

State of California – The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
PRIMARY RECORD

Primary # _____
HRI # _____
Trinomial _____
NRHP Status Code 6

Other Listings _____
Review Code _____ Reviewer _____ Date _____

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*Resource Name or # (Assigned by recorder) Berkeley Marina and C. Chavez ParkP1. Other Identifier: Berkeley Marina

*P2. Location: ☐ Not for Publication ☒ Unrestricted
and (P2b and P2c or P2d. Attach a Location Map as necessary.)

*a. County Alameda

*b. USGS 7.5' Quad Oakland West (and portion of Richmond) Date 1993 T ____; R ____; ____ of Sec ____; ____ B.M.

c. Address 201 University Avenue City Berkeley Zip 94710

d. UTM: (give more than one for large and/or linear resources) Zone ____; ____ mE/ ____ mN

e. Other Locational Data: (e.g., parcel #, directions to resource, elevation, etc., as appropriate)

West end of University Avenue on San Francisco Bay.

*P3a. Description: (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)

The Berkeley Marina is one of the largest small craft harbors on the West Coast, with 52 acres of water and about 1,000 berths that can accommodate crafts from 16' to 110' (Photo 1). The harbor entrance is protected from surge and rough water by an entrance breakwater. Berths rental includes use of storage lockers, water and electrical hookup, parking, restrooms and showers. The north side of the harbor includes a paved launching ramp, vehicle and boat parking, fuel dock and a small boat repair and hoist facility. The marina administrative offices and several sailing / boating organizations and charter operators have offices in buildings on either side of the harbor, such as the Berkeley Yacht Club. Two full service restaurants and a boat chandlery are located at the west end of the marina, and a large hotel conference is located at the east side of the harbor. (See continuation sheet)

*P3b. Resource Attributes: (List attributes and codes) HP11(Engineering Structure); HP31(Urban Open Space)*P4. Resources Present: ☒ Building ☒ Structure ☐ Object ☐ Site ☐ District ☐ Element of District ☐ Other (Isolates, etc.)

P5b. Description of Photo: (View, date, accession #) Photograph 1, current aerial view, ca. 2005

*P6. Date Constructed/Age and Sources:
☒ Historic ☐ Prehistoric ☐ Both
1923 (portion of fishing pier); 1927 (former municipal wharf); 1935 and 1966 (marina); 1991 (park)

*P7. Owner and Address:
City of Berkeley, Parks, Recreation & Waterfront Division, 201 University Ave., Berkeley, CA 94710

*P8. Recorded by: (Name, affiliation, address)
Meta Bunse / Damany Fisher
JRP Historical Consulting
1490 Drew Ave, Suite 110
Davis, CA 95616

*P9. Date Recorded: July 26, 2007

*P10. Survey Type: (Describe)
Intensive

*P11. Report Citation: (Cite survey report and other sources, or enter "none.") JRP Historical Consulting, LLC, "Historic Architectural Resources Inventory and Evaluation: Berkeley – Albany Ferry Terminal Project"

*Attachments: NONE ☐ Location Map ☒ Sketch Map ☒ Continuation Sheet ☒ Building, Structure, and Object Record ☐ Archaeological Record
☐ District Record ☐ Linear Feature Record ☐ Milling Station Record ☐ Rock Art Record ☐ Artifact Record ☐ Photograph Record
☐ Other (list) _____

DPR 523A (1/95)

587327 *Required Information
T1A080118A 6X 173485

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BUILDING, STRUCTURE, AND OBJECT RECORD

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*Resource Name or # (Assigned by recorder) Berkeley Marina and C. Chavez Park

B1. Historic Name: Berkeley Marina; Berkeley Yacht Harbor; Berkeley Municipal Wharf; Golden Gate Ferry Pier

B2. Common Name: Berkeley Marina; Cesar E. Chavez Park

B3. Original Use: small craft harbor B4. Present Use: small craft harbor

*B5. Architectural Style: Utilitarian / Contemporary

*B6. Construction History: (Construction date, alteration, and date of alterations) Former ferry pier 1923, renovated 1959 / Municipal wharf 1927, abandoned / Yacht Harbor 1935, expanded 1966, later renovations / Park created 1991

*B7. Moved? ☒ No ☐ Yes ☐ Unknown Date: _____ Original Location: _____

*B8. Related Features: _____

B9. Architect: unknown b. Builder: SERA work crews

*B10. Significance: Theme n/a Area n/a

Period of Significance n/a Property Type n/a Applicable Criteria n/a

(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

The complex of buildings and structures known as the Berkeley Yacht Harbor, Berkeley Marina, Berkeley fishing Pier, North Waterfront Park and Cesar E. Chavez Park does not appear to meet the criteria for listing in the National Register of Historic Places, nor do they appear to be a historical resource for the purposes of CEQA. These buildings and waterfront and harbor structures have also been evaluated in accordance with Section 15064.5(a)(2)-(3) of the CEQA Guidelines, using the criteria outlined in Section 5024.1 of the California Public Resources Code, and this resources does not meet the significance criteria as outlined in these guidelines. (See continuation sheet.)

