelerating with each passing year. Starting with 10 building permit applications in 1946, by 1947 there were 18. This figure doubled to 35 in 1948. By 1950, the number of annual building permit applications stood at 45.¹³⁶

Although there was some infill construction being built within established neighborhoods, the vast majority of the new construction was taking place in the steep upland part of the old Sausalito Land & Ferry Company tract, including the present-day subdivisions of El Portal Heights, Monte Mar Vista, Toyon Terraces, and Wolfback Ridge. Sausalito's "back country" had remained undeveloped since the 1860s. Much of the steep hillside parcels had been planted with eucalyptus trees in the early twentieth century to provide some relief from the occasionally harsh onshore winds. The construction of the Waldo Grade approach to the Golden Gate Bridge in the late 1930s substantially increased the value of these steep, hillside tracts by providing easy automobile access from Highway 101, which had the potential of funneling Sausalito commuters into downtown San Francisco in 15 to 20 minutes.

El Portal Heights

The earliest of these new subdivisions was El Portal Heights. This small tract of just over 50 lots, whose present-day boundaries include Cazneau, Glen, Currey, and Platt avenues, encompasses the cul-de-sac of Wray Avenue. This tract, which is located just uphill from New Town, belonged to the Sausalito Land & Ferry Company, which was still in business as a real estate development company in the mid-1930s. Planned to coincide with the opening of the Golden Gate Bridge, the company built five "modern" model homes designed by San Francisco architect Angus McSweeney on Wray Avenue in 1936.¹³⁷ Although about a dozen houses were built during the late 1930s, El Portal Heights was not built-out until the postwar era. El Portal Heights was the first subdivision in Sausalito to include covenants, conditions, and restrictions (CCRs) which regrettably included racial covenants. These covenants forbade occupancy of any house in El Portal Heights by "any person not entirely that of the Caucasian race."¹³⁸

¹³⁶ Sausalito Building Division, Building permit application data for 1945 to 1950.

¹³⁷ "El Portal Heights," *Sausalito News* (September 18, 1936).

¹³⁸ Marin County Office of the Clerk-Recorder, Declaration of Restriction for El Portal Heights, filed January 2, 1937, Book 343, Page 193.

Monte Mar Vista

Monte Mar Vista was subdivided in 1937, also by the Sausalito Land & Ferry Co. The name of the tract, whose name means “mountain sea view” in ungrammatical Spanish, was a sister tract to El Portal Heights. Monte Mar Vista, which adjoins the Waldo Grade approach to the Golden Gate Bridge, was connected to the new highway by Spencer Avenue and Monte Mar Drive. Other streets in the new tract included Crecienta Drive and Crecienta Lane, as well as George Lane, Vista Clara Road, and the upper part of Currey Avenue.¹³⁹ All of the streets were laid out in harmony with the natural contours of the land and house lots were oriented toward the stunning views over Sausalito, Tiburon, and San Francisco Bay. Although some construction began as early as 1938, the tract did not take off until the post-World War era when management of the tract was assumed by the Marin Corporation.¹⁴⁰ The subdivision was then built out quickly, with the last vacant lot developed in 1955.

The majority of the houses in Monte Mar Vista are designed in the various versions of the Midcentury Modern style, along with some California Ranch and Minimal Traditional homes (**Figure 76**). Similar to El Portal Heights, property sold in Monte Mar Vista was initially subject to racial covenants, which forbade the sale, lease, or occupation of any house in the tract by a person “not of the White or Caucasian race.” An exception was made for live-in servants



Figure 76. Monte Mar Vista from New Town.
Source: Christopher VerPlanck

and other household staff. The Declaration of Restriction, recorded at the Marin County Recorder’s Office does not, however, provide a definition of “Caucasian,” so it is not known how this was interpreted by

¹³⁹“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.

¹⁴⁰ “200 New Homes for Mill Valley,” *San Francisco Chronicle* (March 26, 1938), 10.

local realtors or the Monte Mar Vista Homeowners' Association, which served as the local "gate-keeper."¹⁴¹

Toyon Terraces

Adjoining Monte Mar Vista is another midcentury subdivision called Toyon Terraces. Surveyed and subdivided in 1948, Toyon Terraces is a large-lot subdivision intended for upper-middle-class homeowners. The developer, local artist Rob Rose, required that adjoining natural vegetation be left undisturbed in the course of grading and construction, enhancing the subdivision's semi-rural feel.¹⁴² All of the houses in Toyon Terraces were required to be architect-designed and nearly all were by prominent Bay Area architects, including Joseph Esherick (110 Currey Avenue – 1949), Charles Warren Callister (250 Currey Lane – 1953) (**Figure 77**), George T. Rockrise (66 Toyon Lane – 1956), John Hoops (227 and 260 Currey Lane – 1955 and 1956), Henrik Bull (290 Currey Lane – 1958), John Funk (139 Currey Lane – 1958) (**Figure 78**), Roger Lee (244 Currey Lane – 1953), Mario Corbett (145 Toyon Lane – 1957), and William Corlett (19 Toyon Lane – 1953).¹⁴³ Altogether, this subdivision of modernist houses comprises one of the most important and intact collections of midcentury residential architecture in Northern California.

Properties sold in Toyon Terraces had CCRs that governed a range of issues, including lot size, cost of construction, design, and landscaping. They also regrettably included racial covenants. The tract was subdivided in 1948, the same year that the U.S. Supreme Court declared racial covenants unenforceable in *Shelley vs. Kraemer*. It is possible that the Toyon Terraces CCRs were adopted before the Supreme Court decision, accounting for the inclusion of racial covenants. Also, the Supreme Court did not outlaw racial covenants outright. Rather, it declared them unenforceable in a court of law. This meant that a group of homeowners could still voluntarily agree not to sell or lease a house to anyone not of the Caucasian race. This state of affairs lasted until racial covenants were finally outlawed at the federal level in 1968.

¹⁴¹ Marin County Office of the Clerk-Recorder, Declaration of Restriction for Monte Mar Vista, filed June 22, 1937, Book 344, Page 1.

¹⁴² "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.

¹⁴³ John and Sally Woodbridge, *Buildings of the Bay Area* (New York: Grove Press, 1960).



