

### 1. Shoreline

The term *shoreline* refers to the natural shoreline of the city at the time of the Gold Rush in 1848–1849.

### 2. Eddy Red Line (Jurisdiction Line)

In 1849, the city of San Francisco hired surveyor William M. Eddy to prepare an official map. The map showed all legally surveyed streets, whether in existence or not, including streets bounding blocks of water lots. The edge of the city, much of it in the water, was called the *jurisdiction line* because it marked the boundary between city and state jurisdiction.<sup>1</sup> A revised edition of this map, published in 1851, marked the jurisdiction line and the original shoreline in red and was called the Eddy Red Line Map.

Inside the jurisdiction line, water lots were sold to private parties and filled. Outside the jurisdiction line, the water of the bay was publicly owned and under the control of the state. In 1851, the state allowed piers to be built six hundred feet beyond the jurisdiction line into the waters of the bay. At that time, most piers were built over as-yet-unfilled water lots. In the area of the water lots, the city required that piers be built on alignment with the streets.

### 3. Waterfront or City Front

*Waterfront* and *city front* are two related terms that often describe the same thing—the edge of the city along the water—but viewed from different perspectives. Both were in use by 1850. The waterfront, or city front, moved over time, as water lots, tidelands, marshland, and seawall lots were filled.

The term *city front* describes the perspective of those approaching the city by water. In the mid-nineteenth century, almost everyone came to San Francisco by water, and daily life much more often included ferries, working boats, and other vessels. *Waterfront* describes the perspective of those on the land; from the land one went to the place where the land ended and the water began—the waterfront. As fewer people today experience the water on a regular basis, the term *waterfront* has survived. *City front* is now little used, except by a limited number of people; for example, the newsletter of the St. Francis Yacht Club is still called *City Front*.

Regardless of their origins, the terms appear to have been used interchangeably by people on land and water. However, *city front* sometimes referred to a zone back a few blocks from the water's edge, where there were many port-related businesses and institutions: saloons, hotels, and restaurants that served sailors, longshoremen, and other port workers; ship chandlers, sail makers, and shipwrights; union offices, missions, and medical and social services; and factories and warehouses. It was this area that was the source of the name City Front Federation, adopted by a group of labor organizations in 1901. Whereas waterfront workers worked on ships, piers, the Embarcadero, and the Belt Railroad, city-front workers worked either on the waterfront or in the adjacent part of the city. Used in this way, *city front* refers to specific neighborhoods north and south of Market Street, which were at the edge of the city before the seawall was built.

### 4. Water Front Line

When the BSHC was established in 1863, its jurisdiction began at the old jurisdiction line, or Eddy Red Line, which the commissioners called the Water Front Line. A few years later, in 1867–1870, the BSHC built sections of a seawall on this zigzag line. It also reaffirmed the 1851 regulation permitting piers to extend six hundred feet into the bay from this line. In 1868, the Water Front Line was extended south of Second Street to the County Line.

In 1876–1878, the BSHC created a new curving waterfront line in association with plans for the new seawall. Officially known as the Water Front Line, this was also called the Bulkhead Line—i.e., the line of the outer reach of the city's bulkhead or seawall, to which point the bay was dredged to a depth adequate for seagoing ships. When the BSHC was authorized to purchase and develop new port facilities at Islais Creek and India Basin in 1909, it also established an extension of the Water Front Line in those areas.

### 5. Pier Head Line

Until plans were developed for the new seawall in 1876–1878, piers could be built six hundred feet into state waters. With the new seawall, this rule took a new form when the state, in consultation with the Army Corps of Engineers, established the Pier Head Line, first defined as a line six hundred feet from the Water Front Line.

In 1890, the federal government first asserted its authority over this aspect of navigation in the bay when the Army Corps of Engineers adopted a Pier Head Line that was essentially the same as the state's line. In 1901, the state Pier Head Line was moved out to eight hundred feet from the Water Front Line in order to accommodate larger ships. The federal government followed suit in 1912.