B11. Additional Resource Attributes: (List attributes and codes)

***B12. References:**

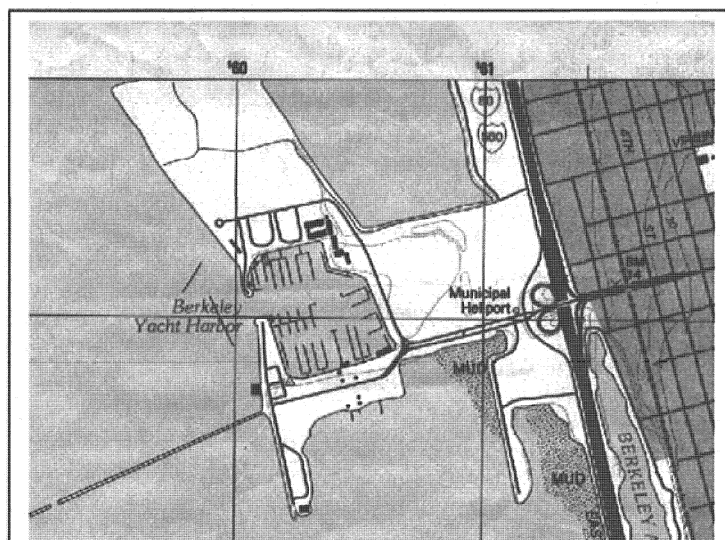
USGS topographic maps 1895-2001; USC&GS nautical charts, 1883-2000; UC Berkeley Earth Sciences & Maps Department (1939, 1968 aerial photography); Sanborn Fire Insurance maps, 1894, 1911, 1929, 1950; *Oakland Tribune*; *Los Angeles Times*; and others, see footnotes.

B13. Remarks:

*B14. Evaluator: Meta Bunse

*Date of Evaluation: July 2007

(This space reserved for official comments.)



Portion of Oakland West, 7.5 Minute Topographic Series, USGS (1993)

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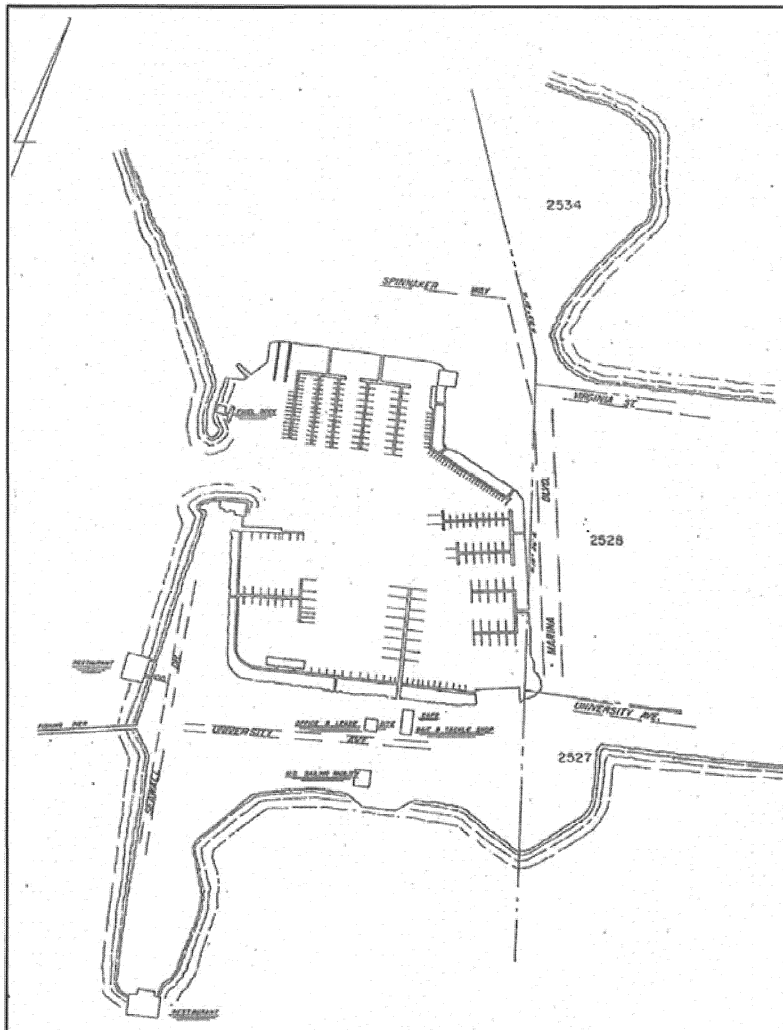
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The marina jetties and the breakwater are earth, rock rip rap, and poured concrete construction. Ramps and parking areas are paved asphalt. The public fishing pier is a combination of concrete and timber construction, while the berths, docks, and wharf areas are generally timber construction. Buildings are largely wood frame, one to two stories in height, in the Contemporary Style with exposed framing and round timber posts. Siding is either wood panel or wood shingles set with metal frame fixed or sliding windows.

Cesar Chavez Park is a 90-acre former landfill that extends northward from the north side of the Berkeley Marina. The park does not include permanent buildings. Park structures include a paved perimeter walking trail, interior hiking trails, multi-purpose turf areas, off-leash dog park, and picnic areas.



Sketch plan of Berkeley Marina. Alameda County Assessor Map Book 60, Index 2.

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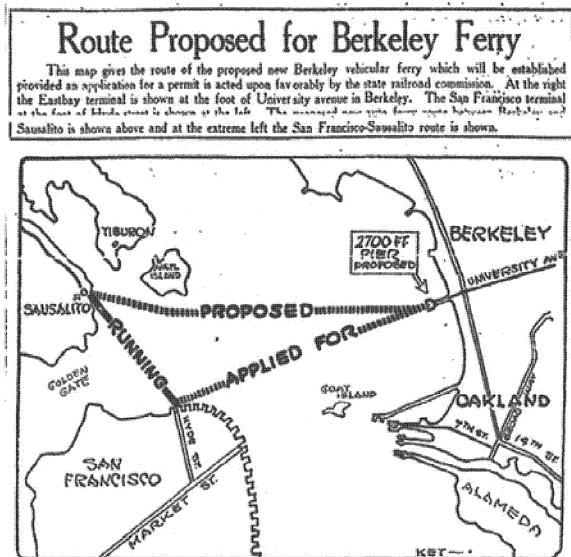
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*Resource Name or # (Assigned by recorder) Berkeley Marina and C. Chavez Park*Recorded by Meta Bunse / Damany Fisher *Date July 2007 ☒ Continuation ☐ Update**B10. Significance (continued):**