Figure 77. 250 Currey Lane.
Source: Christopher VerPlanck



Figure 78. 139 Currey Lane.
Source: Christopher VerPlanck

Wolfback Ridge

The Wolfback Ridge neighborhood is Sausalito's third major postwar subdivision (**Figure 79**). The only Sausalito neighborhood located west of Highway 101, Wolfback Ridge comprises roughly three dozen large house lots sited atop a high ridge separating Sausalito from the Marin Headlands. Gated, with access restricted to homeowners and their guests, Wolfback Ridge is arguably Sausalito's most exclusive neighborhood. Similar to Monte Mar Vista and Toyon Terraces, Wolfback Ridge is accessed by automobile from the Spencer Avenue exit. There are three residential streets in the subdivision: Wolfback Ridge Road, Wolfback Terrace, and Cloudview Trail.



Figure 79. Wolfback Ridge.
Source: Christopher VerPlanck

The oldest houses in the area date to the immediate postwar period. Many were designed by Mario Corbett, a prominent modernist architect active in Northern California until the 1970s. He was also an investor in the project. Several of Corbett's most impressive houses in Wolfback Ridge include the William Crocker House at 5 Wolfback Ridge Road (1948), Mario Corbett's own house at 17 Wolfback Ridge Road

(1950), and the Spike Benson House at 23 Wolfback Ridge Road (1955). The Crocker House, built for a scion of San Francisco’s famous banking family, terraces down the steep hillside in three rectangular volumes, nestled amongst a natural rock outcropping (**Figure 80**). Similar to the Crocker House, the Corbett House also terraces downhill, but unlike the Crocker House, the Corbett House appears to grow from its site, with native stone used in its foundation and the adjoining retaining wall (**Figure 81**). The Spike Benson House, which is not visible from the street, is very unusual in that it has a circular plan, perhaps a nod to the water tanks next door. Wolfback Ridge has several newer houses dating to the 1970s and 1980s, most of which do not adhere to the modernist aesthetic shared by the earlier houses in the neighborhood. Wolfback Ridge did not have racial covenants in its CCRs.



Figure 80. 5 Wolfback Ridge Road.
Source: Christopher VerPlanck



Figure 81. 17 Wolfback Ridge Road.
Source: Christopher VerPlanck

Nevada Street Valley and other Midcentury Residential Developments

By 1960, most of the last remaining developable tracts within Sausalito city limits 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). Although individual vacant lots remained here and there, the only significant reserve of vacant land lay beyond what was then the city’s northerly boundary at Nevada Street. Between 1945 and 1981, Sausalito annexed all of the Nevada Street Valley neighborhood on a piecemeal basis. For many years, a large rectangular parcel bounded by Bridgeway, and Nevada, Tomales, and Coloma streets remained an unincorporated county island surrounded by Sausalito. This was the site of the Mason’s Distillery plant, whose owner steadfastly resisted repeated attempts by the city to annex the property. However, after the distillery was destroyed by fire in 1963, Sausalito annexed

the site in 1970 and began planning for its redevelopment. Additional annexations occurred as late as 1981, when Sausalito achieved its current boundaries.¹⁴⁴

During the late 1960s and early 1970s, and well into the 1980s, Nevada Street Valley – Sausalito’s last frontier – was developed, mainly with single-family housing, as well as 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 filed, and between 1961 and 1970, there were 545.¹⁴⁵ Approximately 85 percent were for residential buildings.¹⁴⁶ In Nevada Street Valley alone, developers constructed hundreds of units 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. Neither Marina Vista nor Buena Vista Heights had racial covenants. These two tracts encircle the Sausalito-Marin City School District’s Bayside Elementary School, which shares a similar postwar midcentury modern aesthetic with the surrounding residential area (**Figure 82**).

Not all development after 1960 occurred in the Nevada Street Valley neighborhood. Infill development took place throughout Sausalito, wherever vacant lots remained. Some infill construction occurred on what had previously been considered “unbuildable” lots before the war, including several dozen steep hillside 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, which allowed houses to be cantilevered out beyond the steeply sloping hillsides. In these areas there were still a handful of vacant and/or underutilized properties 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 83**).

¹⁴⁴ “Whiskey Springs Development Halted,” *Marin Scope* (June 13, 1972), 1.

¹⁴⁵ Sausalito Building Division, Building permit applications for 1950 to 1970.

¹⁴⁶ Marin County Assessor’s Office.



Figure 82. 100 block of Buchanan Street.
Source: Christopher VerPlanck



Figure 83. 700 block of Spring Street.
Source: Christopher VerPlanck

Condominiums

The adoption of the 1961 National Housing Act, which allowed the Federal Housing Administration to insure mortgages on condominiums, played a significant part in encouraging this type of multi-family construction. However, in Sausalito, it was the growing scarcity of buildable land that led to the increasing popularity of condominiums.



Figure 84. Côte d'Azur Project; view toward south.
Source: Christopher VerPlanck

Sausalito's first condominium

project was the 60-unit Côte d'Azur project at 100 South Street in Old Town. Constructed in 1962-3 on the south side of Shelter Cove, the controversial project shocked many Sausalitans, some of whom thought that the development was out-of-scale and an intrusion on the working waterfront (**Figure 84**).

Slow Growth Movement

The Côte d’Azur project, as well as another condominium built on the site of the former Nunes Brothers Boat Yard in the early 1960s galvanized the “slow growth” movement in Sausalito. Over the next decade, Sausalitans successfully resisted several large-scale projects, including condominiums, apartments, and luxury hotels.¹⁴⁷ Other causes championed by the slow growers included open space preservation, stopping the filling of Richardson’s Bay, and protecting views and waterfront access.

The motivations behind Sausalito’s slow-grow movement varied widely. Although most people appear to have been guided by the desire to preserve Sausalito’s scenic environment, its working waterfront, and its “small town” atmosphere, there was in Sausalito, as well as other communities, a largely unspoken undercurrent that wanted to “pull up the drawbridge” and exclude people who could not afford to buy a single-family home. Granted, Sausalito is small town with many topographical constraints that prevent much substantial new development, but the resistance to almost all new multi-family construction during the 1960s and 1970s helped to keep Sausalito largely White and high-income.