*Belt Railroad trestle to Fort Mason Tunnel between future site of Aquatic Park Casino (left) and Pumping Station No. 2 of the Auxiliary Water Supply System (right)*

### 6. Fort Mason Tunnel and Aquatic Park

In 1914, this tunnel was cut through the bluff at Fort Mason in order to extend the Belt Railroad to the site of the Panama-Pacific International Exposition, then under construction. The purpose was not for passengers, but to facilitate the delivery of exhibits to the exposition from the port's piers. It also served Fort Mason and industrial sites along Jefferson Street. Built of reinforced concrete, the tunnel is fifteen hundred feet long, seventeen feet wide, and twenty-two feet high; it accommodates only one track. In 1917, after the close of the exposition, the rail line was extended further west to the Presidio. When it was first built, it crossed what later became the Aquatic Park Lagoon on an open trestle. In 1936, the trestle was enclosed by fill behind a new seawall for Aquatic Park. This fill covered the last remnant of the beach along the city's north shore, called North Beach, which extended from North Point to what is now Fort Mason.<sup>2</sup> The first proposal for Aquatic Park died, but the Works Progress Administration completed a new proposal, designed by William Mooser III, in 1939. Aquatic Park was built for the city of San Francisco and lies at the western border of the port.



### 7. Hyde Street Pier

In 1922, facilities were developed at the foot of Hyde Street for passenger ferries. These were modified to carry automobiles in 1931. Automobile service ended after the Golden Gate Bridge was completed in 1937. The Hyde Street Pier was converted for historic ships in 1963. Swimming and rowing clubs, first established in the nineteenth century, still survive adjacent to the pier.



### 8. California Fruit Canners Association North Point Cannery

The large cannery of the California Fruit Canners Association, later the Del Monte Cannery, was built in 1907 on the site of the pre-earthquake Selby Smelter. It was a principal seasonal employer of immigrant Italian women in North Beach. Its full-block complex included a four-story warehouse at the west end, a two-story cannery at the east end, and a loading area served by spurs of the Belt Railroad in between. The cannery was rebuilt as a complex of shops in 1966, and the warehouse was converted to a hotel in 2003.

## 9. Fisherman's Wharf

In 1900, Fisherman's Wharf was moved here from its previous location at the foot of Union Street (approximately the location of Pier 17 today). The Board of State Harbor Commissioners (BSHC) planned new wharves in that area, where the seawall had been completed and there was deep water for large ships. This new site for Fisherman's Wharf, located beyond the end of the seawall as it was originally planned, was shallow and not practical as a place for large ships. In addition to a wooden wharf, the port built a 785-foot stone breakwater in 1900 to protect the small fishing boats. These two structures created what came to be called the inner lagoon. After 1914, facilities at Fisherman's Wharf were expanded; by that year the bed for the Belt Railroad spur to Fort Mason was built along Jefferson Street, functioning as a seawall for the inshore edge of Fisherman's Lagoon. By that time, the main seawall was built to the foot of Jones Street, forming the outer boundary of the lagoon.

In 1917, the outer lagoon was enclosed by the construction of a breakwater, a stone levee built in the alignment of the main seawall to Hyde Street, from the termination of the original seawall at Jones Street. Leaving a gap for boats to pass through, another stone levee was built on the line of Hyde Street from Jefferson Street to the line of the seawall. Then, in 1918, an existing wharf on the line of the seawall from Jones to Leavenworth was substantially enlarged as a lumber wharf.

By 1920, a one-story wooden building with five stalls for fish markets was completed on Taylor Street, stretching north from Jefferson. A few years later, a second similar building with three stalls was erected between the first building and another, the Booth Packing House and Market building. The stalls in the three buildings were numbered from one to nine. As some of the stalls were converted to restaurants, they were given second-story additions. These restaurants adopted names that referred to the stalls where



*Crab Fishermen's Protective Association*

they originated—thus, Alioto's No. 8 and Fisherman's Grotto No. 9. Although built for local boats to sell their daily catch, from the beginning many of the market stalls sold "fish cocktails." By the 1930s, some also operated full restaurants as well.