The Berkeley Marina and nearby Cesar E. Chavez Park are located in San Francisco Bay, just west of the Bayshore (I-80) / University Avenue interchange, an area that has a long history of industrial and transportation development. The earliest settlers of the East Bay used this site as a landing for ships plying the bay and serving Sacramento. Captain J. Jacobs established a shipping business on the shoreline two blocks north of University Avenue in 1853 and built a pier there in the mid 1860s. The area grew, as did demand for regular transportation between Berkeley and San Francisco, and in response, the Berkeley Ferry and Railroad Company opened its ferry service in 1874. The company constructed a 1,300-foot long pier to cross the shallow water and extensive tidal flats on the Berkeley side of the bay – only the first of several such pier structures on along this stretch of coastline. The ferry company was short-lived and service ended in 1876.¹

By the 1880s and 1890s a few waterfront businesses also built piers in this area, including Several industrial plants crowded the Berkeley waterfront in the vicinity of the ferry pier by the early twentieth century: Pacific Guano & Fertilizer Company occupied the former Jacob's Landing site, with Monarch Oil and Refining Company and West Berkeley Lumber Company and their pier facilities located to the south, but still north of University Avenue. The City of Berkeley acquired the pier of the short-lived ferry service that extended from the foot of University Avenue for use as a municipal wharf by 1907.²



The Golden Gate Ferry Service was the next to add a pier – an impressively long timber structure that replaced the earlier pier and extended about 2.5 miles from the shoreline when it opened in 1927. The San Francisco Bridge Company built the new ferry pier to handle thousands of cars per day, which it did for about a decade carrying automobile traffic between Berkeley and San Francisco. The City of Berkeley also constructed a new municipal wharf and small office during this time, about 800 feet out on the new ferry pier.³

Oakland Tribune March 23, 1926.⁴

¹ Work Projects Administration in Northern California, *Berkeley: The First Seventy-Five Years* (Berkeley, CA: The Gillick Press, 1941), 16-17, 44-45; "Formal Opening," *Oakland Evening Tribune* (October 9, 1874).

² Sanborn Map Company, Sanborn Fire Insurance Maps, "Berkeley, California." (1911) 47; US Geological Survey, Scale 1:62,500, *San Francisco Quadrangle*, 1895, 1899, 1915; U.S. Coast and Geodetic Survey, *San Francisco Entrance, California*, Chart No. 621a, Scale 1:40,000 [Washington, D.C.]: 1883 and 1891; USC&GS, *San Francisco Entrance, California*. Chart No. 5532, Scale 1:40,000 (Washington, D.C.: 1905, 1926).

³ Charles Wollenberg, *Berkeley, A City in History*, Berkeley History Series at the Berkeley Public Library, (October 2 – November 13, 2002), 6; "Pier Worker is Hit by Pulley," *Oakland Tribune* (April 26, 1927); Sanborn Map Company, Sanborn Fire Insurance Maps, "Berkeley, California." (1929) 43; "A Brief History of Ferries on the Bay," *San Francisco Bay Crossings* (January 2000); City of Berkeley, Municipal Codes, Ord. 1364-NS § 1, 1927.

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The Golden Gate Ferry Service could not compete with the Oakland-Bay Bridge and discontinued its ferry route in 1938, donating the pier to the City of Berkeley.⁴ The city was only too happy to accept the gift because the pier could be used in conjunction with its newly completed Berkeley Marina and Berkeley Yacht Club facilities. In the spring and summer of 1935 State Emergency Relief Administration (SERA) work crews built earth and rock dykes, or breakwaters to enclose a large rectangular turning basin north of the old ferry pier and Berkeley municipal wharf. The basin stretched about 4,000 feet into the bay from the newly constructed state highway (Highway 40, later I-80) and was bounded by the former ferry pier extending from University Avenue on the south, and a new dyke extending from Virginia Street on the north. Workers also salvaged timber from the older municipal wharf for use in building the new 300-berth marina project. The project ultimately incorporated the former Golden Gate Ferry trestle as a fishing pier after its donation to the city in 1939. The Berkeley Yacht Club also formed in 1939 and soon added a gambrel-roofed Cape Cod style clubhouse at the western entrance to the new harbor.⁵



1939 Aerial view of recently completed Berkeley Yacht Harbor. Former Golden Gate Ferry pier is narrow structure that extends out of picture at lower left and the Berkeley Municipal Wharf is at the east end of that pier, offset, on the south side of the new harbor jetties. (Photograph: UC Berkeley).

⁴ Wollenberg, 6; "A Brief History of Ferries on the Bay," *San Francisco Bay Crossings* (January 2000).

⁵ Sanborn Insurance Co., "Berkeley," 1911 and 1929; "Yacht Harbor Funds Sought," *Oakland Tribune* (March 26, 1935); "Old Wharf Lumber for Yacht Harbor," *Oakland Tribune* (April 8, 1935); Workers of the Writers' Program of the Work Projects Administration in Northern California, 140; Berkeley Yacht Club, "A History of the Berkeley Yacht Club," <http://www.berkeleyyc.org/>.

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Other changes to the vicinity of the marina also began in the 1920s when the Berkeley City Council considered sanitary landfill facilities at the foot of University Avenue. Councilman Carl Bartlett argued that an area of shoreline could be filled from the University Avenue sewer outfall on the south to the north wall of the Pacific Guano Fertilizer Company (near Delaware Street). Bartlett contended that the land created could be converted to other uses as the fill settled. Aerial photography and topographic maps show that only a small portion of this area was indeed filled, immediately north of University Avenue, through the early 1940s. The City did use landfill methods elsewhere along the shoreline during this time for disposal of unburned refuse and ash from the municipal incinerator between the mid 1920s and 1930 when the incinerator was closed. Over the next two decades tidelands north of the marina (north of Virginia Street) were also subject to refuse land fill, as well as construction fill brought in for construction of the East Shore Highway, the predecessor to I-80, and for the outlying parking areas for Golden Gate Fields in 1939 and 1940.⁶ (See historic mapping below.)