In spite of increasing resistance to multi-family housing, developers managed to build a handful of apartment buildings in Sausalito during the late 1960s and early 1970s. Most were very basic “dingbat”-type apartment buildings with parking stalls located below the living floors, such as the L-shaped, three-story apartment building at 2015 Bridgeway (**Figure 85**). Built in 1972 near the entrance to Marinship, this building is emblematic of the anonymous type of multi-family housing produced during this period. Although it was not built during the period covered by this study, the Whiskey Springs condominium complex in Nevada Street Valley was in the preliminary planning phases during the early 1970s. Earmarked for the site of the old Mason’s Distillery, the project encountered formidable resistance from nearby residents. The developer, Duffel Construction Co., eventually agreed in 1975 to trim down the size of the development and offer more than an acre to the City so that it could expand the adjoining Willow Creek Restoration Site.¹⁴⁸ The first phase of Whiskey Springs was not completed until 1978.

¹⁴⁷ George Hoffman, *Sausalito-Sausalito* (Corte Madera, CA: A Woodward Book, 1976), 166.

¹⁴⁸ “Deak Planners Will Cut Project in Half; Whiskey Springs Will Enlarge Willow Grove,” *Sausalito Marin Scope* (September 9, 1975), 1.



Figure 85. Apartment building at 2015 Bridgeway.
Source: David Neuman

Housing Discrimination in Sausalito

As discussed in the previous sections, in the late 1930s, the Sausalito Land & Ferry Company established a pair of residential subdivisions on its land above New Town: El Portal Heights and Monte Mar Vista. These were the first subdivisions in Sausalito to have employed racial covenants. Nearly all of Sausalito was subdivided in the 1860s, when there was no such thing as racial covenants and there were no major new subdivisions recorded until the mid-1930s, when racial covenants had become widely used across the nation to exclude people of color from “White” communities.

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Racial covenants, which forbade the sale or rental of any property in a given neighborhood to people not of the “White” or “Caucasian” race, were pioneered in 1905 by Berkeley realtor-developer Duncan McDuffie. He initially used them in his Claremont Court and Northbrae tracts in Berkeley, and later at St. Francis Wood in San Francisco.¹⁴⁹ Racial covenants spread like wildfire across the United States during the 1910s and 1920s, putting tens of thousands of housing units out of reach of people of color. Exceptions were typically made for live-in domestic workers. Legally enforceable under the U.S. legal system until 1948, realtors and neighborhood improvement associations rigidly enforced racial covenants through the courts to ensure that neighborhoods remained exclusively White.¹⁵⁰

¹⁴⁹ Gene Slater, *Freedom to Discriminate* (Berkeley, CA: Heyday Press, 2021), 59.

¹⁵⁰ In the Bay Area racial covenants were not typically enforced against Jews, Latinos, or Middle Easterners – groups classified as “White” by custom and legal precedent. This was not the case in other regions, where racial covenants were routinely used to prevent property sales or occupancy by members of these groups.

Racial covenants became official U.S. policy with the foundation of the Federal Housing Administration (FHA) in 1934. Devised to stop the meltdown of the U.S. housing industry during the Depression, the cornerstone of the FHA was private mortgage insurance. In return for this huge gift to the banking industry, the FHA reserved the right to regulate interest rates and repayment terms. The FHA's reforms were intended not only to make the rules fairer, but also to increase the pool of people who could afford to buy a house. The FHA did this by reducing down payments to 10 percent and spreading out monthly payments over a much longer period of time – usually 25 or 30 years. The FHA represented a tremendous boon for lenders and merchant builders alike. Banks felt confident in financing mortgages because they were no longer on the hook if the borrower defaulted, and builders took on fewer risks constructing housing tracts on speculation, knowing that they would have a ready market of buyers.¹⁵¹

Tragically, in addition to all of the positive outcomes the FHA achieved, at the behest of realtors' organizations, it refused to insure mortgages in mixed-race and minority-majority neighborhoods, and crucially, in new subdivisions that did not have racial covenants. Although it did not invent the practice of "redlining," the FHA embraced it and continued the practice until the 1960s. Redlining deprived aging inner city neighborhoods of much-needed investment. At the same time, racial covenants prevented people of color from moving to "better" neighborhoods, thereby denying them the opportunity for wealth creation that most middle-and upper-class Whites have taken for granted.¹⁵²

Racial covenants, which evidently affected only three residential neighborhoods in Sausalito, were not the only factor behind Sausalito's ongoing lack of racial diversity. Indeed, as far back as 1948 the U.S. Supreme Court had declared racial covenants to be "unenforceable." However, realtors, neighborhood improvement associations, and homeowners alike had other tools at their disposal, and they used them for many years after *Shelley vs. Kraemer* to keep neighborhoods "White." The easiest thing for realtors to do was simply to not show homes in White neighborhoods to minority buyers – a practice called "steering." Instead, realtors would take clients of color to predominantly minority neighborhoods or to mixed and/or transitional areas where White people were leaving. In addition, as late as 1968, when Congress passed the federal Fair Housing Act, a White homeowner could simply refuse to sell his or her house to a person of color. In the case of apartments and other rental housing, building owners or their representatives

¹⁵¹ Leighninger, 133-4.

¹⁵² Robert D. Leighninger, *Long-Range Public Investment: The Forgotten Legacy of the New Deal* (Columbia, SC: University of South Carolina Press), 134.

could simply tell prospective tenants that a given unit was rented, only to later inform a prospective White tenant that it was available.

California's 1963 Fair Housing Act (the Rumford Act) sought to do away with discrimination in the state's housing market. William Byron Rumford, an African American assemblyman from Berkeley, wrote the act to end all overtly discriminatory housing practices. Although a relatively modest bill – the Rumford Act only applied to single-family homes with government-backed mortgages and multi-family properties with five or more units – it aroused the wrath of the powerful California Real Estate Association (CREA).¹⁵³ In response, CREA drafted a statewide referendum (Proposition 14) to repeal the Rumford Act, which won in a landslide election on November 3, 1964. The Rumford Act was restored two years later in 1966 when the California Supreme Court ruled that Proposition 14 was unconstitutional because it violated the Equal Protection Clause.¹⁵⁴ The legality of racial discrimination in housing was finally put to bed at the national level in 1968 when Congress passed the National Housing Act which forbade all discrimination by race, color, creed, or national origin.

