

1745 BRIDGEWAY BOULEVARD
HISTORIC RESOURCE EVALUATION
PART I

SAUSALITO, CALIFORNIA
[15053]

PREPARED FOR:
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imagining change in historic environments through design, research, and technology

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FINAL

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I. INTRODUCTION

This Historic Resource Evaluation has been prepared for 1745 Bridgeway Boulevard in Sausalito (APN 064-151-03), a one story over basement single family residence. The property is located on the south side of Bridgeway Boulevard east of the Filbert Avenue intersection (**Figure 1**). The building is irregular in plan and is set in the center of a sloped 6,102 sq. ft. lot. Due to the sloped terrain, the basement level of the building is fully exposed at the primary (northeast) façade. The area is zoned R-3, Multi-Unit Residential.



**Figure 1: Aerial view of 1745 Bridgeway (outlined in red). North is up.
Source: Google Maps, edited by author.**

SUMMARY OF DETERMINATION

1745 Bridgeway Boulevard is found in this evaluation not to be individually eligible for the California Register of Historical Resources. The building's vernacular style, scale, and setting with the lot's open space make the property individually an example of early Sausalito residential buildings, particularly those of the working classes. Considering the structure's close proximity to structures of similar age, scale, and setting, 1745 Bridgeway Boulevard has been found to be eligible for listing on the local historic register as a visible example of the scale, density, and aesthetics of an early Sausalito neighborhood.

METHODOLOGY

This report provides an examination of the current historic status for 1745 Bridgeway Boulevard, a building description, and a historic context statement. This report also includes an evaluation of the property's eligibility for listing in the California Register, for local significance within Sausalito, and as a historic resource under CEQA.

Page & Turnbull has prepared this report using research collected at local repositories including the Sausalito Historical Society, Sausalito Building Division records, County of Marin Assessor and Recorder, the Anne T. Kent California Room, and online repositories including as Sanborn Fire Insurance Maps, Ancestry.com, and the California Digital Newspaper Collection. All photographs in this report were taken by Page & Turnbull in March 2015 unless otherwise noted.

II. CURRENT HISTORIC STATUS

1745 Bridgeway Boulevard has not been previously evaluated or assigned an historic status code. The following section examines the national, state, and local historical ratings currently assigned to the building at 1745 Bridgeway Boulevard.

NATIONAL REGISTER OF HISTORIC PLACES

The National Register of Historic Places (National Register) is the nation's most comprehensive inventory of historic resources. The National Register is administered by the National Park Service and includes buildings, structures, sites, objects, and districts that possess historic, architectural, engineering, archaeological, or cultural significance at the national, state, or local level.

1745 Bridgeway Boulevard is not listed in the National Register of Historic Places.

CALIFORNIA REGISTER OF HISTORICAL RESOURCES

The California Register of Historical Resources (California Register) is an inventory of significant architectural, archaeological, and historical resources in the State of California. Resources can be listed in the California Register through a number of methods. State Historical Landmarks and National Register-listed properties are automatically listed in the California Register. Properties can also be nominated to the California Register by local governments, private organizations, or citizens. The evaluative criteria used by the California Register for determining eligibility are closely based on those developed by the National Park Service for the National Register of Historic Places.

1745 Bridgeway Boulevard is not listed in the California Register of Historical Resources.

CALIFORNIA HISTORICAL RESOURCE STATUS CODE

Properties listed or under review by the State of California Office of Historic Preservation are assigned a California Historical Resource Status Code (Status Code) of "1" to "7" to establish their historical significance in relation to the National Register of Historic Places (National Register or NR) or California Register of Historical Resources (California Register or CR). Properties with a Status Code of "1" or "2" are either eligible for listing in the California Register or the National Register, or are already listed in one or both of the registers. Properties assigned Status Codes of "3" or "4" appear to be eligible for listing in either register, but normally require more research to support this rating. Properties assigned a Status Code of "5" have typically been determined to be locally significant or to have contextual importance. Properties with a Status Code of "6" are not eligible for listing in either register. Finally, a Status Code of "7" means that the resource has not been evaluated for the National Register or the California Register, or needs reevaluation.

1745 Bridgeway Boulevard has not been given a California Resource Status Code.

HISTORIC RESOURCES INVENTORY OF HOMES & BUILDINGS IN CALIFORNIA SURVEY

In 1977, the California Department of Parks and Recreation conducted a survey of historic resources in California and documented them in the "Historic Resources Inventory of Homes and Buildings in California". Approximately 300 structures were surveyed for Marin County and 63 were identified in Sausalito.

1745 Bridgeway Boulevard was not listed in the Historic Resources Inventory for Marin County.

CITY OF SAUSALITO LOCAL HISTORIC REGISTER

The City of Sausalito adopted regulations in 1976 to facilitate the designation of local historic landmarks, in response to a community-wide desire for the City to be more involved in the preservation of historic structures and the built environment. The regulations were amended in 1980. There are currently seven structures listed in the Local Historic Register. A Historic District was also established in 1981 for the central business district of downtown Sausalito.

1745 Bridgeway Boulevard is not listed on the Local Historic Register, and it not located within the boundaries of the Historic District.

CITY OF SAUSALITO LIST OF NOTEWORTHY STRUCTURES

In addition to the establishment of the Local Historic Register in 1976, the City of Sausalito also created a “Historic Resources Inventory Listing of Noteworthy Buildings, Sites, and Objects.” This list is maintained by the Sausalito Historic Landmarks Board (HLB). Approximately 70 buildings were originally identified as “noteworthy” and potentially eligible for the Local Register. The inventory was most recently updated in 2003 with fifty three sites listed.

1745 Bridgeway Boulevard is not included in the List of Noteworthy Buildings, Sites, or Objects.

III. ARCHITECTURAL DESCRIPTION

1745 Bridgeway Boulevard is a one story over basement vernacular style residential building clad in wood shingle and capped with a gable roof with composite shingles. The main core of the building is rectangular in plan with a projecting entry porch at the primary façade and two rectangular additions at the rear façade. Due to the slope of the lot, the primary façade includes a fully exposed basement level, while at the rear façade the basement is below grade. The building occupies the central portion of the 6,102 sq. ft. lot, which slopes upwards to the southeast. The building is wood frame construction.

Primary (Northeast) Façade

The primary façade of 1745 Bridgeway Boulevard faces northeast towards Bridgeway Boulevard and overlooks a garden and landscaped area (**Figure 2**). The full height of the basement level is exposed, but is obscured from view by a wood-slat screen (**Figure 3**). The screen begins at center, at the base of the entry porch, and extends to the right (north) corner. At the basement level, at left (east), a brick and concrete stairway rises from grade to a landing at the left (east) corner of the building, then turns right and a concrete stairway rises to the first story level entry porch. At the basement level, at right, is one fixed wood frame window on the base of the entry porch, and one fixed wood frame window on the main façade (**Figure 4**). At the first story, at center is a projecting entry porch that contains the building's primary entrance. The entry porch has a gable roof supported by turned wood posts and clad with vertical wood siding with flush board joints. The main entrance is a pair of fully glazed wood doors. There is no additional fenestration at this level. The façade terminates at the gable roofline with a slightly overhanging eave and capped metal chimney pipe at left (east).