The greatest changes to the Berkeley Marina came after World War II as the expansion of the postwar economy, the state highway system, and local population increased pressures to fill in more of the Berkeley shoreline. More than half of the original yacht harbor was filled in during the 1950s, between the shore and what is now Marina Boulevard, as well as a new area of fill southwest of the new University Avenue Interchange on the East Shore Highway (I-80). The City of Berkeley constructed dykes from the north side of the marina to enclose an area of shallow water for and it was filled so rapidly during the next decade that it was doubled in size by the late 1960s. The expanded area also filled quickly and was expected to reach capacity in about 1977.⁷

The City of Berkeley also began a series of expansion and improvements projects to the harbor facility during the same time that it was re-shaping the waterfront through landfill. This work included a new jetty at the marina that was constructed in the late 1950s, extending south from the southwest corner of the harbor and well past the former ferry pier. Roughly 3,000 feet of this old pier was partially rehabilitated for fishing and recreational use west of the new jetty and the remaining western portion was abandoned. Fisherman apparently continued to use the pier, but the structure was extremely deteriorated and officially closed in the late 1950s.⁸ The City also started to pursue state and federal funding for expanding and updating the marina beginning in about 1960 when Berkeley applied for a loan from the California State Small Craft Harbors Commission. The city planned to repay the loan by building additional rentable berths and facilities for concessions. Although the commission did not accept the first application, the loan request was ultimately successful and the City celebrated the completion of its harbor expansion in May 1966. The \$2.2 million project included the Small Craft Harbors loan, and about \$400,000 from other state and federal sources for the new breakwater. Development and improvements continued at the harbor over the next decade and most of the buildings currently on the Berkeley Marina date to this period

⁶ "Garbage Fill to Bring Revenue says Bartlett," *Oakland Tribune* (March 13, 1921); Sanborn Insurance Co., "Berkeley," 1911, 1929, and 1950; U.S. Agricultural Adjustment Administration, Alameda County Aerial Photographs, (1939, Earth Sciences and Map Library. <http://www.lib.berkeley.edu/EART/aerial2.html> University of California Berkeley.; U.S. Geological Survey, *San Francisco Quadrangle*, Scale 1:62,500, (1942); USGS, *West Oakland Quadrangle*, 7.5 minute topographic series (1949, 1959, 1968, 1973); "Municipal Incinerator" *Berkeley Daily Planet* (May 2002); USC&GS, *San Francisco Entrance, California*, Chart No. 5532, Scale 1:40,000 (Washington, D.C.: 1957, 1966); J. F. O'Brien, "Eastshore Highway," *California Highways and Public Works* (July-Aug 1954): 10-11.

⁷ USC&GS, *San Francisco Entrance, California*, Chart No. 5532, Scale 1:40,000 (Washington, D.C.: 1957, 1966); USGS, *West Oakland Quadrangle*, 7.5 minute topographic series (1959); "Cesar E. Chavez Park" history, Berkeley Parks Recreation & Waterfront Department (<http://www.ci.berkeley.ca.us/Parks>); "Great Strides," *California Highways and Public Works* (Mar-Apr 1955): 8.

⁸ USC&GS, *San Francisco Entrance, California*, Chart No. 5532, Scale 1:40,000 (Washington, D.C.: 1957, 1966); USGS, *West Oakland Quadrangle*, 7.5 minute topographic series (1959); "Cesar E. Chavez Park" history, Berkeley Parks Recreation & Waterfront Department (<http://www.ci.berkeley.ca.us/Parks>); Ray Haywood, "Your Letter from Home," *Oakland Tribune* (May 31, 1959): 2M; "Firemen Halt Blaze at end of Long Pier," *Oakland Tribune* (September 2, 1959): 24D.

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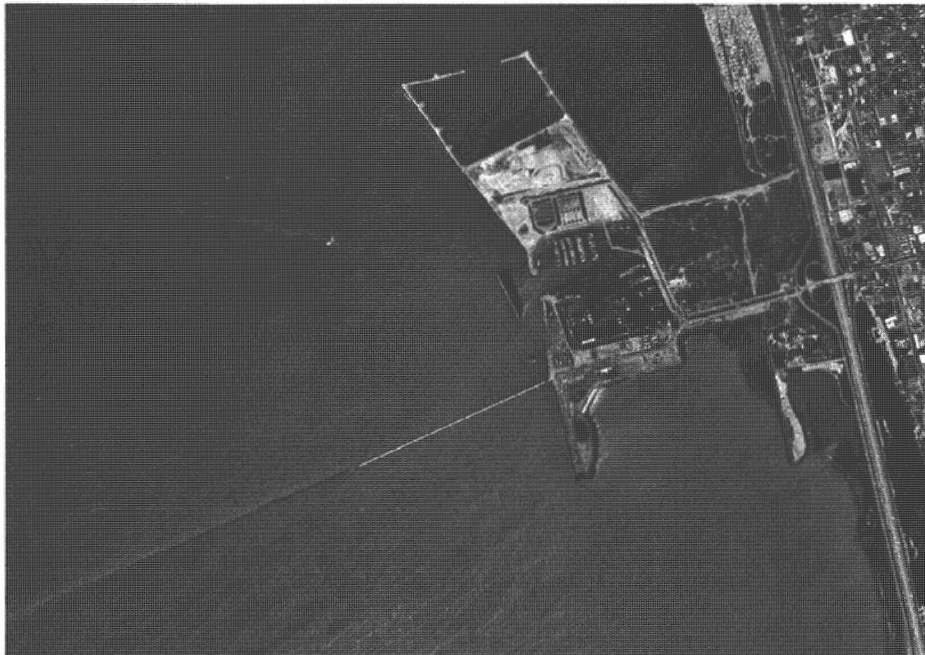
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between about 1968 and 1975: two restaurants (His Lordship's and Skates), a café, bait and tack shop, fuel dock (current chandlery), UC Berkeley sailing facility, and berths on the west side of Marina Boulevard. The roadways that encircle the marina, as well as the earth and rock jetties carrying them were also built during this time: Spinnaker Way, Marina Drive, University Avenue extension west of Marina Boulevard, and the creation of Seawall Drive. By 1968 there was even a municipal heliport east of the marina near the University Avenue interchange.⁹ The Marriott Inn complex was built near Spinnaker Way and Marina Drive in the northeast corner of the marina and the Berkeley Yacht club tore down its original building and replaced it with a new facility completed in 1979.¹⁰