In spite of the 1968 National Housing Act, racial discrimination in California's housing market did not disappear overnight, with subtler forms of discrimination continuing well into the 1970s and beyond. Although such techniques were almost certainly employed in Sausalito during the early 1970s, direct evidence of illegal racial discrimination is always difficult to document, simply because those who participated in it almost always took care not to incriminate themselves.

Whatever the reason, Sausalito remained overwhelmingly White throughout the period of study and beyond. In 1950, Sausalito was almost exclusively Caucasian with the U.S. Census recording that the city was 99.1 percent White. A decade later, Sausalito was still 99 percent White and only 0.2 percent African American and 0.8 "Other Races." In 1970, two years after the passage of the National Housing Act, Whites had dropped to "only" 98 percent of Sausalito's population.¹⁵⁵ As a means of comparison, half a century later, in 2020, Sausalito is still 82.7 non-Hispanic White. In contrast, African Americans are half a percent of the city's population – only slightly higher than in 1960. Meanwhile, Latinos, who can be of any race, comprise 9.7 percent and Asians 6.1 percent.¹⁵⁶

¹⁵³ Slater, 244.

¹⁵⁴ Slater, 326.

¹⁵⁵ U.S. Census Bureau, Population statistics for Sausalito, California. People of two or more races are four percent. Native Americans and Pacific Islanders both comprise zero percent of the city's population

¹⁵⁶ U.S. Census, Quick Facts; Sausalito City: <https://www.census.gov/quickfacts/sausalitocitycalifornia>, accessed May 5, 2022.

Similar to other cities in Marin County, Sausalito has remained much whiter for far longer than other parts of the Bay Area. The primary reason is that Sausalito is very desirable and the supply of housing – particularly multi-family housing – is severely limited. Coupled with the lack of easily developable land, as well as very real constraints on water supply, slow growth policies have probably had more to do with the city’s (and Marin County’s) enduring demographics since the end of overtly discriminatory housing policies in 1968. Although the usually stated reasons for slow growth policies are sound, including the preservation of open space, conservation of limited water stocks, and reduction of congestion and pollution, resistance to building new (and especially affordable) housing has often taken a darker turn. Even as Marin County’s population has stalled in recent years, proposals to build affordable housing and mass transit usually elicits howls of protest that seem way out of proportion to the actual impact of the project. The net effect is that Marin County remains extremely exclusive and very White.¹⁵⁷ Even in 2020, the county’s population is just over 70 percent non-Hispanic White – by far the highest percentage of any county in the Bay Area.¹⁵⁸

Commercial Development

Large-scale residential development was not the only perceived threat to Sausalito during the post-war era. Commercial development, especially hotels, accelerated as tourism began to supplant more traditional economic sectors, including fishing and boatbuilding. Though tourism had long been an element of Sausalito’s economy, it was not until after World War II that mass tourism, fueled by inexpensive jet travel and postwar affluence, began to increase. Before the war, most visitors to Sausalito were local residents (mainly San Franciscans) on day trips or longer-term visitors staying “for the season” at the exclusive Alta Mira Hotel or at a few other smaller hotels and guesthouses on The Hill. After the war, increasing numbers of tourists, both domestic and foreign, began to hear about Sausalito. By the early 1960s, motor coaches on their way back from Muir Woods began dropping off tourists in Downtown Sausalito for lunch. To meet the growing demand for accommodations and other services, developers planned several new hotels and restaurants for the waterfront. Meanwhile, commercial property owners began raising rents on long-time businesses to take advantage of the higher rents paid by owners of galleries and souvenir shops.¹⁵⁹

Because of Sausalito’s limited remaining land, 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

¹⁵⁷ Ericka Cruz Guevara, “Why is Marin County So White?” <https://www.kqed.org/news/11307601/why-is-marin-county-so-white>, accessed May 2, 2022.

¹⁵⁸ U.S. Census Bureau, Population statistics for Marin County, California. In the nine county Bay Area, only three counties still have White majorities: Marin (70 percent), Sonoma (62 percent), and Napa (51.8 percent).

¹⁵⁹ Hoffman, 183.

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 some of these water lots had been filled by the railroads, and later by Marinship, but many remained unfilled and undeveloped. As the value of the remaining water lots increased, long-time owners willingly sold them to developers who began to amass sites suitable for large-scale developments. During the late 1950s and early 1960s, Sausalito 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.



Figure 86. The Spinnaker Restaurant.
Source: Christopher VerPlanck

Probably the most controversial water lot project proposed during this period was the “Sandspit.” Named for a manmade promontory that extended about 300 yards into Richardson’s Bay near the ferry terminal, the Sandspit was built up from silt dredged to build Sausalito Yacht Harbor in the 1940s.¹⁶⁰ Though the City had purchased the Sandspit in 1953, several developers, including former mayor Herb Madden, began planning a “Mediterranean village” for the site in the late 1950s. The project, as it was 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 86**).¹⁶¹ 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

¹⁶⁰ Hoffman, 145.

¹⁶¹ Hoffman, 151.

Councilman Carl W. Gabrielson, was Sausalito’s first waterfront park. It contains a sculpture by Chilean artist, Sergio Castillo.¹⁶²

The Sandspit controversy inspired 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.¹⁶³

Tiki Junction

Ever-vigilant against waterfront development, the City also cracked down on the activities of artists and other “Bohemian” types active along the northern waterfront, including Barney West, Sausalito’s famed tiki sculptor. His workshop, 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 around the country, including Trader Vic’s. West learned to carve tikis after being shipwrecked for six months in the Marquesas Islands in 1943 (**Figure 87**).¹⁶⁴ Tiki Junction, which became a tourist attraction in the 1960s, no longer exists, having closed after West’s death in 1981.