Figure 2. Primary façade of 1745 Bridgeway, looking southwest.



Figure 3. Wood slat screen at basement level of primary façade, looking south.

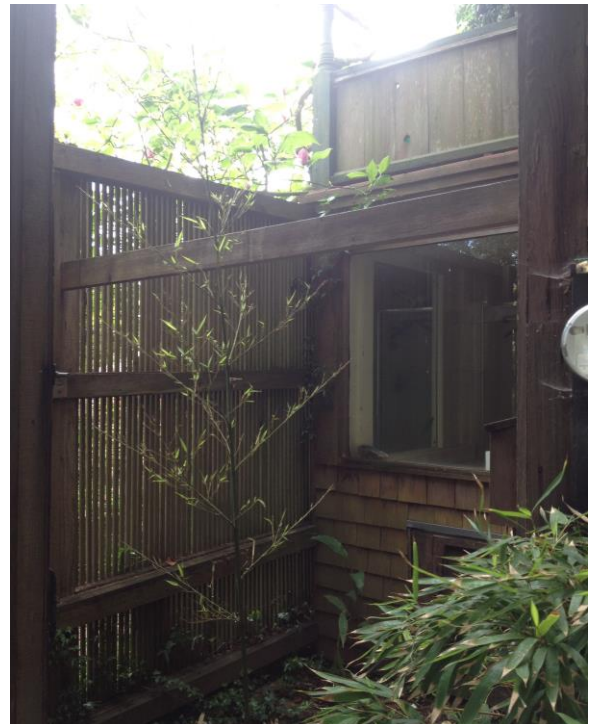


Figure 4. Fenestration at basement level and entry porch, looking northeast.

Northwest Façade

The northwest façade is set back from the property line by a concrete path lined with bamboo and other plantings (Figure 5). At the basement level, at left (north), is a pair of fully glazed wood doors that appear to be non-original (Figure 6). At center is an irregularly sized pair of fixed wood frame picture windows (Figure 7). The first story contains a small double hung wood frame window at right (south) (Figure 8). The northwest façade terminates in an overhanging eave of the main roof and in a lowered portion of roof, also with an overhanging eave, at the right (south) corner. Recessed from the main façade at right (south) is the northwest façade of the rear addition (Figure 9). This addition is only one story due to the slope of the lot, and the concrete block foundation is exposed. At the first story level, there is a pair of metal frame casement windows. This façade terminates with an overhanging eave.



Figure 5. Northwest façade, looking south. Recessed addition is not visible.



Figure 6. Basement level doors.



Figure 7. Irregularly paired windows.



Figure 8. First story double hung window and lowered roof section.



Figure 9. Rear addition, foundation and first story level.

Rear (Southwest) Façade

The rear façade is one story and is composed of several planes due to the two projecting areas (**Figure 10**). At left (west) is a wood frame addition. This addition is approximately one third of the width of the main facade and is capped with a shed roof that slopes west (**Figure 11**). It is wood frame construction on an exposed concrete block foundation and clad in wood shingle. The south façade of the addition contains one wood paneled door and terminates in an overhanging eave. The southeast façade of the addition contains no fenestration and terminates with a flush flat roofline. The main portion of the façade is a second projecting section with a gable roof lower than the main roof of the building (**Figure 12**). This façade contains a pair of fully glazed wood doors left of center (**Figure 13**). At right (east) a small portion of the wall is clad in drop wood siding and contains a small double hung wood window and, at far right, a window that is part of a sunroom located primarily at the southeast façade (**Figure 14**). This portion of façade terminates with an overhanging eave of the gable roof. The remainder of the façade is the upper portion of the main building core. There is no additional fenestration and this portion of the façade terminates with an overhanging eave (visible in **Figure 10**).



Figure 10. Rear façade, looking northeast.



Figure 11. Rear façade of addition.



Figure 12. Rear façade, looking northwest.



Figure 13. Center portion of rear façade.



Figure 14. Right (south) side of rear façade.

Southeast Façade

The southeast façade is set back from the property line by terraced concrete retaining walls (**Figure 15**). At left (south) at the first story level is a wood framed sunroom, with a seven-pane picture window visually divided by interior wood muntins, and a single window at the north and south sides (**Figure 16**). Below the windows the wall is faced with vertical wood siding. The structure is capped by a sloping wire glass roof. At center, an elevated wood deck leads to a single fully glazed door divided into two long vertical panes and two small rectangular panes below. Right (north) of the door at the first story level is a wood frame window similarly divided into two vertical panes and two rectangular panes below (**Figure 17**). The basement level is exposed at the right (north) portion of the façade and contains two sets of three continuous single pane windows: one set below the wood deck and one set at the right (north) corner. The façade terminates in an overhanging eave, above which are two convex skylights and a capped metal chimney.



Figure 15. Southeast façade, looking north.



Figure 16. Glass and wood frame portion of façade.



Figure 17. North portion of southeast façade, looking north from elevated wood deck. Basement level windows and first story window at center.

Front and Back Yards

The subject lot contains two additional buildings and a substantial amount of landscaping. The northern portion of the lot, along Bridgeway Boulevard, contains a three-bay garage constructed of reinforced concrete with wood doors (**Figure 18**). The garage is set back approximately 20 feet from the lot line and is accessed by a gravel driveway. The building is accessed from this gravel driveway by a cement paver walkway and a stone and cement stairway on the left (northwest) side of the lot. The stairway ends at the basement level of the house and opens to a wide front garden area. Several varieties of shrubs and flowering trees grow in the flat area, and a row of mature trees obscure much of the view to the street. A cement paver walkway leads to a paved patio area set on top of the garage (**Figure 19**).

The backyard slopes upwards to the southeast. A wood frame shed clad in wood shingle abuts the rear property line in the southwest corner (**Figure 21**). The back yard is terraced and hardscaped with low concrete and stone retaining walls, some inset with abalone shells (**Figure 22**). In the southeast corner sits a stone well or fountain (now empty). The lot is enclosed by a wood slat fence on the northwest and rear perimeter, and by trees and low bushes on the southeast perimeter.



Figure 18. Concrete garage and gravel driveway, looking south.

