

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

PH 0684520

FOR NPS USE ONLY
RECEIVED SEP 19 1978
DATE ENTERED DEC 1 1978

**NATIONAL REGISTER OF HISTORIC PLACES
INVENTORY -- NOMINATION FORM**

SEE INSTRUCTIONS IN *HOW TO COMPLETE NATIONAL REGISTER FORMS*
TYPE ALL ENTRIES -- COMPLETE APPLICABLE SECTIONS

1 NAME

HISTORIC

Union Ferry Depot Building

AND/OR COMMON

Ferry Building

LOCATION

STREET & NUMBER

Embarcadero at the foot of Market Street

NOT FOR PUBLICATION

CITY, TOWN

CONGRESSIONAL DISTRICT

San Francisco,

VICINITY OF

6

STATE

CODE

COUNTY

CODE

California 94111

06

San Francisco

075

CLASSIFICATION

CATEGORY

OWNERSHIP

STATUS

PRESENT USE

__DISTRICT

PUBLIC

OCCUPIED

__AGRICULTURE

__MUSEUM

BUILDING(S)

__PRIVATE

__UNOCCUPIED

COMMERCIAL

__PARK

__STRUCTURE

__BOTH

__WORK IN PROGRESS

__EDUCATIONAL

__PRIVATE RESIDENCE

__SITE

PUBLIC ACQUISITION

ACCESSIBLE

__ENTERTAINMENT

__RELIGIOUS

__OBJECT

__IN PROCESS

__YES: RESTRICTED

GOVERNMENT

__SCIENTIFIC

__BEING CONSIDERED

YES: UNRESTRICTED

__INDUSTRIAL

__TRANSPORTATION

__NO

__MILITARY

__OTHER:

OWNER OF PROPERTY

NAME

San Francisco Port Commission

STREET & NUMBER

Ferry Building

CITY, TOWN

STATE

San Francisco, California 94111

VICINITY OF

California

LOCATION OF LEGAL DESCRIPTION

COURTHOUSE,

REGISTRY OF DEEDS, ETC.

Recorder's Office

STREET & NUMBER

City Hall, Room 167

CITY, TOWN

STATE

San Francisco

California

6 REPRESENTATION IN EXISTING SURVEYS

TITLE

Here Today, Junior League of San Francisco, Inc. - survey of Bay Area

DATE

1968

__FEDERAL __STATE __COUNTY LOCAL

DEPOSITORY FOR
SURVEY RECORDS

Special Collections, San Francisco Public Library, Main Branch

CITY, TOWN

STATE

San Francisco

California

7 DESCRIPTION

CONDITION

EXCELLENT
 GOOD
 FAIR

DETERIORATED
 RUINS
 UNEXPOSED

CHECK ONE

UNALTERED
 ALTERED

CHECK ONE

ORIGINAL SITE
 MOVED DATE _____

DESCRIBE THE PRESENT AND ORIGINAL (IF KNOWN) PHYSICAL APPEARANCE

The Ferry Building, begun in 1895 and completed in 1903, is a San Francisco landmark in the neo-classic Beaux Arts style. This steel-frame building, which extends 659 feet in length, is distinguished by a 235-foot high central clock tower and a pavilion flanked by two prominent wings. The slender, square and lofty tower, inspired by the 12th century Giralda Tower in Seville, Spain, is subtly translated into neo-classical terms. The tower openings, pierced by slender Ionic columns, are surmounted by dentillated and bracketed cornices. The prominent 23-foot clock faces on the tower's four sides were the largest in the United States at the time of installation.

Corinthian paired columns punctuate the central ground floor pavilion archways, and a three-story graceful arcade system flanks both sides of this large central pavilion. The window treatment in the southern flanking wing remains as originally designed, with triple windows at the second story framed by pilastered arches. The original window treatment in the northern wing is modified with modern metal sash and glass. Early in the history of the building a footbridge was built which extended from the second floor level just north of the main entrance across to the west side of the Embarcadero.

