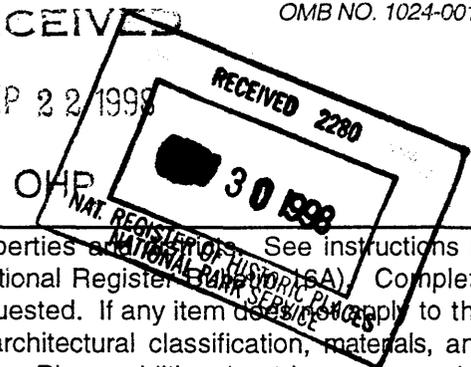


United States Department of the Interior

National Park Service

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NATIONAL REGISTER OF HISTORIC PLACES REGISTRATION FORM

This form is for use in nominating or requesting determinations for individual properties... See instructions in How to Complete the National Register of Historic Places Registration Form... Complete each item by marking "X" in the appropriate box or by entering the information requested.

1. Name of Property

historic name Pier One

other names/site number: N/A

2. Location

street & number Pier One, The Embarcadero (at Washington Street) not for publication N/A

city or town San Francisco vicinity N/A

state California code CA county San Francisco code 075 zip code 94111

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act of 1986, as amended, I hereby certify that this X nomination request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60. In my opinion, the property X meets does not meet the National Register Criteria. I recommend that this property be considered significant nationally statewide X locally.

(See continuation sheet for additional comments.)

Signature of certifying official: [Handwritten Signature] Date: 11-18-98

Office of Historic Preservation

State or Federal agency and bureau

In my opinion, the property meets does not meet the National Register criteria. (See continuation sheet for additional comments.)

Signature of commenting or other official Date

State or Federal agency and bureau

4. National Park Service Certification

I, hereby certify that this property is:

- X entered in the National Register (See continuation sheet.)
determined eligible for the National Register (See continuation sheet.)
determined not eligible for the National Register
removed from the National Register
other (explain):

Signature of Keeper: [Handwritten Signature] Date of Action: 1/5/99

5. Classification

• Ownership of Property (Check as many boxes as apply)	• Category of Property (Check only one)	• Number of Resources within Property												
<input type="checkbox"/> private <input checked="" type="checkbox"/> public-local <input type="checkbox"/> public-State <input type="checkbox"/> public-Federal	<input checked="" type="checkbox"/> building(s) <input type="checkbox"/> district <input type="checkbox"/> site <input type="checkbox"/> structure <input type="checkbox"/> object	<table border="0"> <tr> <td>Contributing</td> <td>Non contributing</td> </tr> <tr> <td><u>1</u></td> <td><u>0</u> buildings</td> </tr> <tr> <td><u>0</u></td> <td><u>0</u> sites</td> </tr> <tr> <td><u>0</u></td> <td><u>0</u> structures</td> </tr> <tr> <td><u>0</u></td> <td><u>0</u> objects</td> </tr> <tr> <td><u>1</u></td> <td><u>0</u> Total</td> </tr> </table>	Contributing	Non contributing	<u>1</u>	<u>0</u> buildings	<u>0</u>	<u>0</u> sites	<u>0</u>	<u>0</u> structures	<u>0</u>	<u>0</u> objects	<u>1</u>	<u>0</u> Total
Contributing	Non contributing													
<u>1</u>	<u>0</u> buildings													
<u>0</u>	<u>0</u> sites													
<u>0</u>	<u>0</u> structures													
<u>0</u>	<u>0</u> objects													
<u>1</u>	<u>0</u> Total													

Name of related multiple property listing (Enter "N/A" if property is not part of a multiple property listing.) N/A

Number of contributing resources previously listed in the National Register 0

6. Function or Use

Historic Functions (Enter categories from instructions) Cat: <u>WATER RELATED</u> Sub: <u>Wharf</u> <u>INDUSTRIAL STORAGE</u> <u>Warehouse</u> <u>RESTAURANT</u> <u>Cafe</u> <u>BUSINESS</u> <u>Office Building</u>	Current Functions (Enter categories from instructions) Cat: <u>BUSINESS</u> Sub: <u>Office Building</u> <u>RESTAURANT</u> <u>Cafe</u> <u>ROAD RELATED</u> <u>Parking Garage</u> <u>WORK IN PROGRESS</u>
---	---