1968 aerial view of Berkeley Marina and landfill. (UC Berkeley)

The recreational and commercial development at the Berkeley Marina continued to be oddly juxtaposed with the landfill north of Spinnaker Way in the late 1960s and early 1970s. The City of Berkeley adopted a Marina Master Plan in 1969 that called for creating "unstructured recreation" facilities at the landfill area, but still used the landfill for municipal waste disposal well into the 1970s. Ultimately, a lawsuit filed by the US Army Corps of Engineers led to the closure of the landfill by 1977 and a plan for its conversion into North Waterfront Park. Many years passed before the plans were complete and the landfill was completely sealed by 1991. The city dedicated the park to labor leader Cesar E. Chavez in 1996. The Berkeley Parks, Recreation, and Waterfront Division continued to expand and replace the facilities of both the marina and the park areas over the years. The Adventure Playground opened in 1979, the hotel complex was enlarged with new construction in the 1980s and

⁹ "Berkeley to Seek Yacht Harbor Loan," *Oakland Tribune* (February 14, 1960): 27; "Berkeley Presses Harbor Loan," *Oakland Tribune* (January 11, 1960): 18E; "Harbor Fund Request cut by Berkeley," *Oakland Tribune* (November 20, 1961): 16E; "Berkeley Marin Fiesta Tomorrow," *Oakland Tribune* (May 20, 1966): 26E; USGS, *West Oakland Quadrangle*, 7.5 minute topographic series (1959, 1968, 1973).

¹⁰ The Berkeley Yacht Club (BYC) member Jim Lucas designed the new clubhouse to conform to marina standards. Construction began in 1967 with a lounge/bar area on the west side and completed in 1979 when the old Cape Cod cottage was demolished and the two-story center section completed. Berkeley Yacht Club, "A History of the Berkeley Yacht Club," <http://www.berkeleyyc.org/>.

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1990s, and a new boat repair building was also built in the 1980s. The City of Berkeley closed the old municipal wharf, formerly located at the southeast corner of the marina and the site no longer contains buildings or offices. Berth, docks, ramps, and other marina facilities and equipment have also been routinely replaced with new construction and configurations.¹¹

Evaluation

The Berkeley Marina and adjacent Cesar Chavez Park do not appear to meet the significance criteria for listing in the NRHP or the CRHR. These resources do not embody direct significant associations with important trends, individuals, or developments in our history, at the local, state, or national level, nor are they important for their type, period, or method of construction. Neither resource has the potential to provide important information about history (Criteria 1, 2, 3, and 4 of the California Register, and Criteria A, B, C, and D of the National Register).

The Berkeley Marina was built in 1935-1937 as part of Alameda County's SERA projects during the Depression and it incorporated two previously existing structures: the former Golden Gate Ferry Pier (ca. 1923) and the former Berkeley Municipal Wharf (ca. 1927). Neither of these structures remains intact. The pier has undergone a series of rehabilitations and most of it has been abandoned. The wharf was in use through the 1980s, but the City of Berkeley has abandoned the wharf function by municipal code and the structure no longer includes buildings.¹² The park began as a municipal landfill in about 1957, was closed in the 1970s, and converted to park use in the 1990s. It does not have historical significance as a former landfill, nor does it have exceptional historic importance as a recently constructed park.

The harbor was originally constructed beginning in 1935 and has undergone such extensive transformation since that time that it no longer conveys any potential significance it may have had as a Depression era public works project. The jetties, berths, docks, ancillary buildings, and the turning basin itself have been infilled, widened, and/or replaced. The buildings and structures that currently make up the Berkeley Marina property were built between the late 1960s and 1990s. The marina does not constitute a significant architectural or engineering resource and does not retain integrity of design, materials, workmanship, setting, feeling, or association. This property, therefore, does not meet the criteria for local listing, nor does it meet the criteria for architectural significance at the local, state, or national level (Criterion 3 of the CRHR or Criterion C of the NRHP).¹³

¹¹ "Accord Ends Marina Landfill Crisis," *Oakland Tribune* (February 25, 1977): 27; "Will Waterfront Park be for Birds or Kids?," *Oakland Tribune* (June 29, 1977): 25; USGS, *West Oakland Quadrangle*, 7.5 minute topographic series (1968, 1973, 1980, 1993); "Cesar E. Chavez Park" history, Berkeley Parks Recreation & Waterfront Department (<http://www.ci.berkeley.ca.us/Parks>); City of Berkeley, Municipal Code, Section 6.08.010 Abandonment and Closure Declared; City of Berkeley, "Newly Reconstructed 'F' and 'G' Docks to be Dedicated This Weekend," press release (July 20, 1999).

¹² California Historical Resources Information System, "Historic Property Data File for Alameda County," as of December 2004; City of Berkeley, Municipal Code, Section 6.08.010 Abandonment and Closure Declared.