An 1898 report describes the building's original appearance in some detail: "The whole of the westerly front of the building is faced with sandstone from the Sites Quarries, near Colusa, California....The roof of the building is of corrugated iron and the rear and end front of the building are of brick and galvanized iron." More importantly, the report goes on to describe the building's original interior which has been much altered over the last 40 years. "The interior of the building in the first story is to be finished in kiln-dried Oregon pine, with the exception of the space around the grand stairway which will be executed in pink Tennessee marble. Above that point and running up to a total height of 34 feet is finished in a series of arches in buffcolored pressed brick."

Originally, the ground floor was broken into spaces assigned for the facilities of the various railway companies whose rails terminated across the bay in Oakland, and in Marin County. Waiting rooms at this level were smoking rooms for men only and connected by stairway with the main waiting rooms on the upper level. The second floor has a promenade, or "nave" as it was referred to. Running the full length of the building, it was 48 feet wide and 42 feet high with skylights overhead. The main waiting rooms were on the bay side; offices occupied the Embarcadero side. Departing passengers boarded the ferries at this level simultaneously while arriving passengers exited at street level.

In 1956 the upper floor was remodeled into office space by William G. Merchant. In that same year ferry service across the bay was discontinued, and most of the Ferry Building is now used for office space, housing the World Trade Centers, commercial offices and offices of the Port.

Although the interior has been altered into office space, the exterior retains its original appearance to a remarkable degree.

8 SIGNIFICANCE

PERIOD	AREAS OF SIGNIFICANCE -- CHECK AND JUSTIFY BELOW				
<input type="checkbox"/> PREHISTORIC	<input type="checkbox"/> ARCHEOLOGY-PREHISTORIC	<input type="checkbox"/> COMMUNITY PLANNING	<input type="checkbox"/> LANDSCAPE ARCHITECTURE	<input type="checkbox"/> RELIGION	
<input type="checkbox"/> 1400-1499	<input type="checkbox"/> ARCHEOLOGY-HISTORIC	<input type="checkbox"/> CONSERVATION	<input type="checkbox"/> LAW	<input type="checkbox"/> SCIENCE	
<input type="checkbox"/> 1500-1599	<input type="checkbox"/> AGRICULTURE	<input type="checkbox"/> ECONOMICS	<input type="checkbox"/> LITERATURE	<input type="checkbox"/> SCULPTURE	
<input type="checkbox"/> 1600-1699	<input checked="" type="checkbox"/> ARCHITECTURE	<input type="checkbox"/> EDUCATION	<input type="checkbox"/> MILITARY	<input type="checkbox"/> SOCIAL/HUMANITARIAN	
<input type="checkbox"/> 1700-1799	<input type="checkbox"/> ART	<input checked="" type="checkbox"/> ENGINEERING	<input type="checkbox"/> MUSIC	<input type="checkbox"/> THEATER	
<input checked="" type="checkbox"/> 1800-1899	<input type="checkbox"/> COMMERCE	<input type="checkbox"/> EXPLORATION/SETTLEMENT	<input type="checkbox"/> PHILOSOPHY	<input checked="" type="checkbox"/> TRANSPORTATION	
<input checked="" type="checkbox"/> 1900-	<input type="checkbox"/> COMMUNICATIONS	<input type="checkbox"/> INDUSTRY	<input type="checkbox"/> POLITICS/GOVERNMENT	<input type="checkbox"/> OTHER (SPECIFY)	
		<input type="checkbox"/> INVENTION			

SPECIFIC DATES 1895-1903

BUILDER/ARCHITECT A. Page Brown; Edward R. Swain

STATEMENT OF SIGNIFICANCE

The Ferry Building, originally known as the Union Ferry Depot, is a San Francisco architectural, engineering and historical landmark. Originally commissioned in 1894, it was officially opened on July 13, 1898, and completed in 1903. The building was designed by prominent San Francisco architect, A. Page Brown who died shortly after contracts for its construction were let on December 26, 1895. In February, 1896, Edward R. Swain was engaged as Supervising Architect, and assisted by H.C. Holmes, Chief Engineer for the Port.