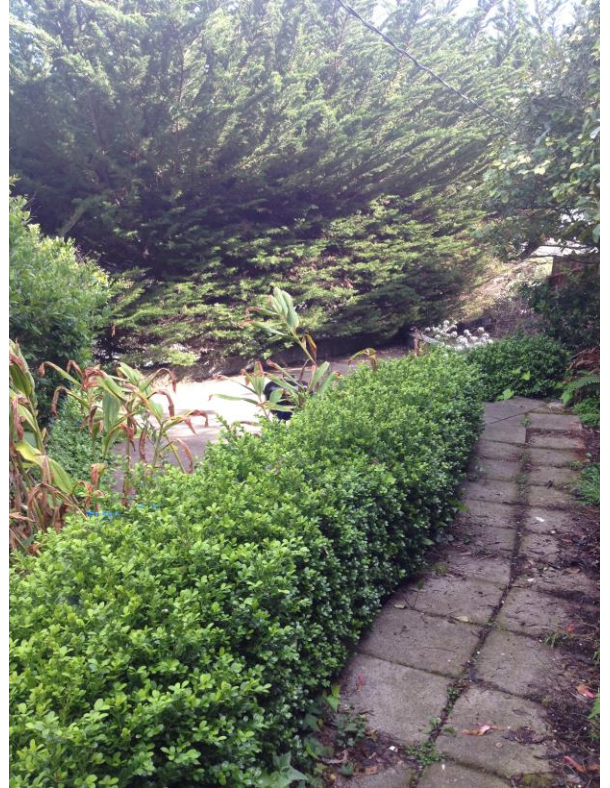


Figure 19. Patio above garage.

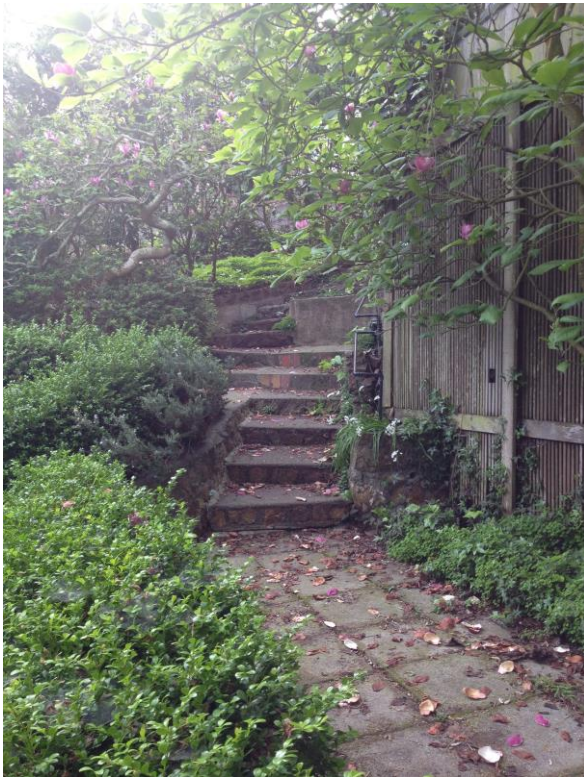


Figure 20. Cement and brick path to main entrance, and front yard plantings.



Figure 21. Shed at rear property line.



Figure 22. Terraced back yard. Abalone shells and stone fountain are at center.

SURROUNDING NEIGHBORHOOD

1745 Bridgeway Boulevard is located on the south side of a busy thoroughfare. North across the divided road is a low-lying area containing a collection of former Marinship shipyard buildings and a small marina, which border on Richardson Bay. The surrounding area to the south is hilly and primarily residential. The subject lot is located at the base of the hill. The sloping sites and landscaping keep many houses set back from the street or obscured from street view (**Figure 23**). On the lot immediately south of the subject lot is a three-to-four story multi-unit residential building (**Figure 24**). To the west along Bridgeway Boulevard are two one story over basement wood frame houses and a two or three story residence (**Figure 25**). To the east along Bridgeway Boulevard are several two-and-three story multi-unit residences high above street level.



Figure 23. Street view of subject property, looking south across Bridgeway.



Figure 24. Multi-unit residence immediately south of subject property.



Figure 25. Neighboring houses west of subject property, looking south from Bridgeway.

IV. HISTORIC CONTEXT

SAUSALITO HISTORY

Prior to European settlement, present-day Marin County and southern Sonoma County were inhabited by the Coast Miwok people. European settlers first arrived on a Spanish ship, the *San Carlos*, in 1775. The Spanish and later Mexican governments divided the land of what was then called Alta California into large tracts. The Rancho Sausalito comprised 19,571 acres and was granted to William Richardson, a British sailor, in 1838.¹ Richardson had married the daughter of the Commandant of the Presidio and gained Mexican citizenship, therefore qualifying for a land grant.

Initially, Richardson prospered by shipping timber, grain, cattle, and water from the port and taxing ships that passed through the Golden Gate. Sausalito remained a small settlement through the Gold Rush, and Richardson eventually fell into debt, and after his death 1858 the land passed to Samuel Throckmorton, the owner of a nearby rancho. In 1869, Throckmorton sold 1,000 acres of the Rancho Sausalito to the Sausalito Land and Ferry Company.² Nineteen San Francisco businessmen joined to form the Sausalito Land and Ferry Company in order to purchase the promising waterfront land and establish a permanent town. Eager to draw merchants and new residents from San Francisco, the Sausalito Land and Ferry Company began to lay out streets and development parcels, especially in the hills overlooking the bay and even filling in parts of Richardson Bay (**Figure 26**). Most importantly, they created a ferry line, using the Princess steamship, which traveled between Sausalito and San Francisco.³

Marin County as a whole soon became an attractive destination for summer vacationers from San Francisco, farmers, and merchants. A concerted effort was made to persuade San Francisco's business elite to buy and build in Sausalito. The arrival of the North Pacific Coast Railroad (later the Northwestern Pacific Railroad) in 1874 immediately made Sausalito more accessible and profitable. Sausalito was the southern terminus for a line that ran northwest to Tomales Bay. The railroad company also leased the Princess steamer ferry line and replaced the old ship with modern boats that could make the journey to San Francisco in thirty minutes. Businesses sprang up near the ferry terminal along Water Street (now Bridgeway Boulevard) and drew diverse groups of Portuguese, Chinese, Italian, and German populations working as boat builders, dairy ranchers, fisherman, and railroad workers. By 1890, the slopes above Sausalito's waterfront were dotted with both summer and year-round residences, and the town was lauded in the local press for its natural beauty and attractiveness. Houses on the hill were primarily built in a grand Victorian style, while middle and lower class merchants and workers lived in the flat lands on the waterfront in more modest and vernacular style homes. The original settlement area around the ferry terminal, business district, and the San Francisco Yacht Club became known as "Old Town," while development that occurred north along the water was deemed "New Town" or "New Sausalito."

The city continued to grow, although at a slow rate, in the 20th century. It was an active hub for bootleggers during Prohibition.⁴ When construction on the Golden Gate Bridge began in 1933, the city widened and relocated the main thoroughfares, County Road and Water Street, to better accommodate automobiles (**Figure 27**). The bridge's opening in 1937 was detrimental to the passenger ferries and rail service; demand slowed and both services ended in 1941. The start of World War II revived the city by bringing an influx of industry and population. In 1942, the

¹ "Sausalito History," *The Sausalito Historical Society*, <http://www.sausalitohistoricalsociety.com/sausalito-history/>

² *Images of America*, 9-10

³ "Sausalito History," *The Sausalito Historical Society; Here Today*, 210

⁴ "Sausalito History," *The Sausalito Historical Society*

Marinship yard was built along the northern waterfront, filling in part of Richardson Bay with land blasted from nearby hills and creating a complex of 21 buildings (**Figure 28**). The yard employed 19,000 workers and caused an influx of new residents. The yard operated continuously until September 1945 and produced 93 Liberty Ships and tankers. The subject property is located just south of the Marinship yard. After the war, Marinship closed and Sausalito developed an artistic and bohemian reputation. Large communities of houseboats populated the shoreline. Passenger ferries from San Francisco reopened in the 1970s, encouraging residents and tourists alike to come to Sausalito.