¹³ California Department of Parks and Recreation, Office of Historic Preservation, "Instructions for Nominating Historical Resources to the California Register of Historical Resources" (Sacramento: Office of Historic Preservation, 1997); United States Department of the Interior, National Park Service, "How to Apply the National Register Criteria for Evaluation," *National Register Bulletin 15* (Washington, D.C.: U.S. Government Printing, 1991, revised 1995 through 2002).

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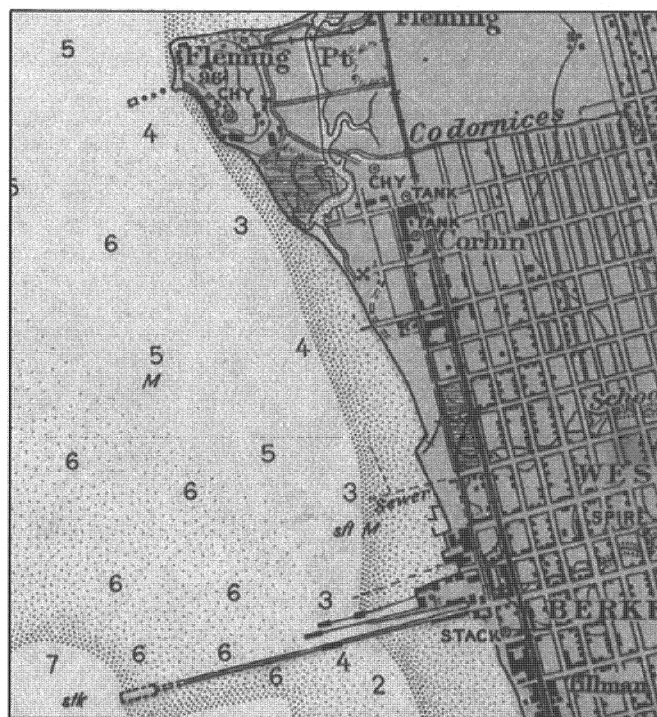
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1905: *San Francisco Entrance, California.* U.S. Coast and Geodetic Survey, Chart No. 5532. Scale 1:40,000.



1926: *San Francisco Entrance, California.* U.S. Coast and Geodetic Survey, Chart No. 5532. Scale 1:40,000.

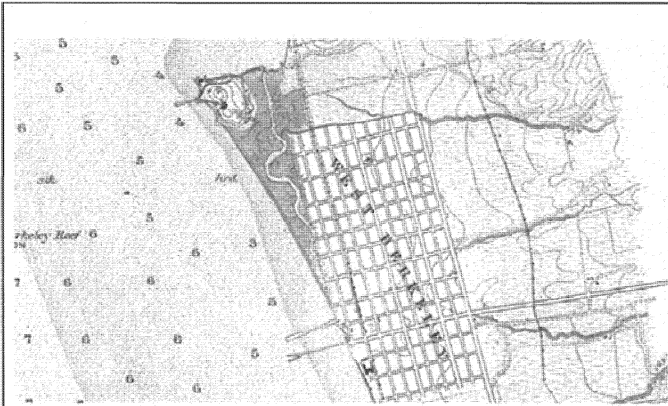
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U.S. Coast and Geodetic Survey. *San Francisco Entrance, California*. Chart No. 621a. Scale 1:40,000. Washington, D.C.: 1883.



U.S. Geological Survey. Topographic Maps. Scale 1:62,500. *San Francisco Quadrangle*, 1895.



U.S. Geological Survey. Topographic Maps. Scale 1:62,500. *San Francisco Quadrangle*, 1915.

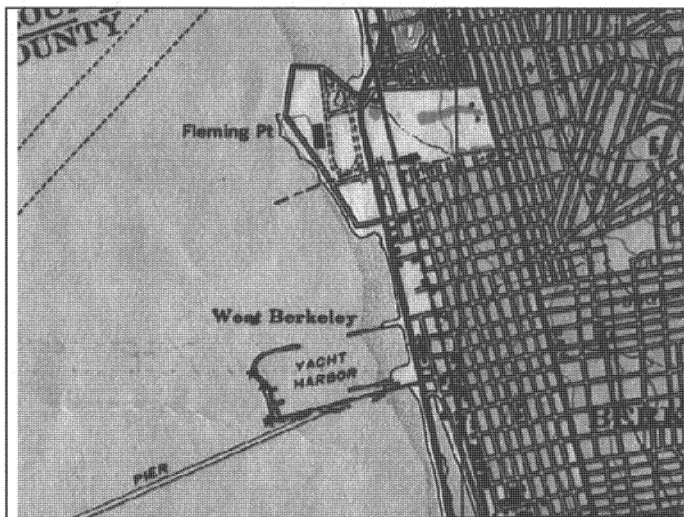
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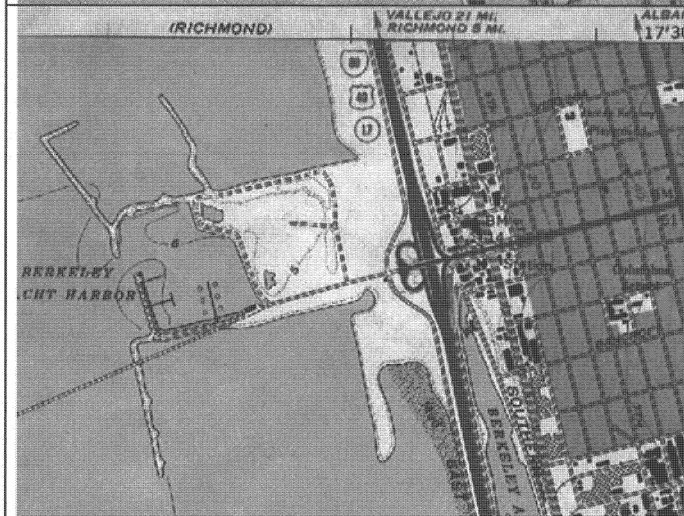
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U.S. Geological Survey. Topographic Maps. Scale 1:62,500. *San Francisco Quadrangle*, 1942.