The building's most prominent feature, the 235 foot tower, was modeled after Seville's 12th century Giralda Tower. There was only one other like it in the United States - the 1890 Madison Square Garden tower designed by McKim, Mead and White, in whose firm Brown had been employed prior to practicing in San Francisco.

The building, designed in the neo-classic Beaux Arts style, became an immediate San Francisco landmark. This steel-frame building was hardly touched by the 1906 earthquake, due in part to its formidable reinforced-concrete foundation. Pioneered by Ernest Ransome, the use of concrete as a building material at the turn of the century was an innovative technique, still not wholly accepted by most civil engineers. In honor of its engineering accomplishments, the American Society of Civil Engineers designated the Ferry Building as a National Historic Civil Engineering Landmark in November, 1975.

Until the Golden Gate and Bay Bridges opened in the late 1930's, the "Union Ferry Depot" served 50 million bay commuters a year -- more than 100,000 per day. This figure was surpassed only by London's Charing Cross Station as the busiest passenger terminal in the world. Eight ferry slips were utilized for 170 bay crossings a day at 10 cents a ride. Arrivals in or departures from San Francisco to and from all points, with the exception of the peninsula, were made by boat from the Ferry Building. The area in front of the Ferry Building was also the hub of the local transportation system with cable car and streetcar lines from all parts of the city terminating there.

The building, a major early 20th century western transportation and mail terminus, remains one of San Francisco's most prominent landmarks, and a significant contribution to turn-of-the-century architectural and engineering history.

9 MAJOR BIBLIOGRAPHICAL REFERENCES

Condit, Carl W. American Building Art - 19th Century (Oxford Press, N.Y., 1961).

HABS Collection, National Park Service, V. 86, 1964 Cal. 1910.

Here Today. San Francisco Junior League, Inc., 1968.

Report of Board of State Harbor Commissioners (1875 - 1910).

San Francisco Landmarks Preservation Advisory Board, Final Case Report, Dec. 15, 197

10 GEOGRAPHICAL DATA

ACREAGE OF NOMINATED PROPERTY 2.8 acres

QUADRANGLE NAME _____

QUADRANGLE SCALE _____

UTM REFERENCES 520

A

1	0	5	5	3	5	0	0	4	1	8	3	1	0	0
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ZONE EASTING NORTHING

ZONE EASTING NORTHING

C

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D

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F

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G

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H

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VERBAL BOUNDARY DESCRIPTION

(See Continuation Sheet)

LIST ALL STATES AND COUNTIES FOR PROPERTIES OVERLAPPING STATE OR COUNTY BOUNDARIES

STATE	CODE	COUNTY	CODE

11 FORM PREPARED BY

NAME / TITLE

Pamela McGuire, Staff Historian

ORGANIZATION

Office of Historic Preservation

DATE

December, 1977

STREET & NUMBER

P.O. Box 2390

TELEPHONE

(916) 322-8599

CITY OR TOWN

Sacramento

STATE

California 95811

12 STATE HISTORIC PRESERVATION OFFICER CERTIFICATION

THE EVALUATED SIGNIFICANCE OF THIS PROPERTY WITHIN THE STATE IS:

NATIONAL STATE LOCAL

As the designated State Historic Preservation Officer for the National Historic Preservation Act of 1966 (Public Law 89-665), I hereby nominate this property for inclusion in the National Register and certify that it has been evaluated according to the criteria and procedures set forth by the National Park Service.