In 1926, a two-story market for crab and salmon fishermen was built on Jefferson Street next to the end of the Taylor Street fish market. It is an unadorned wooden structure with stucco walls and a hip roof. This became



*Taylor Street fish markets on the right, 1920*

known as the Crab Fisherman's Protective Association after a tenant in the building, a group of independent crab fishermen struggling to survive against the companies of the Fish Trust.<sup>3</sup>

After years of neglect, the port commissioned a plan for Fisherman's Wharf in 1961.<sup>4</sup> Little came of this plan apart from the long-delayed construction of a new breakwater, completed in 1986.

### 10. Fish Alley

The construction in 1917 of the infrastructure forming the outer lagoon was the basis for extensive new development. In 1919 Seawall Lots C and D (now 302 and 303), between the outer lagoon (sometimes called Fisherman's Basin) from Jones to Hyde streets, were filled, a bulkhead wharf called J-10 was built on the seawall along Jefferson Street, and a long wooden fish-packing shed was built on the wharf, soon called Fish Alley. Also in 1919, a wharf called J-7 was built on the breakwater. A complex of wharves associated with J-7 has been called Pier 47 since about 1930. Fish-packing sheds were built on the wharves and the seawall lots were developed with fish-processing businesses, boat-repair shops, machine shops, and fuel-oil depots.



### 12. F. E. Booth Packing House

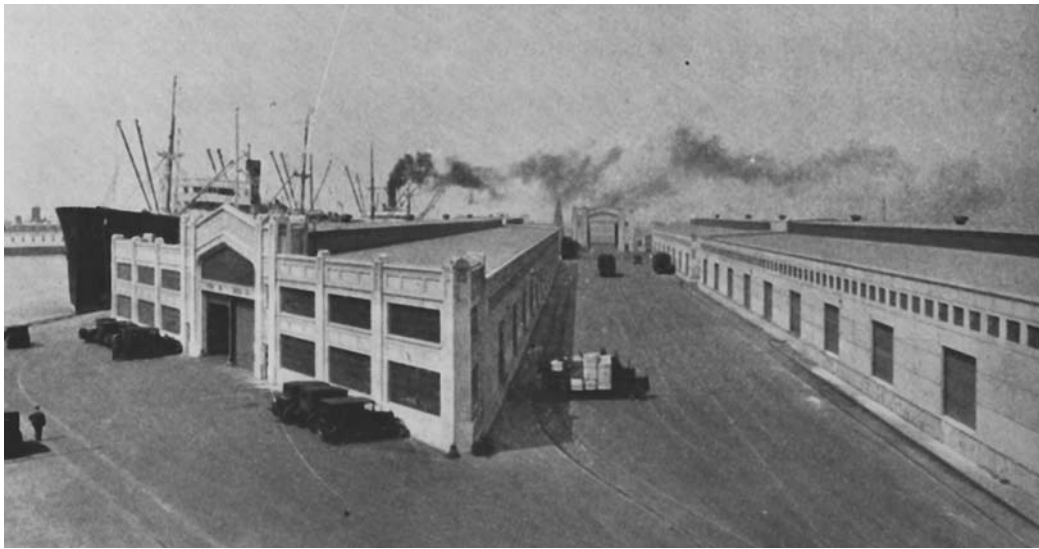
In 1918, a two-story reinforced-concrete building on concrete piles was built at the foot of Taylor Street at its intersection with the Embarcadero. It had a red-tile roof and Italian Renaissance details, notably a curving corner with a columned entry. Architectural drawings for the building were labeled "Fish Packing House and Market." From the beginning it was known for its lessee, the F. E. Booth Company. The *Oakland Tribune* described Frank Booth, the man responsible for the first cannery on Cannery Row in Monterey, as "founder of the sardine industry in California."<sup>6</sup> In addition, he owned at various times four salmon canneries along the Sacramento River and a fruit and vegetable cannery in Centerville (now part of Fremont). He was a pioneer in the processing and sale of unwanted fish parts for animal feed, fertilizer, and industrial oils. All of these products he shipped out from the ports of San Francisco and Oakland. The Booth building, substantially remodeled, became the Fisherman's Grotto No. 9 restaurant by 1935.