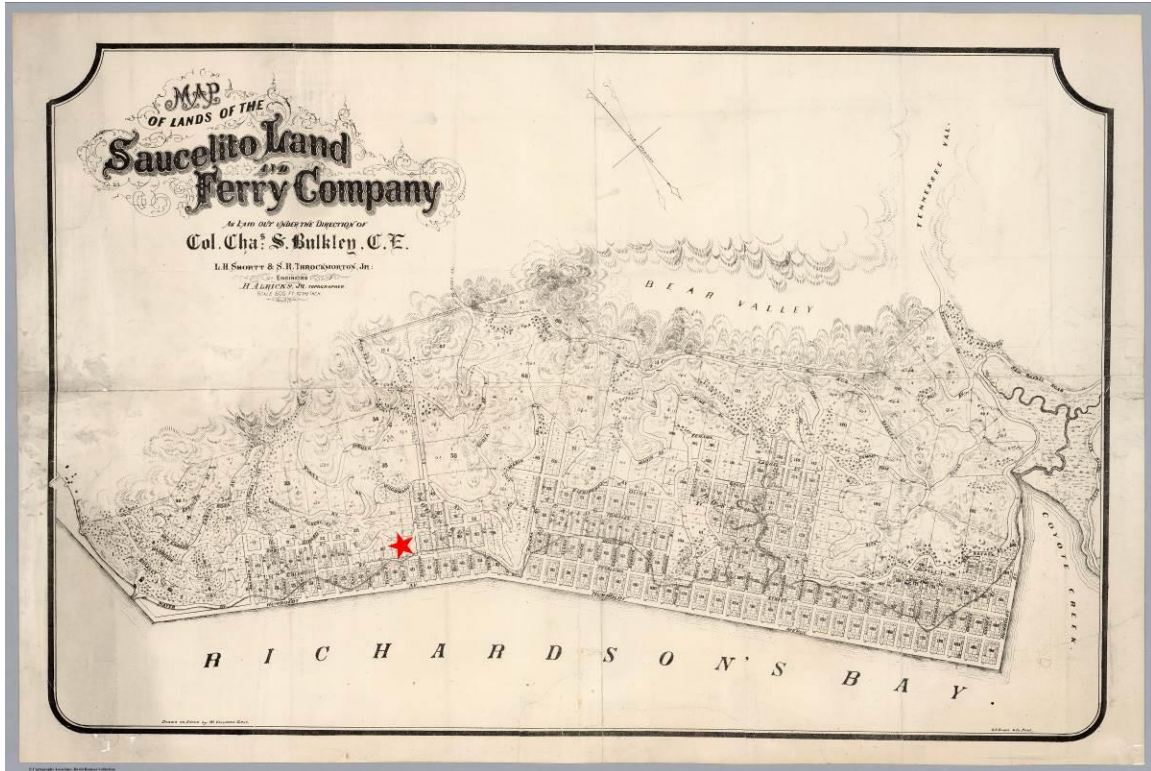


Figure 26. Map of Sausalito Land and Ferry Company street grids and land plots, 1868. Subject property indicated by red star.

Source: David Rumsey Map Collection.

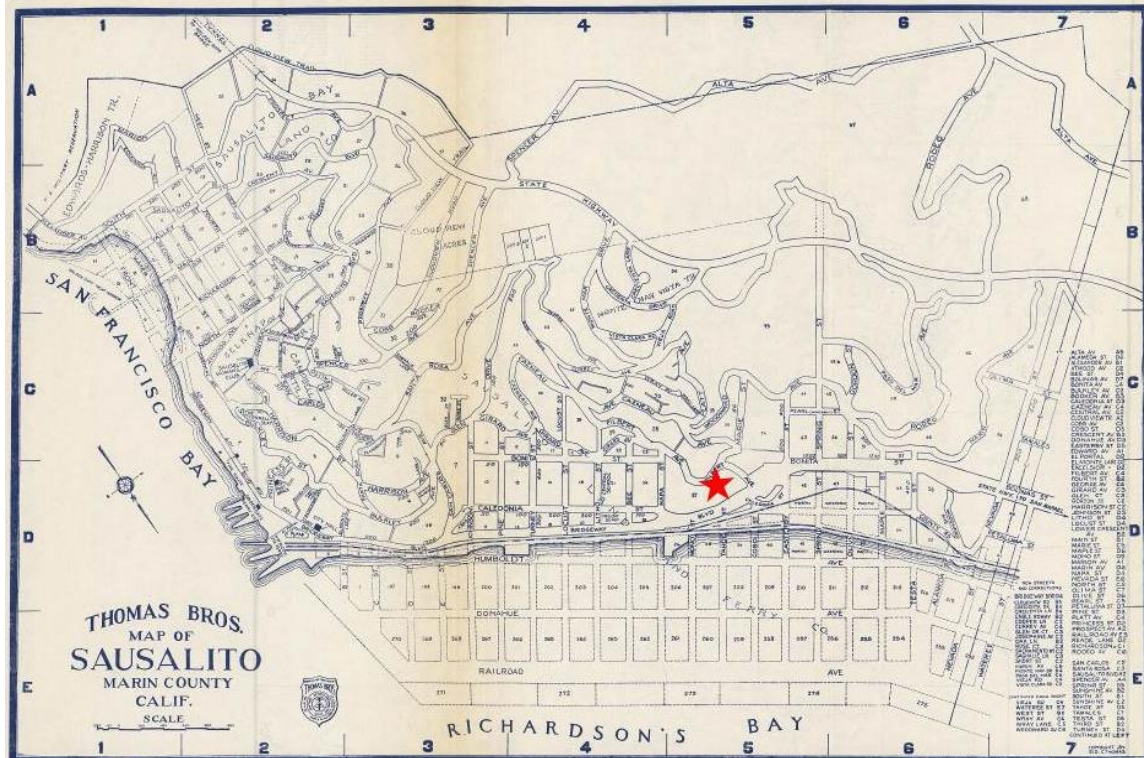


Figure 27. Partial map of Sausalito, 1938. Old Town is at left and New Town is center, and Bridgeway Boulevard is now constructed. Subject property indicated by red star.

Source: David Rumsey Map Collection.



Figure 28. 1946 aerial image of Sausalito. North is down. The Marinship yard is at right. Subject property indicated by red star.