STATE HISTORIC PRESERVATION OFFICER SIGNATURE

Knox on Ell

TITLE

DATE

SEP 8 1978

FOR NPS USE ONLY

I HEREBY CERTIFY THAT THIS PROPERTY IS INCLUDED IN THE NATIONAL REGISTER

DATE 12.1.78

Charles O'Hara
KEEPER OF THE NATIONAL REGISTER

ATTEST: *W. Ray Luce*
CHIEF OF REGISTRATION

DATE Nov. 16, 1978

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

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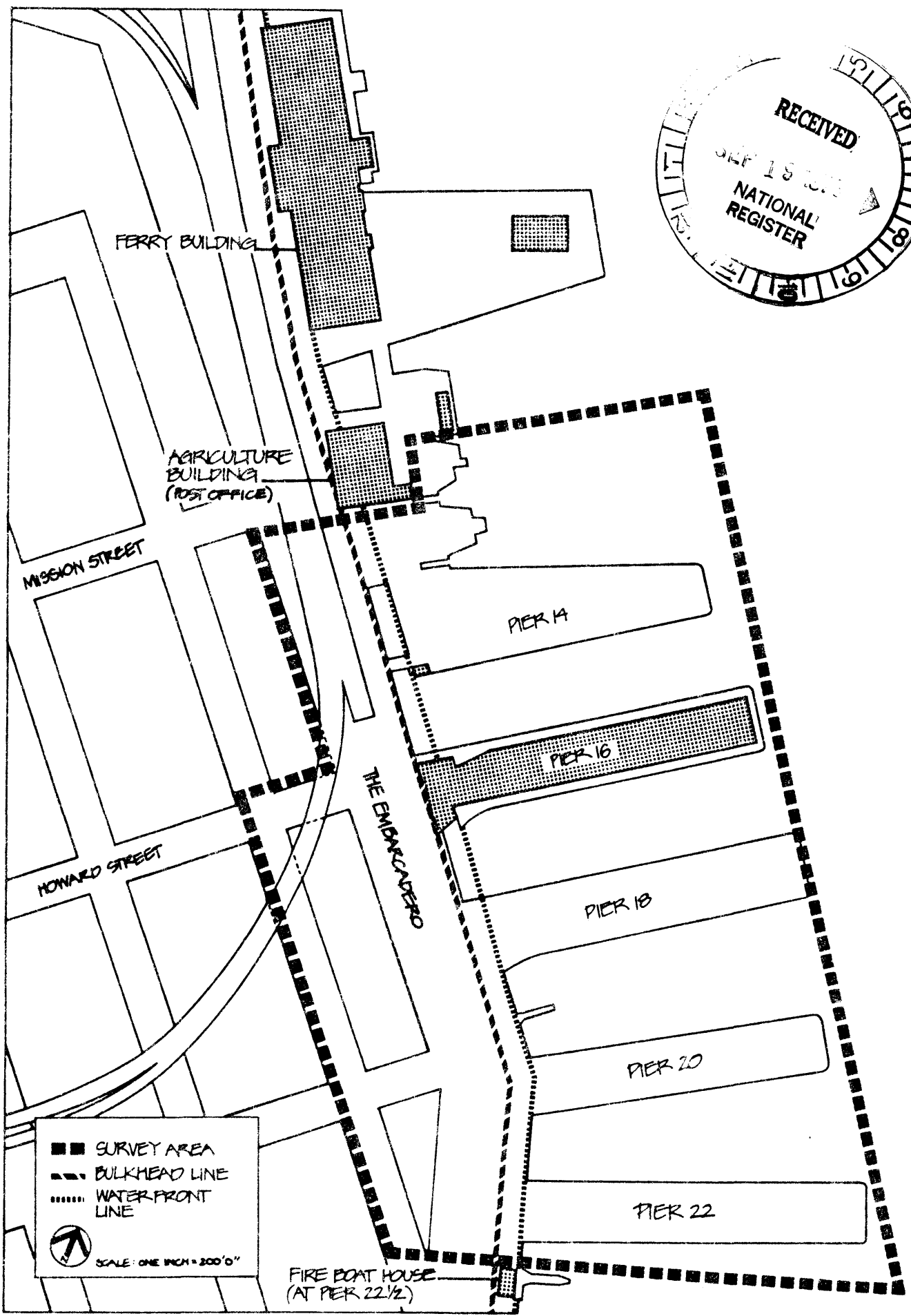
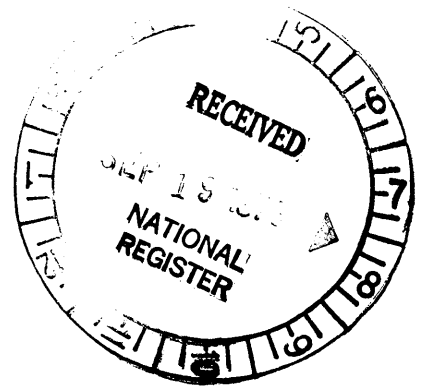
CONTINUATION SHEET