7. Description

Architectural Classification (Enter categories from instructions) <u>Classical Revival</u>	Materials (Enter categories from instructions) foundation <u>CONCRETE</u> roof <u>WOOD</u> walls <u>CONCRETE/STUCCO</u> other <u>STUCCO</u>
---	---

Narrative Description (Describe the historic and current condition of the property on one or more continuation sheets.)

see continuation sheet

8. Statement of Significance

Applicable National Register Criteria (Mark "x" in one or more boxes for the criteria qualifying the property for National Register listing)

- A Property is associated with events that have made a significant contribution to the broad patterns of our history.
- B Property is associated with the lives of persons significant in our past.
- C Property embodies the distinctive characteristics of a type, period, or method of construction or represents the work of a master, or possesses high artistic values, or represents a significant and distinguishable entity whose components lack individual distinction.
- D Property has yielded, or is likely to yield information important in prehistory or history.

Criteria Considerations (Mark "X" in all the boxes that apply.)

- A owned by a religious institution or used for religious purposes.
- B removed from its original location.
- C a birthplace or a grave.
- D a cemetery.
- E a reconstructed building, object, or structure.
- F a commemorative property.
- G less than 50 years of age or achieved significance within the past 50 years.

Areas of Significance (Enter categories from instructions)

COMMERCE
TRANSPORTATION
ARCHITECTURE

Period of Significance 1931 - 1948

Significant Dates 1931

Significant Person (Complete if Criterion B is marked above)
N/A

Cultural Affiliation N/A

Architect/Builder Board of State Harbor Commissioners

9. Major Bibliographical References

(Cite the books, articles, and other sources used in preparing this form on one or more continuation sheets.)

see continuation sheet

Previous documentation on file (NPS)

- preliminary determination of individual listing (36 CFR 67) has been requested.
previously listed in the National Register
previously determined eligible by the National Register
designated a National Historic Landmark
recorded by Historic American Buildings Survey #
recorded by Historic American Engineering Record #

Primary Location of Additional Data

- State Historic Preservation Office
Other State agency
Federal agency
[X] Local government
University
Other

Name of repository: Port of San Francisco

10. Geographical Data

Acreage of Property 2.716

UTM References (Place additional UTM references on a continuation sheet)

Zone Easting Northing Zone Easting Northing
1 10 553445 4183325
2 3 10 553445 4183325
See continuation sheet.

Verbal Boundary Description (Describe the boundaries of the property on a continuation sheet.)

Boundary Justification (Explain why the boundaries were selected on a continuation sheet.)

=====

11. Form Prepared By

=====

name/title Wendy Hillis

organization Architectural Resources Group date September 18, 1998

street & number Pier 9 The Embarcadero telephone (415) 421-1680

city or town San Francisco state CA zip code 94111

=====
Additional Documentation
=====

Submit the following items with the completed form:

Continuation Sheets

Maps

A USGS map (7.5 or 15 minute series) indicating the property's location.

A sketch map for historic districts and properties having large acreage or numerous resources.

Photographs

Representative black and white photographs of the property.

Additional items (Check with the SHPO or FPO for any additional items)

=====
Property Owner
=====

(Complete this item at the request of the SHPO or FPO.)

name Paul Osmundson, Director, Planning and Development, Port of San Francisco

street & number Ferry Building telephone (415) 274-0400

city or town San Francisco state CA zip code 94111

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NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET

Section 7 Page 1

Pier One
Name of property

San Francisco County, CA
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SUMMARY DESCRIPTION

Pier One is located on the east side of The Embarcadero, at the base of Washington Street, in San Francisco. It is the southernmost in a series of classical revival piers that lie north of the Ferry Building and line the northern portion of the city's crescent-shaped waterfront. By contrast, the southern portion of the waterfront is characterized by utilitarian pier sheds, industrial and commercial structures of varying sizes and types, and a small grouping of Mission revival bulkheads located directly south of the Ferry Building and the Bay Bridge.