Source: Aerialarchives.com

SITE HISTORY

The subject parcel is located in northern Sausalito, at times referred to as “New Town.” The lot was originally platted by the Sausalito Land and Ferry Company in 1868 and was located on the waterfront of Richardson Bay. Early maps show lots 9 and 10 of block 27 (**Figure 29**); these large lots were subdivided into three narrow lots each, creating the subject parcel, lot 12. The route of the North Coast Pacific railroad ran along the waterfront and adjacent to the parcel’s southern border. Lot 12, block 27 was sold to Antonio S. Bettencourt for \$10 in 1893.⁵ 1745 Bridgeway Boulevard was constructed in 1894, and there is no evidence of previous construction on the property.⁶ An original building permit has not been located, and the architect or builder is unknown. However, the appearance of the structure on the 1909 Sanborn Fire Insurance Map corroborates this early construction date. In 1909, the building is shown in its current location and closely following the current building footprint (**Figure 30**). The building is one story over basement, rectangular in plan with an entry porch on the primary façade and the one story rectangular area projecting from the rear façade. A separate one story structure with a porch on the northwest façade is located on the southeast property line. This structure is no longer extant and its demolition date is unknown.

⁵ “Real Estate Transfers,” *Marin Journal*, April 27, 1893. Extracts from the *Marin Journal, Marin County Tocsin 1893-1894*, compiled by Marin County Genealogical Society and Carolyn Schwab.

⁶ 1924 Tax Assessment Building Appraisal Form, Sausalito Historical Society.

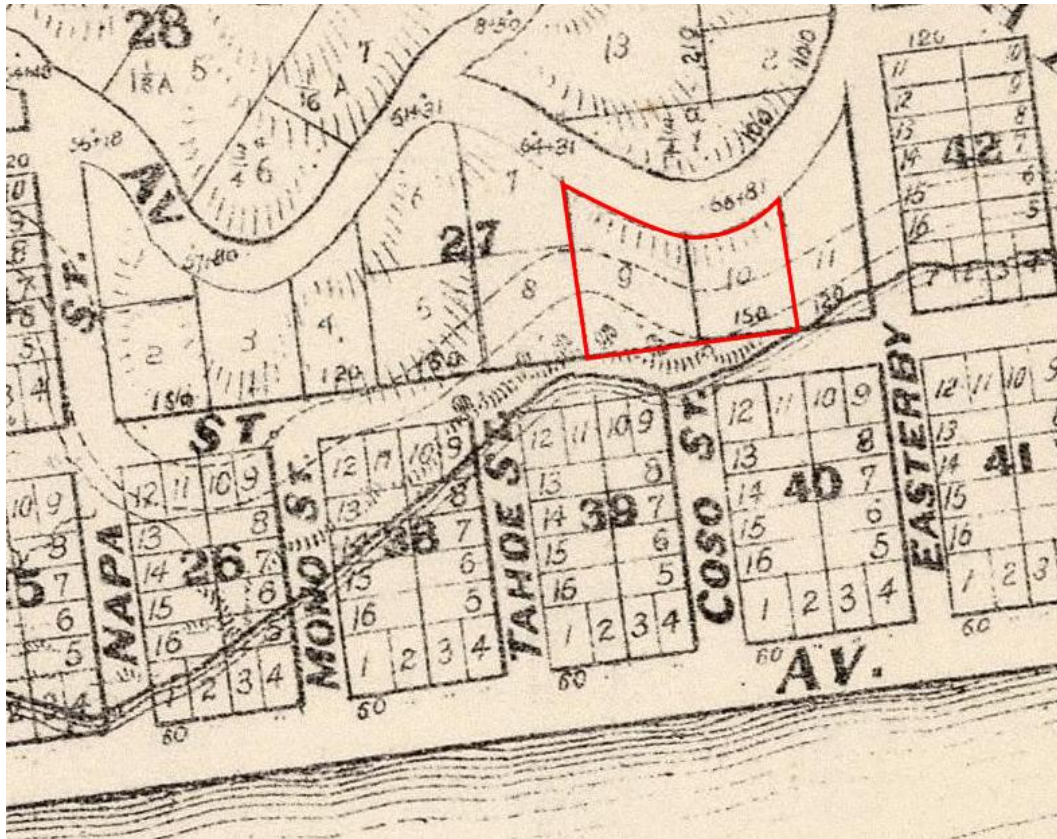


Figure 29. Lots 9 and 10, block 27 c. 1868. Present subject lot 12 is subdivided from this area.
Source: David Rumsey Map Collection.