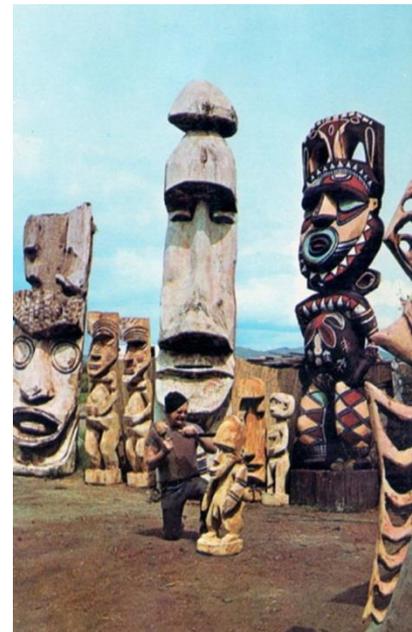


Figure 87. Tiki Junction, n.d.
Source: Author’s collection

Downtown

Although Downtown had been essentially built out by the end of World War II, several vacant lots and 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 parking garage – Downtown’s largest building – had most recently been used as a furniture factory. It was also home for a time to Heath Ceramics, a local manufacturer of dinnerware and other ceramic products. A businessman named Larry Cox

¹⁶² Tracy, 178.

¹⁶³ “3-Year Ban on Bay Fill in Sausalito,” *San Francisco Chronicle* (August 18, 1964), 2.

¹⁶⁴ Lyle W. Price, “Barney West Famous for Tricky Tikis,” *Gettysburg Times* (December 23, 1965), 17.

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 same building to make way for Village Fair, purchased a defunct ferry named *Berkeley* and moored it at the foot of El Portal Street. He then converted the ferry into a competing retail shopping center called “Trade Fair.” The Trade Fair and the Village Fair developments significantly increased the amount of tourist-oriented retail space in Downtown during the 1960s.¹⁶⁵ An undated postcard from this period shows Sausalito’s increasingly commercialized waterfront (**Figure 88**).

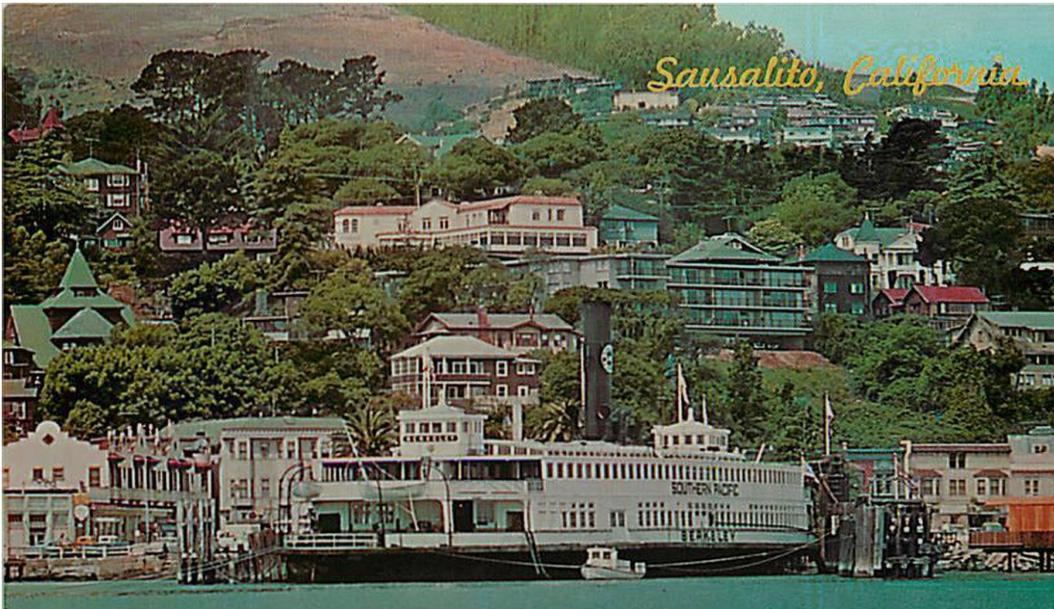


Figure 88. Postcard showing Sausalito’s Commercial Waterfront, ca. 1965.
Source: Author’s collection

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 vocabulary. The Inn Above Tide was originally constructed as an apartment building and later converted into a hotel. It is designed in the Third Bay Region Tradition and shows the influence of the contemporary work of The Sea Ranch architects, Moore Lyndon Turnbull Whitaker (MLTW).

¹⁶⁵ Hoffman, 120-8.

Commercial and Industrial Development in Marinship

Most of Sausalito's traditional industries such as boatbuilding, distilling, manufacturing, and warehousing gradually disappeared during the post-World War II era. Reasons for the exodus included escalating property values, citizen opposition to land uses that might create noise or pollution, and the availability of cheaper land elsewhere with better rail and freeway access. Seeking to keep some industry in Sausalito, the City Council set aside the Marinship area for both commercial and industrial uses. Marinship became an industrial park of sorts, where manufacturing and repair, including Heath Ceramics, several small boatbuilding/repair yards, and other industrial facilities could carry on without fear of being disturbed. In addition to Heath Ceramics, which commissioned a modernist factory and showroom from the prominent architecture firm of Marquis & Stoller (1960), several boatbuilding and maritime engine repair businesses set up shop within the area.¹⁶⁶ In addition, the former Marinship Mold Loft was converted into the Industrial Center Building, a multi-tenant building housing artists, artisans, and light manufacturing.¹⁶⁷

As mentioned, there was some commercial development in the Marinship area, including the Harbor View Office Building at 180 Harbor Drive. Built in 1972 for the Bank of Marin, the building, whose original designer is no longer known, is designed in a regional interpretation of mid-century modernist vocabulary (**Figure 89**). Other much more substantial commercial developments proposed for the Marinship area during the early 1970s included the Deak Office Park and the mixed-use Schoonmaker project. Proposed in 1975, the Deak Office Park, which originally was to have consisted of six suburban-style office buildings at the corner of Marinship Way and Testa Street, was eventually whittled down to just two buildings, and it was not built until 1983.¹⁶⁸ Proposed in 1972, the massive Schoonmaker project, which would have consisted of a 130-room hotel, 200 townhouses, and a full complement of shops, restaurants, etc., ran into a tremendous amount of opposition from Sausalito residents who did not want to lose what was left of their city's gritty maritime character. By 1974, following two years of sustained opposition, the project was dead.¹⁶⁹ Today, the area is still called Schoonmaker Point, but instead of a ritzy waterfront hotel and condominiums, it is an ad hoc industrial park consisting of several repurposed Marinship buildings, a marina, and a public beach.