Although they are separate buildings completed at different times, Pier One (completed in 1931), Pier One-and-One-Half (completed in 1915) and Pier Three (completed in 1918) appear to be one structure from the exterior. The Pier One property line lies directly north (to the left in photograph #1) of the segmental-arched vehicular opening in the third bay to the north of the bulkhead's arched central opening. The Pier One property line lies directly south of the original exterior wall of Pier One-and-One-Half.

Pier One, like most of San Francisco's bulkheads and sheds built on finger piers, is composed of two distinct parts: an imposing two-story bulkhead with historically-inspired detailing, constructed of cement plaster-covered wood framing, and a utilitarian pier shed, of cast-in-place concrete. The building measures 780 feet east-west by 220 feet north-south (at the bulkhead) and 54 feet high (at the apex of the bulkhead pediment). Historically, the Pier One bulkhead contained offices and a restaurant and its shed was designed for the loading and unloading of cargo. The bulkhead rests on fill contained by a 19th century sea wall while the shed extends behind the bulkhead on a finger pier into the bay. Like the other piers north of the Ferry Building, Pier One's neo-classical bulkhead building was modeled after the Chelsea Piers in New York. The building has changed very little since its completion in 1931. Exterior alterations include replacement of one of the double-leafed doors in The Embarcadero elevation, the infilling of window and door openings, painting of the southeast corner of the otherwise unpainted concrete shed, the enlargement of several of the cargo door openings on the north elevation, and the replacement of several steel sash with mill-finished aluminum sash on the north elevation. Interior modifications include the infilling of openings in the north apron that permitted small ships to berth inside the transit shed, extensive changes in the southern portion of the ground floor, demolition of one bay of the passenger gallery, demolition of the east passenger gallery stair and fire-damage to the non-original stair to the northern, second floor offices.

DESCRIPTION

The Pier One bulkhead is a large, two-story structure with a central arched opening, flanked on either side by two, slightly-recessed wings; each wing is two bays long (see photograph #1). Wood framed with cement plaster scored to imitate ashlar masonry, its notable features include a massive cornice, 4/4 double-hung windows, multi-lite fixed windows with transoms, and rectangular and segmental arched fenestration. The central arched opening was designed to accommodate trains which passed through the bulkhead and shed to load and unload on the south apron of the pier. The segmental arched opening to the north, designed to accommodate trucks, is protected by a decorative steel gate on rolling stock. Neo-classical elements include plaster-scored voussoirs with a pre-cast plaster key stone framing the central entry arch, rusticated pilasters and string courses and a dentil course beneath the cornice. With the exception of new restaurant signage, the replacement of one set of metal-clad wood doors with a modern metal door, and the removal of pre-cast, console-type keystones from the south and west facades, The Embarcadero elevation remains unchanged since the end of its period of significance.

A restaurant now occupies the southwest corner of the bulkhead. This space was originally designed to house a small cafe and the offices of the Port's Chief Wharfinger. These two interior spaces have been combined for the current use and are completely altered from the original. The second floor of the bulkhead houses office space, interrupted by the large,

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Section 7 Page 2

Pier One

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central arch. The office space to the south of the arch is accessed by an enclosed stair along the west wall while the offices to the north were, until recently, accessed by an open stair in the northeast corner of the bulkhead; this exposed stair, recently damaged by fire, was a later means of entrance to the space. The northern offices were originally entered from adjoining second floor offices in Pier One-and-a-Half, to the north, which was completed 13 years before Pier One. Designed to house the offices of a steamship company, the office spaces in Pier One have been partially partitioned (some of this was most likely done by the first tenant), but the perimeter walls remain intact with plaster finishes and simple wood baseboards, door trim and, on the north side, chair rails.