U.S. Geological Survey. Topographic Maps. 7.5 Minute Topographic Series. *West Oakland Quadrangle*, 1949.



U.S. Geological Survey. Topographic Maps. 7.5 Minute Topographic Series. *West Oakland Quadrangle*, 1959.

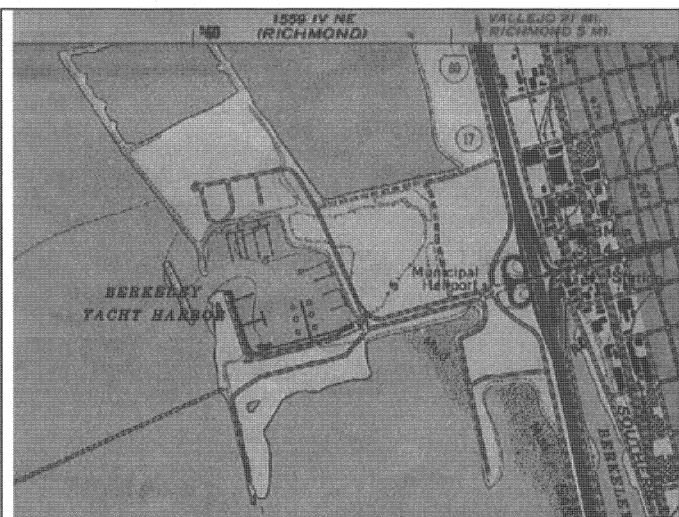
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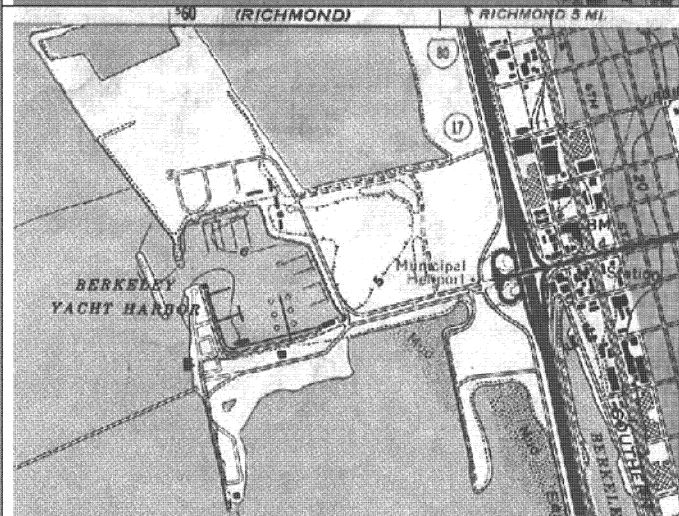
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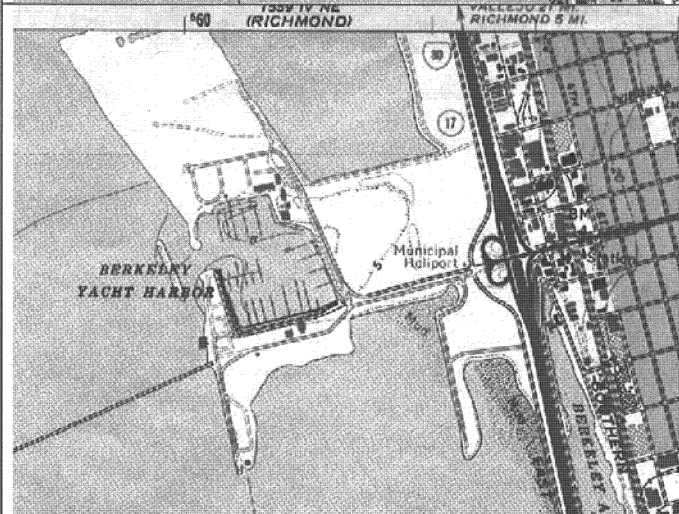
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U.S. Geological Survey. Topographic Maps. 7.5 Minute Topographic Series. *West Oakland Quadrangle*, 1968.



U.S. Geological Survey. Topographic Maps. 7.5 Minute Topographic Series. *West Oakland Quadrangle*, 1973.



U.S. Geological Survey. Topographic Maps. 7.5 Minute Topographic Series. *West Oakland Quadrangle*, 1980.

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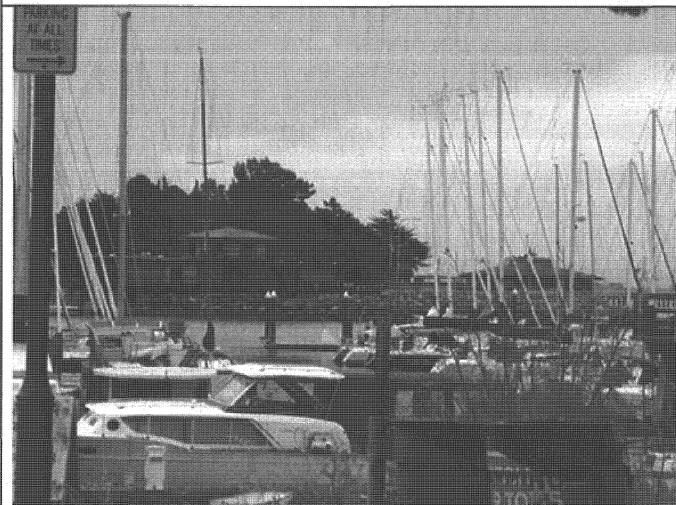
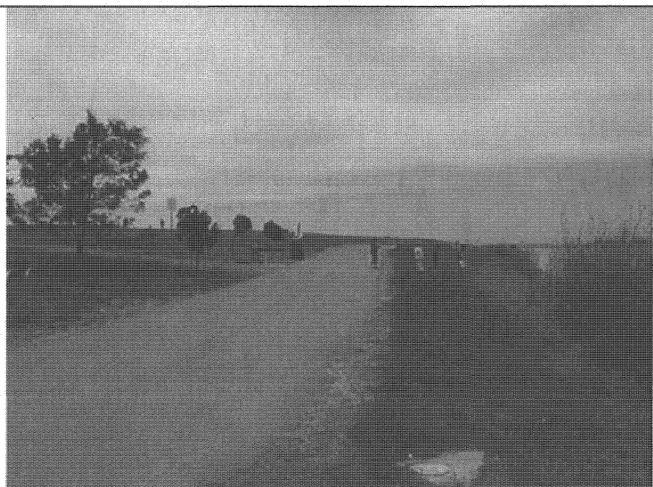
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*Recorded by Meta Bunse / Damany Fisher *Date July 2007 ☒ Continuation ☐ Update