### 11. Barge Office

In 1917, the Barge Office of the United States Customs, Coast Guard, and Quarantine Service was constructed near the end of the main seawall, across the Embarcadero from the northwest corner of where Pier 45 would later be built. A two-story wood-frame building on concrete piles, the Barge Office was in the style of a Renaissance villa, with stucco walls, a red-tile roof, a symmetrical design, and an entrance arcade. The port later described the function of the building: "The Captain of the Port [Twelfth Coast Guard District] is charged with the safeguarding of vessels, harbors, ports, and waterfront facilities from destruction, loss or injury from sabotage, accidents or other causes. He must prevent the introduction through ports of persons, articles, or things inimical to national security including weapons of mass destruction."<sup>5</sup>

The Fishermen's and Seamen's Memorial Chapel, completed in 1982, now stands on the site of the Barge Office.



### 13. Pier 45 and the Marine Exchange 1929

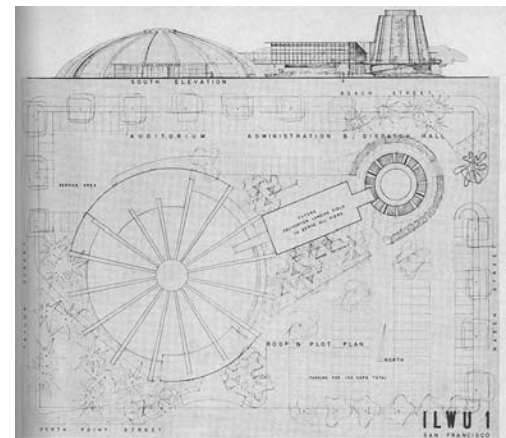
**Frank G. White, chief engineer**

**Substructure: H. Baldwin, designer;  
Healy-Tibbitts Construction Co., contractor**

**Transit sheds: H. B. Fisher, designer; MacDonald & Kahn, contractor**

Pier 45 is distinctive among piers north of China Basin, but it was planned at the same time as the similar Pier 48, located south of the channel, as part of a major expansion of port facilities that introduced a new type of pier. It was the largest pier of its time, measuring 1,428 feet on its longest side, which was possible within the 800-foot Pier Head Line because of its angled orientation.

Pier 45 is built on fill instead of piles. It is a quay-type pier with four transit sheds, two on each side, and space for rail spurs and truck access through the center, which originally led to a car-ferry hoisting tower and slip at the outer end. Gothic Revival detail was applied to the inshore ends. A lookout station at its outer end was operated by the Marine Department of the Chamber of Commerce. Under a variety of names and affiliations, the Marine Exchange—a ship-reporting service that included signals from Point Lobos on the Pacific Ocean side of the Golden Gate to Telegraph Hill to the Merchants Exchange downtown—played a key role at the port since its founding in 1849. A telegraph line was built along this route in 1853, the first year of telegraph operation in California. The Marine Exchange still exists; today, its historic role is best evoked in the maritime murals by William A. Coulter and Nils Hagerup that decorate the monumental room on the ground floor of the Merchants Exchange Building at 465 California Street.