The utilitarian pier shed behind the bulkhead is a long, almost rectangular structure on reinforced concrete pilings designed to accommodate cargo transfer from ships berthed at the north and south aprons and trains on the south apron. It is now used as a parking garage. 706 feet long, its width varies from 152 feet at its western end to 120 feet at its eastern end. The south wall was curved to accommodate Ferry Slip A, associated with the Ferry Building, to the south. Designed as a singular space with no partitions, the 23-bay, double-height space is punctured on its north and south sides by roll-up cargo doors to allow access to berthed ships. Bands of fixed, multi-lite, steel sash, glazed with wire glass (originally, textured glass with chicken wire), occur in the bays without cargo doors. Its overall gable shape is a reflection of its structural frame--exposed steel trusses supported on steel columns. The perimeter walls of the shed are cast-in-place reinforced concrete with shallow buttresses at the exterior. The shed is illuminated from above by a glazed roof monitor which occupies the western three-quarters of the roof and gives way to a simple gable at the east end of the structure.

A wood stair at the northwest corner of the shed leads to a raised passenger gallery of vertical grained fir which runs along the north wall of the shed. Originally a balcony space, it has been enclosed at its extreme east and west ends to form offices. The center portion of the gallery remains unused. One bay of the gallery was removed in 1963 to make room for the installation of a large cargo door below, making the gallery discontinuous. The enclosed office space at the east end of the gallery is now accessed by a stationary gangplank at its east end. There was originally a stair at this location. Many of the gallery's original multi-lite fixed steel sash have been replaced with clear glazing in aluminum sliding sash. At the east end of the second floor gallery is a roll-up cargo door, within a slightly arched opening, designed for passenger access to the upper levels of moored ferries. This opening is presently covered by an aluminum-frame sliding door, mounted on the exterior of the building.

A depressed railroad track, entering through the central arched opening in the bulkhead and running along the apron south of the shed, is a remnant of the Port's Belt Line Railway, now largely demolished, which carried cargo from piers along the waterfront to shipping yards across the country. This railway, encompassing 54 miles of track, allowed goods to be unloaded directly from ships onto freight cars and quickly moved to nearby rail yards for transcontinental shipment. Goods meant for local markets were usually loaded onto waiting trucks at the pier and driven to warehouses or distribution centers, as the storage or warehousing of goods within the piers was prohibited.

A variety of rooms and self-contained structures are presently situated within the pier shed. A pair of irregularly-shaped rooms are located in bay four along the south wall. The taller of the two rooms, which is original to the building, is clad with flush tongue-and-groove siding and a molded cornice. When first built, according to original construction documents, it contained stevedores' toilet facilities. It is presently inaccessible. The slightly shorter, adjoining room is finished in tongue-and-groove siding with beveled edges and a similar molded cornice. It contains modern toilet facilities, and the date of its construction is not known. Somewhat west of the toilet structures along this same wall is a completely self-contained structure about which there is presently no information. It probably dates to the first quarter of the twentieth century or earlier and has six-over-six, double-hung, wood windows on all four elevations; this and the fact that one of the facades presently faces directly onto a cargo door suggests that it was once located elsewhere. Much of the building's tongue-and-groove exterior has been covered with a sprayed-on textured coating. Buildings like this once housed individual wharfing's offices along the waterfront and were readily and easily moved from pier to pier as needed. The interior of the

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building has tongue-and-groove walls and ceilings and a central partition wall with lambs-tongue chamfering on its frame. A modern, prefabricated building on a concrete pad, surrounded by cyclone fencing is located at bay nine along the north wall of the pier shed. There is a modern concrete addition in the southeast corner and a cyclone fence enclosure in the northeast corner of the pier shed.

Changes and alterations to the north side of the pier shed include the 1963 infilling of four aprons--essentially inlets or openings in the perimeter apron, shed floor and walls that allowed small ships to dock inside the pier shed--and the replacement of six original cargo doors with larger doors. The building remains largely unchanged on the interior and exterior, though it is suffering from normal deterioration; the most significant problem is corroding reinforcement bars in the thin concrete walls and spalling concrete.