ITEM NUMBER #10

PAGE

Verbal Boundary Description:

Commencing at the intersection of the northwesterly line of Mission Street with the southwesterly line of The Embarcadero (x = 1,453,401.48; y = 476,572.03), running thence N 46 18' 03" E along the northwesterly line of Mission Street extended northeasterly for a distance of 233.92 feet; thence at a right angle northwesterly for a distance of 279.70 feet to the true point of beginning (x = 1,453,377.36; y = 476,935.83); thence at a deflection angle of 8 39' 12" to the right from the last aforesaid course for a distance of 261.00 feet; thence at a right angle southwesterly for a distance of 25.92 feet; thence at a right angle northwesterly for a distance of 179.50 feet; thence at a right angle northeasterly for a distance of 25.92 feet; thence at a right angle northwesterly for a distance of 234.50 feet; thence at a right angle northeasterly for a distance of 166.50 feet; thence at a right angle southeasterly for a distance of 277.50 feet; thence at a right angle northeasterly for a distance of 40.25 feet; thence at a right angle southeasterly for a distance of 72.55 feet; thence at a right angle southwesterly for a distance of 13.85 feet; thence at a right angle southeasterly for a distance of 21.00 feet; thence at a right angle southwesterly for a distance of 26.40 feet; thence at a right angle southeasterly for a distance of 67.80 feet; thence at a right angle northeasterly for a distance of 4.40 feet; thence at a right angle southeasterly for a distance of 15.70 feet; thence at a right angle northeasterly for a distance of 7.60 feet; thence at a right angle southeasterly for a distance of 11.33 feet; thence at a right angle southwesterly for a distance of 11.68 feet; thence at a right angle southeasterly for a distance of 209.12 feet; thence at a right angle southwesterly for a distance of 166.50 feet to the true point of beginning, and containing 120,716 square feet of area, more or less.



HISTORICAL SURVEY AREA AND EXISTING FEATURES (BUILDINGS ARE SHADED)

NOTE:

Coordinates & bearings refer to California Grid System, Zone 3. Distances shown are ground distances.

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DRAWING REFERENCES:

- 312-275-3
- 323-275-3
- 6110-275-1
- 6210-275-1

Foundation Line
 (Limit of Sea Wall)

Foundation Line
 (Limit of Sea Wall)

Foundation Line
 (Limit of Sea Wall)

Foundation Line
 (Limit of Sea Wall)

Pt. of Beginning

($x = 145337.30$
 $y = 476930.83$)

($x = 145340.48$
 $y = 476512.03$)

$N 46^{\circ} 18' 03" E$

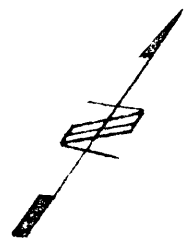
Mission St.

Ferry Building
 (Area = 120,716 S.F.)

Foundation Line

Water

Water



SAN FRANCISCO PORT COMMISSION PORT OF SAN FRANCISCO DEPARTMENT OF ENGINEERING			FACILITY 275 FERRY BUILDING NATIONAL LANDMARK LINES			APPROVED: _____ DATE: _____ DRAWING NO. 8813-275-6		
IN CHARGE OF FSN	MADE BY KL	TRACED BY KL	CHKD BY FSN	DATE 1-5-76	SCALE 1"=100'	SHEET NO. 3 OF 3		