¹⁶⁶ Sidney Lawrence, "Sausalito's Marinship Plan," *San Francisco Chronicle* (March 5, 1961), 30.

¹⁶⁷ Susanna Van Leuven, "The Marinship Today," *Sausalito Marin Scope* (August 5, 1975), 1.

¹⁶⁸ "Deak: 'We Hope to Improve Your Waterfront,'" *Moments in Time: Sausalito Historical Society Newsletter* (Summer 2007), 3.

¹⁶⁹ "Schoonmaker – The Project That Never Got Built," *Moments in Time: Sausalito Historical Society Newsletter* (Summer 2007), 6.



Figure 89. Harbor View Office Building, 180 Harbor Drive.
Source: David Neuman

Civic Infrastructure

In 1960 Sausalito's population was 5,334; by 1970 it was 6,158.¹⁷⁰ Although the city's population grew much slower than many of its neighbors during the postwar period – thanks largely to local citizens' slow growth stance – Sausalitans urged their local government to prioritize public services to ensure a good quality of life for all residents. As discussed previously, before World War II, city government played a small part in most people's lives, taking care of only the basics: roads, sewers, sidewalks, and schools. Things began to slowly change after Sausalito reincorporated as a city in 1935. In 1938, it adopted its first zoning ordinance as well as developing its first master plan. These documents were thought to be necessary due to the anticipated completion of the Golden Gate Bridge. Although World War II temporarily

¹⁷⁰ U.S. Census Bureau.

stopped most new construction, several large post-war development projects put the 1938 zoning ordinance and master plan to the test. During this period, Sausalito's local government found itself called upon by residents to take a more proactive part in shaping the city.

Proposed Civic Center

Aside from two public schools and a firehouse, Sausalito did not have any purpose-built civic buildings in the period following the war. During this period, many smaller Bay Area cities began planning modern civic centers to house their administrative functions in one location. Sausalito was no different; in 1967, civic 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 still 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 building was converted into Sausalito's City Hall and Library in 1975. The converted building contained most of the city's administrative offices, an auditorium, as well as the local branch of the Marin County Library. The project was designed by local architect William Turnbull, a partner in the firm of MLTW.¹⁷¹

Sausalito Fire and Police Departments

For several decades the Sausalito Fire Department was 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 resulted in 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 was reserved for emergency vehicles).¹⁷² During this era, the growing number of tourists combined with fears of resulting property crime, led to the rapid growth of the once-tiny Sausalito Police Department. The department, which numbered around 25 men in the mid-1960s, was based in rented quarters Downtown until the completion of the new Sausalito City Hall and Library in 1975. Today, both the Fire Department and the Police Department occupy their own buildings in New Town. Meanwhile, the rest of the city government, the library, and the Sausalito Historical Society occupies City Hall.

¹⁷¹ Hoffman, 216.

¹⁷² Hoffman, 200-4.

Schools

By the 1960s, new building codes had rendered Sausalito’s two 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 also closed due to building code issues. The two new public schools that replaced them: Bayside and Dr. Martin Luther King Jr., were both located in the Nevada Street Valley neighborhood –near Marin City – where many of the students in the combined Sausalito-Marin City School District lived. The former Dr. Martin Luther King Jr. School, which was built on a portion of the Marinship property, is leased by the City of Sausalito to several cottage industries and two private schools, including the New Village School and Lycée Français. The Bayside School was relocated to nearby Marin City in 2013, and Willow Creek Academy, a charter school, occupies the former Bayside Elementary School campus. As mentioned, in response to a court order to desegregate its schools, the district merged the Bayside School and Willow Creek Academy in 2021.¹⁷³

Public Parks

Sausalito has 23 public parks, monuments, playgrounds, and open space preserves. The oldest is O’Connell Seat/Poet’s Corner at Harrison and Bulkley avenues (1901). It is closely followed by Plaza Viña del Mar (originally Depot Park – 1904) Downtown. 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 efforts to preserve portions of the waterfront from development. Others are playgrounds and “pocket” parks intended to serve just their immediate neighborhoods. Sausalito’s largest park is Cypress Ridge, a 15-acre open space reserve located just east of Highway 101 flanking Rodeo Avenue. Other post-war-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, which extends 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); Swede’s Beach at the foot of

¹⁷³ Keri Brenner, “Sausalito Marin city School District Sets Unification Date,” *Marin Independent Journal* (March 21, 2021).

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).¹⁷⁴

Representative Property Types – Post-war Development (1946-1975)

The postwar period covers nearly three decades of significant growth and development in Sausalito, including the concluding theme in Chapter III: “Postwar Period: Modernism Comes to Sausalito (1946-1975).” Beginning with the decommissioning of Marinship, this period encompasses the build-out of the city, including its northward expansion into Nevada Street Valley during the 1960s. Most of the new development was influenced by various strains of modernism, ranging from the high-style Second and Third Bay Region Tradition houses of Toyon Terraces and Wolfback Ridge to the more prosaic tract houses, duplexes, and condominiums of Monte Mar Vista and Nevada Street Valley. Throughout this period Sausalito remained one of the Bay Area’s most desirable communities. Sausalito also secured its reputation 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 activist 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 the postwar period consisted of single-family residences. By the end of this period, as available land vanished, multiple-family properties had become dominant. Many of the higher-end single-family houses were designed in the Second Bay Region Tradition, a local variant of midcentury modernism indigenous to the San Francisco Bay Area. Combining the flat roofs and the ribbon windows of the International style with the Bay Area’s traditional redwood-based construction techniques and interest in indoor-outdoor connections, Second (and 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 Currey Lane (Charles W. Callister – 1953), 139 Currey Lane (John Funk – 1958), 31 Toyon Lane (unknown designer – 1962), and 260 Currey Lane (John Hoops – 1956) (**Figures 90 and 91**).