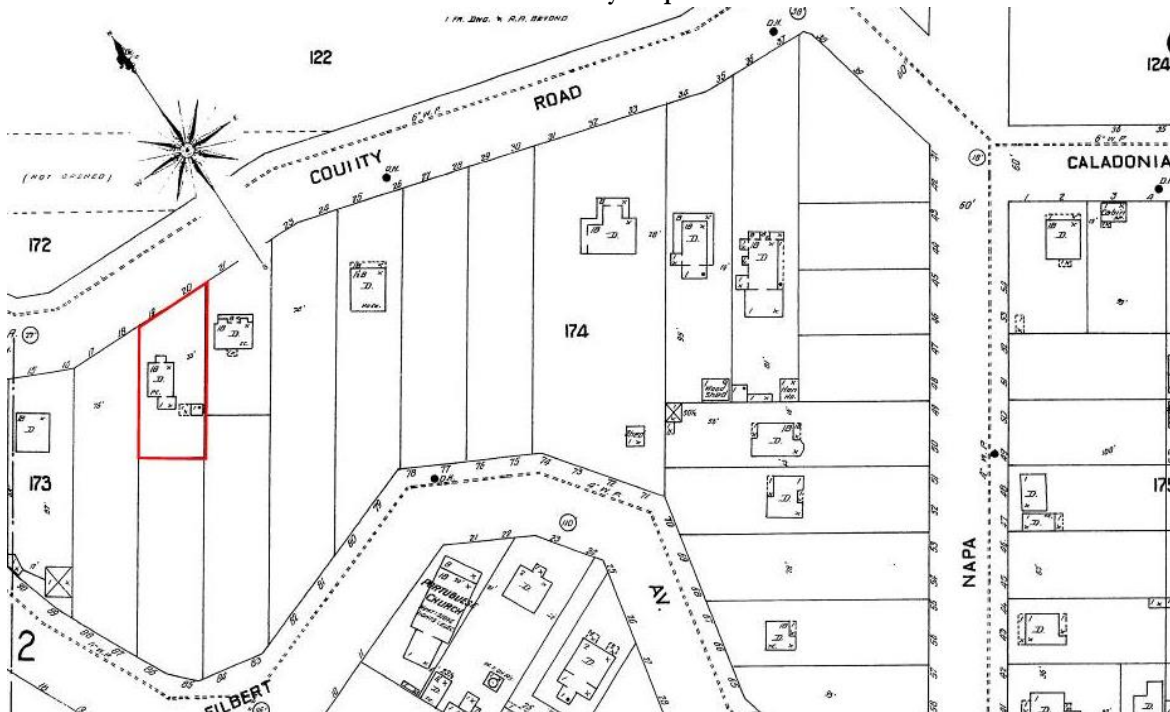
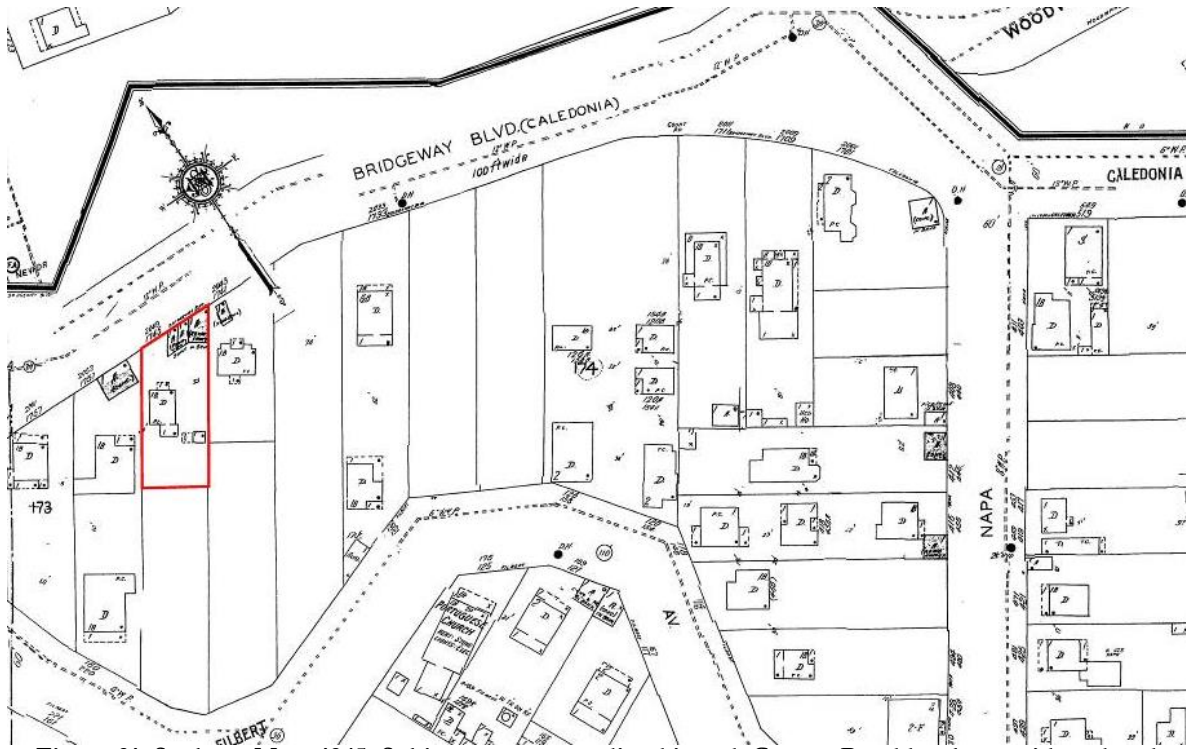


Figure 30. Sanborn Map, 1909. Subject property outlined in red.
Source: Sanborn Fire Insurance Map of Sausalito, 1909, sheet 3.

A three-bay concrete garage was constructed prior to 1945, when it appears on the next available Sanborn map (**Figure 31**). The main building footprint remains the same and the separate side structure is still present. An addition at the rear façade was constructed at an unknown time. A narrow, rectangular area with a shed roof extends from the main rear façade at the southwest corner, past the rear façade of the previous rectangular projection. A second area projecting from the rear façade was added after 1945, and likely before 1978, which is the earliest date the City of Sausalito has documents pertaining to this building. No permits exist for this addition and historic aerials for the area are inconclusive, as the house is obscured by trees and poor image quality. The small shed that currently exists along the southwest property line was also constructed at an unknown time.



**Figure 31. Sanborn Map, 1945. Subject property outlined in red. County Road has been widened and renamed Bridgeway Boulevard (also indicated here as Caledonia Street).
Source: Sanborn Fire Insurance Map of Sausalito, 1945, sheet 3.**

The subject property has been known by several addresses throughout its history. The lot had frontage on County Road, and the building was listed as 835 County Road on the 1919 Sanborn Map. The irregular path of Caledonia Street, which merges into County Road and later into Bridgeway Boulevard (see **Figure 30** and **Figure 31**), led to the building often being listed as Caledonia Street (unnumbered) or 807 Caledonia Street.⁷ After the creation of Bridgeway Boulevard, the address changed to the present 1745 Bridgeway Boulevard. The lot may also have increased in size during the early 20th century – a deed transfer in 1917 included a portion of the adjacent lot (lot 26). No mention of this extra portion appears in later transaction notices, but it is delineated in the current Assessor Map under lot 03 of block 151 (**Figure 32**).

⁷ Historic newspapers, US census

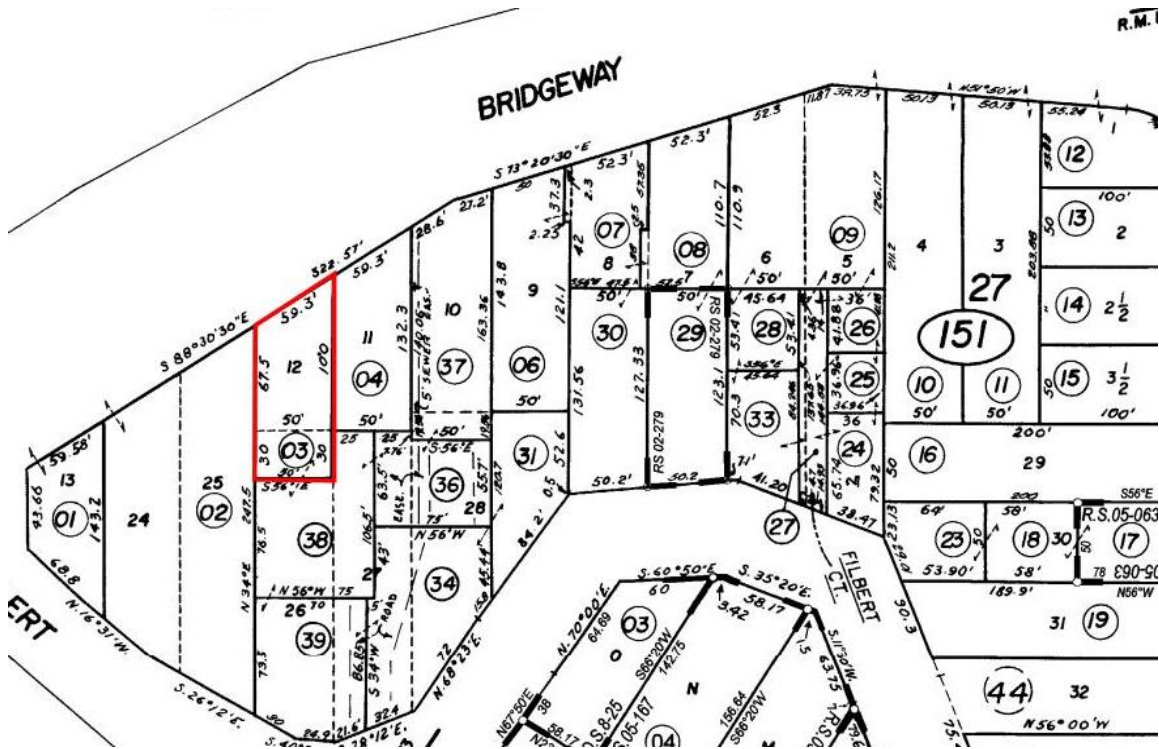


Figure 32. City of Sausalito Assessor's Map, book 64, page 15, 2001.
Source: County of Marin Assessor.