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Pier One

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SUMMARY STATEMENT OF SIGNIFICANCE

Pier One meets National Register criterion A because of its association with San Francisco's prominence in maritime transportation and commerce during the first and second quarters of the 20th century, and National Register criterion C in the area of architecture as a representative example of City Beautiful-influenced improvements built by the California State Board of Harbor Commissioners for the San Francisco waterfront during the same period. Pier One is locally significant in the area of commerce between 1931 and 1948, as it was used by a local shipping company that transported refined sugar around the Bay. It is locally significant in the area of transportation between 1931 and 1948 because it was designed and used as overflow berths for passenger ferries. Finally, it is of local significance in the area of architecture for the years 1931-36 as one of the last buildings completed in accordance with the California State Board of Harbor Commissioners' 1915 City Beautiful-inspired plan for The Embarcadero and the waterfront.

CONTEXT: COMMERCE

Maritime Commerce, General: San Francisco's maritime commercial history may be characterized by three distinct historical periods: c. 1850-c. 1890 during which San Francisco was the only major port on the Pacific Coast and the port through which the booming wheat and lumber trades passed; c. 1890-c. 1925 during which time the wheat trade declined and the center of the water-borne lumber trade moved north following the controlling interests of these companies and intercoastal (trade between coastal ports) and coastal (trade between west coasts) trade flourished, peaking in the mid-1920s; and the period from c. 1925-c. 1949 during which the San Francisco Bay ports of Alameda, Oakland, Richmond and Stockton eclipsed the port of San Francisco in intercoastal and coastal dry cargo tonnage.

Pier One and San Francisco's other finger piers were designed for bulkbreak traffic--freight broken into small crates that could be easily loaded and unloaded from ships by laborers. Bulkbreak traffic, which persisted until the second quarter of the 20th century, gave way to container shipping where cargo was loaded and trucked in massive crates, and later sealed metal containers, to waterfronts that could accommodate ocean going vessels. The consolidation of package freight into large substantial containers resulted in substantial savings in labor costs associated with the loading and unloading of ships. Container shipping requires large, flat expanses of wharf space, cranes to lift containers into ships and deep channels to accommodate oceangoing vessels; most of San Francisco's finger piers are lacking all of these features whereas newer, competing Bay ports built during the last historical period--c. 1925-c. 1949--were capable of handling bulk shipments. Innovations in cargo handling, causing a shift from bulkbreak to containerized freight, made finger pier construction, like that used for Pier One, obsolete after about the mid-1940s.

Wartime expansion of the three railroads in the Bay Area with transcontinental links--the Southern Pacific, the Western Pacific and the Santa Fe--provided adequate rail connections for the Belt Line Railway serving the Port of San Francisco. Truck service was not adequate, however, because the transit sheds, like the Pier One shed, were designed for rail traffic rather than truck traffic. Inadequate trucking facilities dockside exacerbated the obsolescence of the finger piers.

Port documents of the 1950s and 1960s reflect the increasing obsolescence of its finger piers. A 1959 port facilities survey showed the Pier One berth not suitable for use, Pier Three as not meeting net revenues and recommended for closure and Pier Five as condemned. During the 1960s, construction of San Francisco's Army Street terminal--a 800,000 square foot transit shed with eight berths capable of containerized freight handling--replaced 11 of the finger piers along The Embarcadero. In recent years, Pier One has been used as a parking garage by Financial District commuters.

Port of San Francisco and the Chief Wharfinger's Office: Pier One differed from the other neo-classical revival bulkheads of the northern waterfront because it was designed to house the offices of the Port's Chief Wharfinger on its south side ground floor level. The Chief Wharfinger was one of four key officials appointed by the three-member State Board of Harbor Commissioners to manage the daily activities of San Francisco's port. His duties included the assignment of berths to incoming vessels and the supervision of the movement of cargo. With the help of wharfingers working under him, he monitored tonnage being loaded and unloaded on the piers to ensure that the port was receiving correct wharfage

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fees (fees for loading and unloading cargo) from the ships docking at individual piers. The other principal sources of the Port's revenue were tolls, whose rates were dependent upon the type of goods being shipped (much like a tariff), and docking fees.