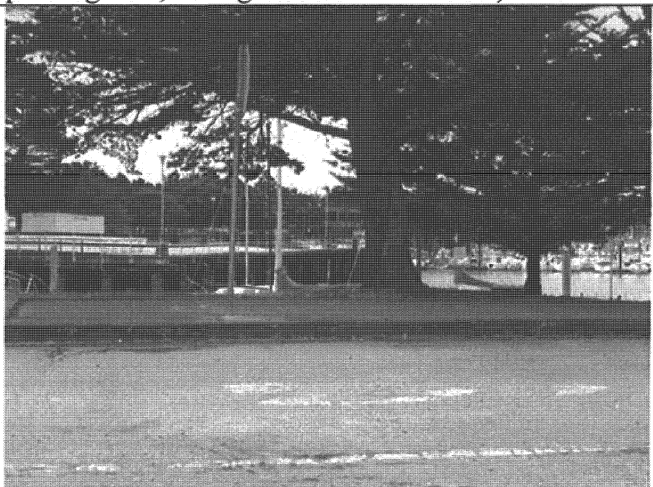
Photographs (continued):

Photograph 2. Walking path along east side of Cesar Chavez Park, view facing northwest from Spinnaker Way, June 20, 2007.



Photograph 3. Marina berths, with Berkeley Yacht Club (left rear) and Skates Restaurant (right rear) in background. View from Spinnaker Way parking area, facing southwest. June 20, 2007.

Photograph 4. Former Berkeley municipal wharf, near southeast corner of harbor, view southwest from Marina Drive, June 20, 2007.



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HRI # _____
Trinomial _____

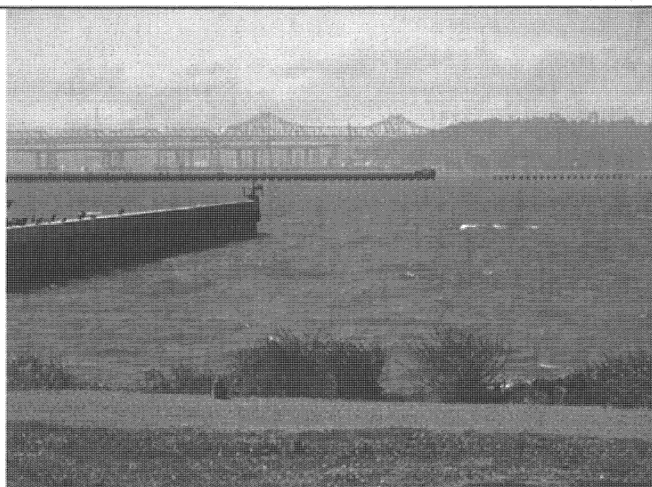
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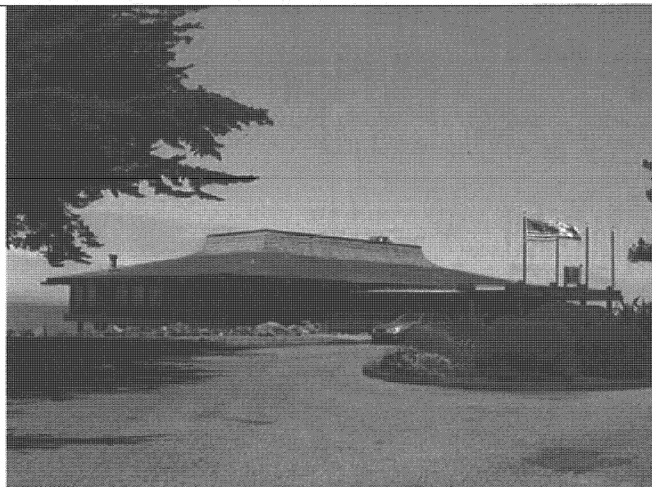
Photographs (continued):

Photograph 5. 1966 breakwater at left, ferry pier converted to fishing pier (left, middle distance), and abandoned ferry pier (right, middle distance), view from west end of Spinnaker Way, July 26, 2007.



Photograph 6. Fishing pier (former ferry pier), view southwest from Seawall Drive, July 26, 2007.

Photograph 7. Skates Restaurant, view facing northwest from Seawall Drive, July 26, 2007.



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*Resource Name or # (Assigned by recorder) Berkeley Marina and C. Chavez Park*Recorded by Meta Bunse / Damany Fisher *Date July 2007 ☒ Continuation ☐ Update**Photographs (continued):**

Photograph 8. His Lordship's Restaurant, south end of Seawall Drive, facing south, June 20, 2007.



Photograph 9. Berkeley Marina offices, view from University Avenue, facing northeast, June 20, 2007.

Photograph 10. Double Tree Inn complex, view east from Spinnaker Way parking area, July 26, 2007.