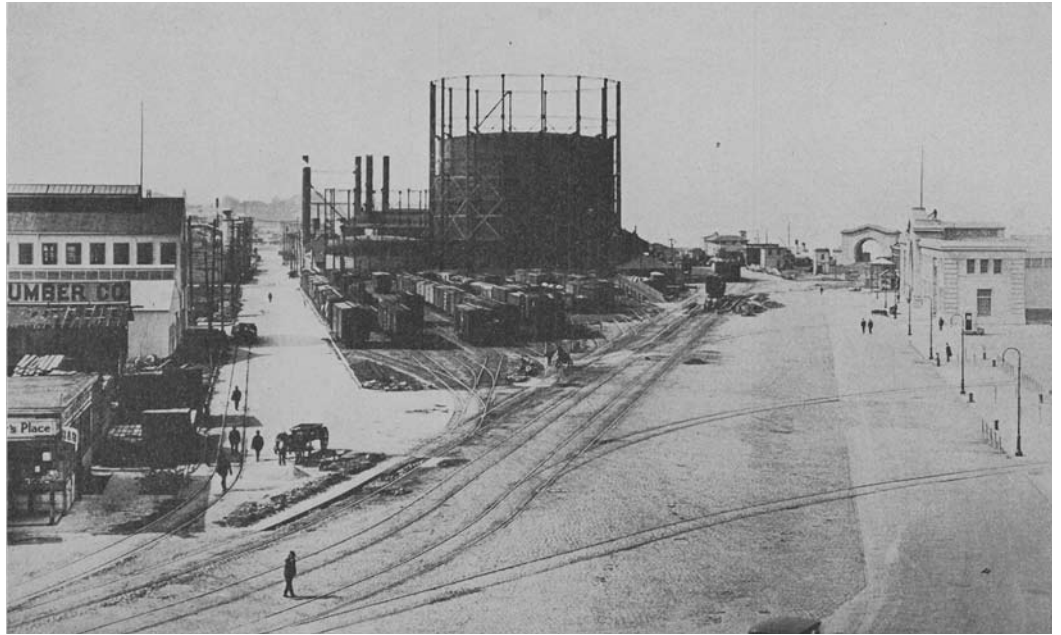
### 14. Auto Dock and Kirkland Yard— Longshoremen's Hiring Hall

From the mid-1930s to about 1950, the North Point Auto Dock terminated at Leavenworth Street between North Point and Beach streets. The BSHC built it on land leased from private owners. Operated by Southern Pacific, the dock was used for unloading automobiles from railcars. In 1938, the BSHC described this area as “one of the busiest spots” associated with the port.<sup>7</sup> During World War II, the five blocks between Stockton and Leavenworth streets, known as the Kirkland Yard, served as railroad storage.

The rail yard was gone by 1954 when the ILWU Local 10 bought the block bounded by North Point, Beach, Mason, and Taylor streets for its Longshoremen's Hiring Hall and Offices. Designed by Henry Hill, it opened in 1959.

### 15. Gas Holder

The large, cylindrical gas holder that stood on the southwest corner of Powell and Jefferson streets until after 1950 was the last remnant of a gas-manufacturing plant in this block, built in 1899 by the San Francisco Coke and Gas Company and later owned by the Pacific Gas and Electric Company. Production ended in 1930. Today the block is occupied by hotels and tourist-oriented businesses.



### 16. North Point, the Harbor Warehouses, and the North Point Sewage Treatment Plant

North Point was part of Telegraph Hill at the time of the Gold Rush, dropping into the bay so abruptly that it was impossible to travel by land around its waterside. As Telegraph Hill was quarried for ballast and landfill, North Point was reduced to a shelf of land, on which a road was opened along the water in 1855. On the 1851 Eddy Red Line map, North Point itself was just north of Bay Street between Kearny and Grant, and the rest of the block bounded by Kearny, Grant, Bay, and North Point streets was shown as tideland, surveyed for sale and ready for filling. This block was filled after Sections 1 and 2 of the seawall were completed in 1879 and 1880, respectively.

From 1906 to 1949, the entire block was occupied by the Harbor Warehouse Company, whose four brick buildings were prominent in many photographs of the north waterfront from the first half of the twentieth century. They were succeeded on the site by the North Point Sewage Treatment Plant in 1950.

In 1907, Hiram W. Johnson, the attorney



for the Harbor Warehouse Company, led the objections to Southern Pacific's effort to expand its dominance of rail facilities to the north waterfront. Johnson would be elected governor of California in 1910 on a promise of good government and ending the corrupt influence of Southern Pacific and others.



### 17. Otis Elevator Company Building

This is one of the few industrial buildings facing the port that was given a finished architectural appearance. Located at the southwest corner of Beach and Grant streets, it was designed by the company's architectural office in Yonkers, New York, and completed in 1924. The building housed manufacturing spaces and sales offices.