Individual wharfing offices were located in small buildings interspersed among the piers, but the Chief Wharfing's office historically has been located to the immediate north of the Ferry Building. A small, mission revival structure was built in 1909 along The Embarcadero for the Chief Wharfing and was removed when the offices in the Pier One bulkhead were completed in 1931. According to San Francisco city directories, the Chief Wharfing's office remained in this location until 1964. Except for the restaurant and Chief Wharfing's office, the bulkhead and shed, like the other piers, were leased to a privately-owned shipping company. According to city directories, Pier One was occupied by the Bay and River Navigation Company from 1931 to 1963.

Bay and River Drayage and the Port of San Francisco: The Bay and River Navigation Company was a small shipping company that transported cane sugar, refined and packaged at the C & H Sugar Refinery in Crockett, California, to distribution points on San Francisco Bay. Ocean-going vessels brought raw sugar directly from Hawaii to C & H's Crockett refinery, once the largest sugar refinery in the United States and one of two cane sugar refineries on the West Coast. Refined sugar was shipped out of Crockett by the Bay and River Navigation Company on its fleet of steam and motor-powered ships--the Crockett, Komoku, Mokuhana, Kokea, and Mokulii--and on Southern Pacific Railroad cars which ran directly to the refinery on a spur line. During the almost 30 years the Bay and River Navigation Company transported C & H sugar, they carried refined sugar to Point Richmond where it was loaded on Sante Fe Railroad cars, to Oakland where it was loaded on Sante Fe and Western Pacific Railroad cars (later) and to Alameda where it was loaded on container ships (still later). The sugar shipped to San Francisco was used locally; by businesses for their own uses and wholesale houses for distribution to the retail trade. The Bay and River Navigation Company's lease of Pier One for berthing their ships was convenient to the wholesale district that lay north and west of Pier One. The dissolution of C & H's relationship with the Bay and River Navigation Company during the 1960s or 1970s was the result of a variety of factors, including a decline in rail shipments, an increase in container shipping (wherein containers are filled at the refinery, loaded on trucks and transported to Alameda for loading on container ships) and C & H's construction of a fully-automated warehouse adjacent to the Crockett refinery.¹

CONTEXT: TRANSPORTATION

Because of the small size of the Bay and River Navigation Company and because the Port maintained the right to assign unused wharf space to incoming ships on an as-needed basis, ships from other companies may have been assigned to dock at Pier One. Similarly, overflow ferry passenger traffic was redirected from the Ferry Building to Ferry Slip A on the south side of Pier One and, possibly, to the north side of Pier One. Although the latter has not been confirmed in historical records, the fact that a passenger gallery was constructed along the north wall of the building passenger access to the upper levels of ferries and the fact that overflow ferry traffic was accommodated by Piers One through Five suggests that the ferries did berth on the north side of Pier One. All of the berths at the Ferry Building in San Francisco and the berths at the Oakland and Sausalito ferry terminals were equipped with upper and lower landings.

Ferry Slip A, which pre-existed Pier One, accounts for the curved south wall of the pier shed. Unlike the numbered ships at the Ferry Building, Ferry Slip A was the only lettered slip and was not assigned to a particular ferry company. Its presence ties Pier One to the importance of ferry traffic in the Bay Area during the first half of the 20th century.

¹ Dick Boyer, interview by Jill Johnson, Crockett Historical Museum, Crockett, California, September 9, 1998, and "New Sugar Boat Placed in Service," *Cubelet Press* 19 (January 21, 1954): N.p.