¹⁷⁴ Tracy, 178-9.



Figure 90. 31 Toyon Lane.
Source: Christopher VerPlanck



Figure 91. 260 Curry Lane.
Source: Christopher VerPlanck

The Second and Third Bay Region Traditions 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 92**).



Figure 92. 30 Excelsior Lane.
Source: Christopher VerPlanck

Most of Sausalito’s postwar development consisted of tract houses for the middle-class, particularly in Nevada Street Valley, where several large open space and industrial parcels were subdivided and developed during the late 1960s and early 1970s. Though most contain fairly conventional, non-architect-designed dwellings, some tracts display the influences of the contemporary work of Charles Moore, Donlyn Lyndon, William Turnbull, Richard Whitaker, and Joseph Esherick in Sonoma County’s Sea Ranch development, including a tract house at 121 Buchanan Drive (1960) in the Buena Vista Heights development (**Figure 93**). Built atop wood posts to provide space for a car port beneath the living floor, the house’s shingled exterior, exposed rafters, and shed roof bears the hallmarks of the Third Bay Region Tradition.



Figure 93. 121 Buchanan Street.
Source: Christopher VerPlanck

Commercial Properties

For the most part, commercial buildings constructed in Sausalito between 1946 and 1975 are located in the Marinship area, as well as along Bridgeway in the Nevada Street Valley neighborhood. Most of these buildings are conventional retail-strip developments that have little or 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 94**). 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 94. Medical-Dental building at 763-71 Bridgeway.
Source: Christopher VerPlanck

Industrial Properties

Outside the Marinship area there are no known industrial properties dating from the postwar period in Sausalito. Most industrial buildings in Marinship are utilitarian corrugated metal sheds or tilt-slab concrete warehouse. By far the most architecturally significant industrial building in the Marinship area is 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 the Bay Area (**Figure 95**). 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 boatbuilding operations in Sausalito.



Figure 95. Heath Ceramics factory and showroom.
Source: Christopher VerPlanck

Religious Properties

There is one purpose-built religious building in Sausalito constructed between 1946 and 1975: 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

Although Sausalito's city government was very active in open space protection and park construction during the postwar period, it did not result in very 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 former Bayside School at the corner of Nevada Street and Buchanan Drive (now Willow Creek Academy), and the main building of the Sausalito Corporation Yard at Nevada and Tomales streets in Nevada Street Valley. The wood-frame, shed-roofed, former Bayside School classroom building is very modern and functional with east-facing windows inset within a shallow extruded bay to allow in ample natural light (**Figure 96**). 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 97**). Several architect-designed bus shelters along Bridgeway also display innovative modernist designs.



Figure 96. Bayside School.
Source: Christopher VerPlanck

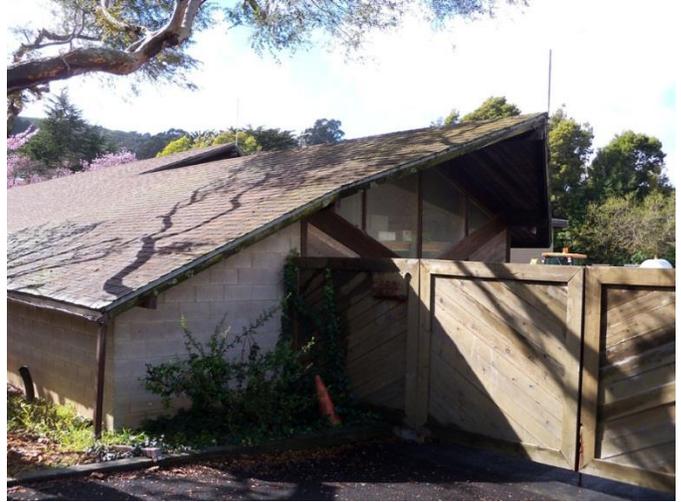


Figure 97. Sausalito Corporation Yard.
Source: Christopher VerPlanck

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 1975: 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 98**).

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 98. Sausalito Sea Lion.
Source: Christopher VerPlanck

Significance Thresholds

The period spanning the years 1946 to 1975 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 transformed from a small resort/maritime industrial 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, reaching 6,158 in 1970. As described above, the physical extent of the city expanded as well, with Sausalito annexing most of what is now Nevada Street Valley in the late 1960s. Most new development during the postwar period occurred there, as well as in the more exclusive hillside 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-World War II 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.

V. Recommendations

A. Further Research and Field Work

In contrast to many Bay Area communities, where historic preservation has been sidelined in the interest of unbridled property rights, 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, structures, and districts remain intact, in part because citizens and civic leaders have been active in efforts to identify and protect the city's historic resources. In recent years, the City of Sausalito has taken major steps toward revamping its historic preservation program, including adopting an up-to-date historic preservation ordinance and upgrading its historic review board to full commission status. Nonetheless, more needs to be done, especially within the area of historic resource documentation and registration. The completion of a historic context statement is the first step in identifying a community's historic resources. The next step is usually the completion of a citywide cultural resources survey.

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. The final step is evaluation, or the process of determining whether the identified properties meet the criteria of historical, architectural, archaeological, or cultural significance.¹⁷⁵

With the exception of Downtown and Marinship, Sausalito has never been comprehensively surveyed. It is recommended that the City retain a qualified consultant to survey Sausalito. Understanding that this is a substantial effort even for a community as small and compact as Sausalito, it may make sense to prioritize survey activity in the older parts of the city where cultural resources are more likely to be concentrated, especially in New Town, Old Town, The Hill, and Spring Street Valley. Surveys can also be thematic

¹⁷⁵ 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.

as well as geographical, and one such thematic survey would be to inventory the city’s modernist residential resources, in particular Toyon Terraces and Wolfback Ridge. Other thematic survey topics could include maritime industrial properties, houseboats, estates, or parks and civic properties.