### 18. Northeast Waterfront Historic District

The Northeast Waterfront Historic District, a city landmark district, is located east of Telegraph Hill between Broadway and Union Street. It is a multi-block concentration of warehouses and industrial buildings associated with the history of the port. The district includes the Gibb Warehouses, which were built on the waterfront in the 1850s, before landfill moved the shoreline outward; a number of large brick warehouses—for glass, wine, and general merchandise—that survived the earthquake and fire of 1906; several cold-storage warehouses, built after the earthquake, for perishable goods such as meat and fruit; and manufacturing and storage buildings, from the 1910s and 1920s, for flour, paper, biscuits, and machine shops.

Scattered industrial buildings also survive to the northwest, outside the boundaries of the historic district. These include the National Paper Products Company Building at the southwest corner of Montgomery and Francisco streets. The eight-story reinforced concrete warehouse, designed and built by the engineers and contractors MacDonald & Kahn in 1916, is a conspicuous backdrop in many early-twentieth-century photographs of the port. Paper and printing were major industries in San Francisco at that time.



### 19. Car-Ferry Head House at Pier 43 1914

Jerome Newman, chief engineer

Charles Newton Young, designer; Healy-Tibbitts Construction Co., contractor

Built for the Belt Railroad, the Car-Ferry Head House was used for railcar-ferry traffic to and from the Northwestern Pacific terminal in Tiburon and the Santa Fe terminal in Richmond and other cross-bay terminals.

Following a fire, it was rehabilitated in 2002.

Altogether, this facility consisted of a car-ferry slip, where a barge could load or unload railcars via an adjustable ramp with a rail spur. The ramp was raised and lowered according to the tides by means of a hoisting mechanism located inside the Neoclassical style head house.



### 20. Seawall Lot B—Franciscan Restaurant

The port built the Franciscan Restaurant on Seawall Lot B in 1957. Designed by the architect Hewitt C. Wells, the restaurant represents an early expansion of the port's development of non-maritime, tourist-oriented business.

## 21-27. PIER 41 TO PIER 29

In the biennium of 1910–1912, plans were announced for seven new piers from Pier 41 to Pier 29, along with freight-ferry slips and unfinished sections of the seawall and bulkhead wharf. The piers were built in 1913–1917, the transit sheds soon after, and the bulkhead buildings over a longer period, all eventually with Neoclassical facades. Four of these piers were 200 feet wide to serve freighters and three were 140 feet wide for passenger ships. Several longer piers were angled in order to fit within the 800-foot Pier Head Line.



### 21. Pier 41 and Meigg's Wharf (Old Fisherman's Wharf)

Pier 41 consisted of a substructure (1914), a transit shed (1919), and a Neoclassical style bulkhead building (1920), all of wood construction. It was demolished about 1976.

Henry Meiggs built a wharf here in 1852. Through the end of the nineteenth century, it was the focal point of shipping and entertainment on the north waterfront. By 1865 it was known as Fisherman's Wharf. In 1872, the fishermen moved to a location designated by the harbor commissioners at the foot of Clay and Commercial streets.



### 22. Pier 39

Pier 39, first built in 1914, consisted of a reinforced-concrete pier and a wooden transit shed. A Neoclassical style bulkhead building was added in 1932. The transit shed and

bulkhead building were demolished about 1976 when construction began on the new Pier 39, which has shops and restaurants. Portions of the 1914 pier were incorporated into the new structure. Opened in 1978, it was the first major development to reflect the new realities of the port—that container shipping had largely replaced break-bulk shipping, that there was little use for the extensive break-bulk facilities north of China Basin, and that there was tremendous potential for non-maritime development along the waterfront.

The current Pier 39, designed by Walker & Moody, is part of a complex that includes a

parking garage across the street and a park at the site of Pier 37. Its architectural imagery—that of vernacular wooden shacks on a pier—has no precedent on San Francisco's waterfront, except for one element, the Eagle Cafe, a relocated structure that was first occupied by McCormick Steamship Lines when it was built in Seawall Lot 1 (now 311), on the southeast corner of Powell and Jefferson streets, after 1913.