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CONTEXT: ARCHITECTURE

The City Beautiful Movement and Neo-Classical Architecture: The City Beautiful Movement, arguably a cultural and environmental movement, promoted aesthetic solutions to solve urban problems, particularly urban design problems. City Beautiful proponents believed that by transforming cities into beautiful, rational entities, society would be so uplifted that social, political and economic advances would follow. Largely a middle and upper-middle class movement, the proponents focused on public and semi-public buildings and lands, such as civic centers and park and boulevard systems. Beauty, order, organization and harmony were the main components of the movement's urban design solutions. The neo-classical style evolved as the movement's ultimate architectural expression; because during hundreds of years of stylistic evolution, a range of neo-classical proportions and compositional arrangements had developed that were flexible and adaptable for the new building types of the early 20th century.

One of these new building types--the Port of San Francisco's bulkheads and transit sheds built to accommodate the transfer of goods between ship, train and truck --was a logical and inevitable focus of City Beautiful precepts. In San Francisco, City Beautiful concepts were perhaps first introduced during Mayor James Duval Phelan's administration (1897-1901) and perpetuated among the civic minded by Daniel Burnham's 1905 plan for the city. 1906 accounts of the condition of the waterfront reflect a dismal state of affairs, in part because harbor duties were the sole source of funds for maintenance and new construction and because patronage positions on the State Harbor Commission were used by politicians to repay political debts. A 1906 *Argonaut* article reported:

In the days before the fire [the fire following the 1906 earthquake], it was to the observer a matter of constant wonder how the miles of shabby sheds, of inflammable piers, rotting, toredo-pierced piling, extending along San Francisco's waterfront ... could endure for a single year. These flimsy structures seemed to extend a perennial invitation to fire.ⁱⁱ

In August 1910, the *Architect and Engineer* criticized the State Harbor Commissioners about the port's appearance, stating there was:

no legitimate reason why a city with half million people should not possess a handsome depot. It is true our Ferry Building is striking and unique, but whatever good impression is made from the water side is lost the moment the visitor passes through the building and looks out upon East street [now The Embarcadero]. The semi-circle of temporary wooden buildings, topped with hideous signs gives the city an air of crude provincialism and makes the stranger smile. [. . .] One practical result of making streets look beautiful and artistic is that they become places of enjoyment for the citizen. [. . .] We must, therefore, beautify other sections (not just the Civic Center) of our city.ⁱⁱⁱ

ⁱⁱ Kahn, Judd. *Imperial San Francisco; Politics and Planning in an American City, 1897-1906*. Lincoln, Nebraska: University of Nebraska Press, 1979. P: 68.

ⁱⁱⁱ The periodical *Architect and Engineer* ran many articles about beautifying San Francisco for the Panama Pacific International Exposition. One example is Horatio F. Stoll's "Beautifying San Francisco for 1915." *Architect and Engineer*. 20 (August 1910): 45-52.

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 Pier One
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The design and construction of a grouping of monumental transit sheds and finger piers with neo-classical, mission revival, Art Deco and Gothic revival bulkheads fronting on a major arterial along the Bay represents all of the key ingredients of the City Beautiful Movement: a grand boulevard lined with a harmonious ensemble of monumental, neo-classical, public buildings (built north of the Ferry Building) by a State agency to exact order on the waterfront. The Harbor Commission was able to complete the bulkheads south of the Ferry Building by the 1915 Panama-Pacific International Exposition--the international fair celebrating the opening of the Panama Canal and the rebuilding of the City after the 1906 earthquake and fire. Many of the bulkheads to the north of the Ferry Building, modeled after the Chelsea piers of New York, had been started but were not finished by the 1915 Exposition.* The pier bulkheads were the most specific beautification improvements designed and undertaken by the Department of Engineering of the Port of San Francisco and the Harbor Commissioners.

Pier One, built in 1931, is a representative example of the influence of the City Beautiful Movement in San Francisco. The monumental style chosen for the bulkhead reflects the economic importance of San Francisco's waterfront industries in the early part of the 20th century and the State Board of Harbor Commissioners' City Beautiful design concept for The Embarcadero. The beautification of marine architecture designed to transfer goods between ship and shore may be seen as an expression of civic pride in the success and importance of the city's maritime industry.