Construction Chronology

The following table outlines the building permit history for 1745 Bridgeway Boulevard, inclusive of all permits available at Sausalito City Hall. No additional building permits were available through the County of Marin Building Department.

Date	Permit Number	Description of work
1894	Unavailable	1745 Bridgeway Boulevard was constructed. Architect unknown. ⁸
March 1991	E 3040	Electrical permit for 100 amp service upgrade
July 2006	P 12172	Repair work to replace sewer lateral
September 2010	B 10499	The roof was removed and re-roofed with composite shingle. (Existing roof was composite shingle.)

Other visible alterations have been made to the building that are not recorded in permits. Based on the 1945 Sanborn map, the shed roof rectangular addition at the southwest corner of the rear façade

⁸ 1924 Tax Assessment Building Appraisal Form, Sausalito Historical Society. The County of Marin Tax Assessor records for APN 064-151-03 lists the construction date as 1900.

must have been constructed after that date. The casement windows on the northwest façade of this addition are metal frame, which may be original to the addition or may have replaced a wood frame window. Also on the northwest side, observation of the fully glazed double doors suggests that they are replacements. The doors are wood frame, but use wood of different species and finish of the wood surrounding the opening. Alterations to the lot include the removal of the small one story structure along the southeast property line and the construction of the shed along the rear property line.

OWNER/OCCUPANT HISTORY

The following information outlines the known ownership history and deed transfers of 1745 Bridgeway Boulevard, as recorded by the City of Sausalito and compiled from available resources:

Dates	Owner/Occupant
April 1893 - unknown	Sausalito Land and Ferry Company sold lot 12, block 27 to Antonio S. Bettencourt. ⁹
Unknown – 1917	Samuel A. Neale, Pauline Neale (first wife), Eleanor Neale (daughter) and Samuel Neale Jr. (son); Rosella Neale (1915-1917, second wife) ¹⁰
1917 – 1978	Regalia family. Bernard and Teresa Regalia, then second son Frank (Francis) Regalia. ¹¹
1978 – 1985	John M. Davis Jr. ¹²
1985 – 2013	Myralin G. Whitaker ¹³
2013 – present	Sy Jardine's Lookout LLC

The first owner of the property was Antonio S. Bettencourt. Originally from the Azores Islands, Bettencourt was a part of the large Portuguese population in early Sausalito. He was a sheep rancher and held a farm in present-day Marin City.¹⁴ At an unknown date, Bettencourt sold the property to Samuel A. Neale and Samuel's first wife Pauline.¹⁵ After Pauline's death in 1914, Neale married Rosella Gates and remained at the subject property until 1917. Neale worked as a foreman, and later the general superintendent, of the Northwestern Pacific Railroad shops in downtown Sausalito. Neale sold the property to Bernard Regalia in 1917, including the portion of adjacent lot 26. Bernard Regalia was an Italian immigrant who worked as a concrete contractor, and often listed his business address as 807 Caledonia Street or 1745 Bridgeway Boulevard. The Regalia family retained ownership of the property until 1978, with Frank Regalia inheriting it from his parents. For a period during the 1970s, 1745 Bridgeway Boulevard operated as a *San Francisco Chronicle* newspaper distribution center, an illegal use within a residential neighborhood.¹⁶ The distribution center was run by an A. Rovelli, who was cautioned by the City of Sausalito to cease operations. John M. Davis Jr. owned the property from 1978 to 1985. Myralin G. Whitaker purchased the property in 1985 and sold it to the present owners in 2013.

⁹ "Real Estate Transfers," *Marin Journal*, April 27, 1893.

¹⁰ "Documents Filed with County Recorder", *Sausalito News*, February 10, 1917.

¹¹ Ibid.; 1925 Plat Book and Block Book (no date, pre-1930s), Sausalito Historical Society; "Application for Residential Building Record Report," 1978, City of Sausalito Building Division.

¹² "Application for Residential Building Record Report," 1978, City of Sausalito Building Division.

¹³ "Application for Residential Building Record Report," 1985, City of Sausalito Building Division.

¹⁴ "Funeral Rites for Former Sheep Rancher," *Sausalito News*, vol. 68, no. 22, May 28, 1953.

¹⁵ 1910 United States Federal Census, Sausalito Township, page 54. Accessed via Ancestry.com. The Neales, and the rest of those recorded on the page, are listed with unnumbered Caledonia Street addresses.

¹⁶ Letter from City of Sausalito to A. Rovelli, City of Sausalito Building Division records, 1745 Bridgeway files.

V. EVALUATION

CALIFORNIA REGISTER OF HISTORICAL RESOURCES

The California Register of Historical Resources (California Register) is an inventory of significant architectural, archaeological, and historical resources in the State of California. Resources can be listed in the California Register through a number of methods. State Historical Landmarks and National Register-listed properties are automatically listed in the California Register. Properties can also be nominated to the California Register by local governments, private organizations, or citizens. The evaluative criteria used by the California Register for determining eligibility are closely based on those developed by the National Park Service for the National Register of Historic Places.

In order for a property to be eligible for listing in the California Register, it must be found significant under one or more of the following criteria.

Criterion 1 (Events): 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 (Persons): Resources that are associated with the lives of persons important to local, California, or national history.

Criterion 3 (Architecture): 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.

Resources eligible for the National Register are automatically listed in the California Register of Historical Resources.¹⁷

1745 Bridgeway Boulevard does not appear to be historically significant under Criterion 1 (Events) as a property that has made a significant contribution to a broad pattern of local history or the cultural heritage of California or the United States. No significant events are known to have occurred in relation to this property. There is no significant connection between the property and either the railroad or the Marinship yard, except for physical proximity. The property is among the early constructions of Sausalito and was a product of the residential expansion along the waterfront around the turn of the 20th century. However, the property is not individually able to represent this pattern, and therefore does not appear individually eligible for the California Register under Criterion 1 (Events).

1745 Bridgeway Boulevard does not appear to be historically significant under Criterion 2 (Persons) as a property associated with the lives of persons important to local, California, or national history. None of the known owners and occupants have been recognized for a contribution to history at the local, state, or national level. Samuel Neale held a high level position with the Northwestern Pacific Railroad, a company which was important in Sausalito's development. However, his role was not unique and did not appear to contribute especially to the success of the railroad or town. While the

¹⁷ California Office of Historic Preservation, *Technical Assistant Series No. 7, How to Nominate a Resource to the California Register of Historic Resources* (Sacramento, CA: California Office of State Publishing, 4 September 2001) 11.

lengthy ownership by the Regalia family is noteworthy, it is not a sufficient justification of significance. Therefore, 1745 Bridgeway Boulevard does not appear to be individually eligible for the California Register under Criterion 2 (Persons).