Designation of Landmarks and Historic Districts

As a first step, the City could begin the process of designating city landmarks listed in its Historic Resource Inventory. As it stands, there are only eight city landmark properties listed in the Local Historic Register. Meanwhile, there are 53 potentially significant properties listed in the Historic Resources Inventory, including many that would qualify as city landmarks. As a second step, the City could pursue the designation of additional city landmarks and historic districts based on the results of future cultural resource surveys. In conjunction with these efforts, the City should adopt a package of historic preservation incentives that would assist property owners bear the additional costs of owning and maintaining a historic building, including enabling the state Mills Act program, adopting the California Historical Building Code (CHBC) as an alternate to the Uniform Building Code, and encouraging property owners to take advantage of rehabilitation tax credit programs at the federal and state level.

B. Priority Areas and Properties

Sausalito has done a good job of identifying many of its most important historic properties, particularly commercial properties Downtown and several 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 older residential enclaves of Old Town, New Town, and Spring Street Valley be prioritized. In these traditionally working-class enclaves, cottages are routinely selling for over two million dollars each. As these modest properties change hands, there will inevitably be more applications to demolish them because most are relatively small and may lack the contemporary creature comforts desired by wealthy individuals. In addition to identifying the most significant examples of this property type –as well as any potential historic districts – it would be helpful for potential buyers to know which properties may have historical significance before placing an offer.

Similarly, many 1950s and 1960s-era midcentury modern houses do not live up to the contemporary concepts of size and luxury that many buyers in the Bay Area expect today. One of the City’s priorities should be to survey the extraordinary midcentury properties of Toyon Terraces and Wolfback Ridge, where at least 50 houses by several of the Bay Area’s most important midcentury architects remain. Finally, the

City should continue its efforts to identify, document, and designate any significant properties associated with the World War II/Homefront period.

Update of the Downtown Survey

Although the Downtown Historic Overlay District has done its job of protecting Sausalito’s commercial core for over four decades, several recent developments have called its continued efficacy into question, including the proposed demolition of a historic district contributor – the Langsam Building at 719-25 Bridgeway. Proposed for demolition in 2020, the project stalled as a result of the Covid 19 pandemic, and the property is now up for sale. Its fate is unknown. In keeping with preservation practice, it is important to update older surveys to ensure that changes to district contributors are recorded and that newer buildings that were not “age-eligible” at the time that the district was adopted can be considered as potential contributors. Due to these reasons, we recommend that Downtown be resurveyed using contemporary survey and evaluation methodology and that the list of contributors and the district boundaries be adjusted where necessary.

Public Works of Art

Sausalito has a long and proud history of artistic achievement, including the creation of several notable pieces of public art, such as the Sausalito Sea Lion and the Varda Mosaic Mural at Testa Street and Marinship Way. All public artworks in Sausalito should be systematically documented and registered in a local inventory. Ideally, all public artworks, including murals and sculptures, should be interpreted for contemporary audiences with a plaque or some other type of interpretive signage that discusses the subject matter, artist, and date of execution. In addition, the condition of the artworks should be noted and conservation undertaken whenever necessary.

C. Interpretation

Interpretive Plaques

Members of the general public tend to be more supportive of historic preservation if they know about their community’s history. Designating individual properties and historic districts is all well and good, but to everyday citizens and tourists historic preservation is often an abstract field of interest with little practical relevance. One way to change this is to create an interpretive plaque program. The City could set aside funds and staff time to assist willing private property owners to affix small metal plaques to properties listed in the National Register, the California Register, and the Local Historic Register. These plaques should be of standard size and design so they are instantly recognizable and they should be readily visible

from sidewalks and other public rights-of-way. These plaques would contain the name of the property, its date of construction, and a sentence or two describing why it is significant. For historic districts, a larger and more robust historical marker and/or kiosk program may be more appropriate. Such displays should be large enough to contain historic photographs and a paragraph or two of text to describe the district and its key contributors.

Walking Tours

Walking tours are another good way to introduce historic properties and historic districts to the general public. Although properties of historical and/or architectural significance are located throughout Sausalito, Downtown, New Town, Old Town, The Hill, and Marinship contain critical densities of properties that could be of interest to tourists and locals alike. Walking tours could be developed on a geographical or thematic basis within parts of the city that are easy to reach on foot. As the most compact and walkable section of Sausalito, Downtown would be a good place to start. In collaboration with the Sausalito Historical Society, the City could produce printed guides that would be available at the Sausalito Visitor Center, City Hall, and various hotels and shops. Walking tours could also be developed as a smartphone-based app that could be accessed via QR code. Regardless of format, the content would consist of a brief historical background, along with a map and a walking route labeled with numbered stops. Each stop would highlight a notable building, park, object, or public artwork.

Exhibits

Another good way to highlight Sausalito's architectural heritage is to put together a stationary or a movable exhibit for display at the Sausalito Public Library, City Hall, and/or other public spaces. An exhibit could cover aspects of the entire city or just highlight one neighborhood. Content could be pulled from the *Sausalito Citywide Historic Context Statement*, the *Marinship Historic Context Statement*, or any other credible historical document. The exhibit could include boards containing historic photographs and text, salvaged architectural elements, public art, and/or interactive exhibits. In addition to permanent or temporary static exhibits, there could also be gallery talks and/or a lecture series. Other events could include period-themed parties. For example, an exhibit on Marinship could be accompanied by 1940s-era jazz and big band music, period clothing, dancing, and vintage cocktails. Similar themed parties could be developed to commemorate estate development on The Hill, especially if a local property owner was willing to host an event similar to the Art Deco Society of Northern California's "Gatsby Summer Afternoon," which is held every September at the Dunsmuir-Hellman Estate in Oakland.

VI. Conclusion

Sausalito is a stunningly beautiful city that is defined in large measure by its historical and cultural resources. As a community that 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 *Sausalito Citywide Historic Context Statement* is an important step in fulfilling the City's responsibilities as a Certified Local Government. It 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 identifies important themes and periods in a community's development. This document 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 *Sausalito Citywide Historic Context Statement* 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 should be undertaken. Finally, in order to safeguard Sausalito's historical resources, the City should adopt a full menu of preservation incentives that will assist property owners steward their properties for upcoming generations.

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VIII. Appendix

California Historical Resource Status Codes

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 Reevaluation

- 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.