PERIOD OF SIGNIFICANCE

The period of significance of Pier One is 1931, its date of construction, to 1948, marking the decline of the Port of San Francisco, in general, and its growing disuse for regional maritime commerce. 1948 was selected as the end of Pier One's period of significance because the building had achieved significance within the above-outlined contexts and its significance in the areas of transportation and commerce declined by the late 1940s. Pier One retains integrity of location, design, setting, materials, workmanship, feeling and association.

Pier One is one of 11 finger piers (of the 49 originals) and 14 bulkheads remaining north of the Ferry Building and 4 remaining bulkheads south of the Ferry Building that are associated with the State Board of Harbor Commissioners' building campaign of the period 1900-1938. The bulkheads reflect the Harbor Commission's effort to create a unified, dignified appearance for the port. The selection of the neo-classical style for the northern bulkheads, typically used to evoke government, power and authority, reflects the economic importance of the port. Similarly, the grand arched entrance into each bulkhead recalls classical triumphal arches and symbolizes the port as the gateway to the West Coast and Asia.

* "Recent Work of the California State Engineering Department." *Architect and Engineer*. 43 (October 1915): 65, 73.

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Pier One
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Verbal Boundary Description:

Commencing at the point of intersection of the monument line of Sear Street with the monument line of Mission Street, as said point is shown on Monument Map sheet 317 of the City and County of San Francisco, Department of Public Works, on file in the office of the Bureau of Street Use and Mapping of said Department of said City and County;

Thence along the northeasterly prolongation of said monument line of Mission Street, N 46° 18' 03" E, 699.07 feet;

Thence N 35° 02' 40" W, 1,242.19 feet, to a point on the westerly prolongation of a line along the southerly edge of the bulkhead building of said Pier 1, said point being the True Point Of Beginning;

Thence continuing N 35° 02' 40" W, 211.86 feet to a point on the westerly prolongation of a line along the northerly face of the southerly wall of the bulkhead building of Pier 1-1/2;

Thence along said westerly prolongation, N 54° 50' 22" E, 50.80 feet, to a point on the easterly edge of the concrete deck of said Pier 1;

Thence along the outer edge of said deck through the following courses:

S 34° 16' 53" E, 11.85 feet;

Thence N 87° 18' 01" E, 37.24 feet;

Thence N 54° 57' 20" E, 65.93 feet;

Thence N 35° 02' 40" W, 15.00 feet;

Thence N 54° 57' 20" E, 589.42 feet to a tangent curve, concave to the south, having a radius of 14.00 feet;

Thence northeasterly, easterly, and southeasterly along said curve, through a central angle of 90° 00' 00", an arc length of 21.99 feet;

Thence S 35° 02' 40" E, 108.32 feet to a tangent curve, concave to the west, having a radius of 14.00 feet;

Thence southeasterly, southerly, and southwesterly along said curve, through a central angle of 90° 00' 00", an arc length of 21.99 feet;

Thence tangent to last said curve, S 54° 57' 20" W, 143.22 feet to a tangent curve, concave to the southeast, having a radius of 313.25 feet;

Thence southwesterly along said curve, through a central angle of 11° 02' 34", an arc length of 60.38 feet;

Thence tangent to last said curve, S 43° 54' 46" W, 130.70 feet;

Thence S 54° 57' 20" W, 360.50 feet to a point on the northeasterly wall of the bulkhead building of Pier 1;

Thence along said wall, S 35° 02' 40" E, 28.05 feet to the easterly corner thereof;

United States Department of the Interior
National Park Service

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Pier One
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Verbal Boundary Description:

Thence along the southeasterly wall of the last said bulkhead building and its southwesterly prolongation, S 54° 58' 11" W, 45.46 feet, to the True Point of Beginning;

Containing 118,313 square feet (2.716 acres), more or less.

Boundary Justification

This boundary defines the exterior edges of the Pier One bulkhead and the finger pier that extends behind it into San Francisco Bay.