1745 Bridgeway Boulevard does not appear to be historically significant under Criterion 3 (Architecture) as a property that embodies the distinctive characteristics of a type, period, region, or method of construction, or as the work of a master. The original architect or builder of the property is unknown, therefore it cannot be said to be the work of a master. The building was designed in a modest, vernacular style and scale common to early development in the city, especially of middle class and working class residences. The building's design and material elements are in keeping with the general character of other buildings of similar era in Sausalito. These elements include the wood shingle cladding, the one to two story height, and the gable roof. The building has undergone some alterations, including a rear addition and replacement of some doors and windows based on visual observation. The overall design is not exemplary of a specific architectural style and it lacks exceptional artistic values. For these reasons, 1745 Bridgeway Boulevard does not appear to be individually eligible for the California Register under Criterion 3 (Architecture).

1745 Bridgeway Boulevard was not evaluated for significance under Criterion 4 (Information Potential): Criterion 4 generally applies to the potential for archaeological information to be uncovered at a site, which is beyond the scope of this report.

SAUSALITO LOCAL HISTORIC REGISTER

Chapter 10.46 of the City of Sausalito Zoning Ordinance regulates historic overlay zoning districts and properties listed on the local register. Individual structures and sites with historical significance may be listed on the Sausalito Local Register if an application is submitted by a private interested party or the Historic Landmarks Board (HLB).

The HLB and Planning Commission may recommend, and the City Council may approve, listing a structure or site on the local register if all of the following findings can be made:

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

Regarding Finding 1 listed above, the HLB evaluates properties for significance in four categories which correspond generally to the California Register criteria described in the previous section of this report. The categories are as follows:

1. Is the structure associated with events that have made a significant contribution to the broad patterns of the history, culture, or heritage of Sausalito, California, or the United States? Such structures may include but are not limited to civic structures, properties featured in publications, and sites where significant events occurred.

2. Is this structure associated with the live or lives of one or more people important in our past? Such structures may include but are not limited to homes of prominent persons and places referenced by prominent persons.
3. Does the structure embody the distinctive characteristics of a type, period, region, or method of construction, or represent the work of an important creative individual, or possess high artistic values? Such structures may include but are not limited to exceptional examples of architecture or an architect's work; more ordinary examples of such work are emblematic of a particular style or era; and any works by prominent creative individuals.
4. Has the structure yielded, or may it be likely to yield, information important in prehistory or history? Such structures may include but are not limited to archeological sites.

Within each category, a determination of the degree of significance must be made: No Significance, Low Significance, Moderate Significance, Significance, or High Significance.

These findings are made by the HLB and not a consultant. However, a preliminary evaluation for local register listing using the above categories is included here.

Under Category 1, "No Significance" has been found for 1745 Bridgeway Boulevard. No significant events have occurred at this location nor has it been individually connected to any significant events.

Under Category 2, "No Significance" has been found for 1745 Bridgeway Boulevard. Previous owners and occupants of the property were involved in trades important to the development of Sausalito such as farming and the North Pacific Coast Railroad. However, the contributions of occupants are not individually significant enough to make the property eligible under this category.

Under Category 3, "Moderate Significance" has been found for 1745 Bridgeway. The building has moderate significance as an extant example of early residential development in Sausalito at the turn of the 20th century. The materials and scale of the individual building represent the types of homes built by the early working class families in Sausalito, providing a contrast to the hillside mansions of the upper class. The open space and gardens surrounding the house are typical of early residential parcels. The adjacent parcel to the west contains three buildings of similar age and scale. When considered together, this collection of buildings creates a visible example of the scale, density, and vernacular aesthetics of an early Sausalito neighborhood.

Under Category 4, "No Significance" has been found for 1745 Bridgeway Boulevard.

VI. INTEGRITY

In order to qualify for listing in the California Register, a property must possess significance under one of the aforementioned criteria and have historic integrity. The process of determining integrity is similar for both the California Register and the National Register. The same seven variables or aspects that define integrity—location, design, setting, materials, workmanship, feeling and association—are used to evaluate a resource’s eligibility for listing in the California Register and the National Register. According to the *National Register Bulletin: How to Apply the National Register Criteria for Evaluation*, these seven characteristics are defined as follows:

Location is the place where the historic property was constructed.

Design is the combination of elements that create the form, plans, space, structure and style of the property.

Setting addresses the physical environment of the historic property inclusive of the landscape and spatial relationships of the building/s.

Materials refer to the physical elements that were combined or deposited during a particular period of time and in a particular pattern of configuration to form the historic property.

Workmanship is the physical evidence of the crafts of a particular culture or people during any given period in history.

Feeling is the property’s expression of the aesthetic or historic sense of a particular period of time.

Association is the direct link between an important historic event or person and a historic property.

Although 1745 Bridgeway Boulevard has been determined to be not eligible for individual listing in the California Register, integrity will be assessed because the property appears to be eligible for local listing. 1745 Bridgeway Boulevard retains good integrity of design, materials, workmanship, location, feeling, association, and setting. The integrity of setting is diminished by changes to the surrounding area. The lot was originally located on the Richardson Bay waterfront, which is now separated by a busy road and filled-in land, and the higher density of large nearby residences dispels much of the historical sense of the neighborhood. However, the close proximity of the three similar vernacular structures to the west, as well as the high amount of open space and landscaping surrounding these structures strengthen the sense of the property’s historic setting. Overall, the property retains historic integrity.

VII. CHARACTER-DEFINING FEATURES

In order for a property to be considered significant it must be able to convey its history through character-defining features. Character-defining features can be expressed in terms such as form, proportion, structure, plan, and materials. For 1745 Bridgeway Boulevard, character-defining features include:

- One story over basement height
- General massing of the building
- Location on lot within open space
- Original windows

Some non-character defining features of the property include:

- The ancillary buildings on the lot
- Windows of contemporary materials (such as windows on the northern portion of the southeast façade)

VIII. CONCLUSION

1745 Bridgeway Boulevard was constructed in 1894 and is an example of residential construction early in Sausalito's development. The land was included in the original platting of the city by the Sausalito Land and Ferry Company. The vernacular, shingle clad residence was home to Samuel Neale, a superintendent of the North Coast Pacific Railroad, and to the long-time residents, the Regalia family. However, none of the owners has been identified as significant and the property lacks exemplary stylistic or artistic features of a particular architectural style or period. The property has been determined to be not eligible for listing the California Register. However, the property appears to be eligible for listing on the local historic register under Finding 1, Category 3 as a structure embodying distinctive characteristics of early residential structures in Sausalito. 1745 Bridgeway Boulevard has retained the scale, materials, and setting of an early vernacular style residence and, together with neighboring properties, contributes to a visible example of an early working class waterfront neighborhood.

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