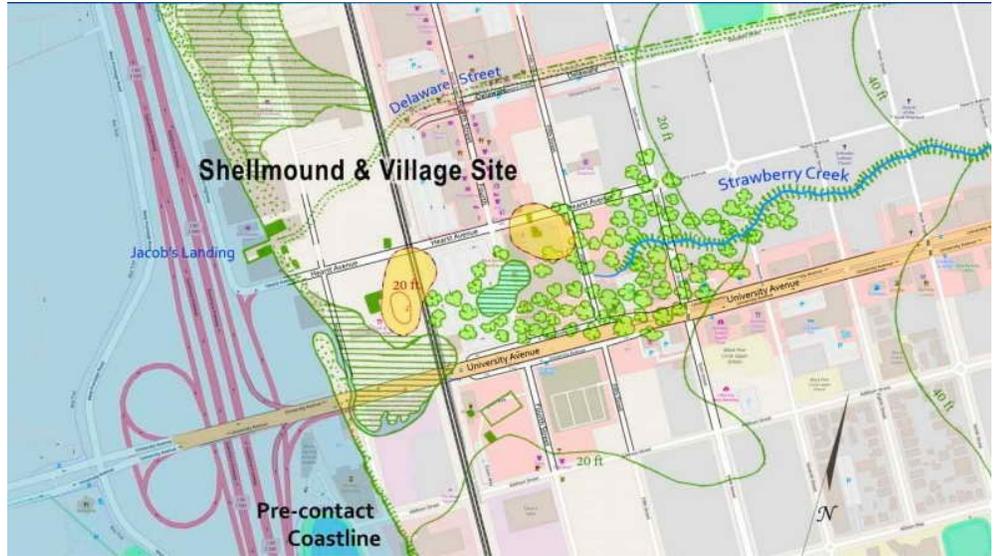
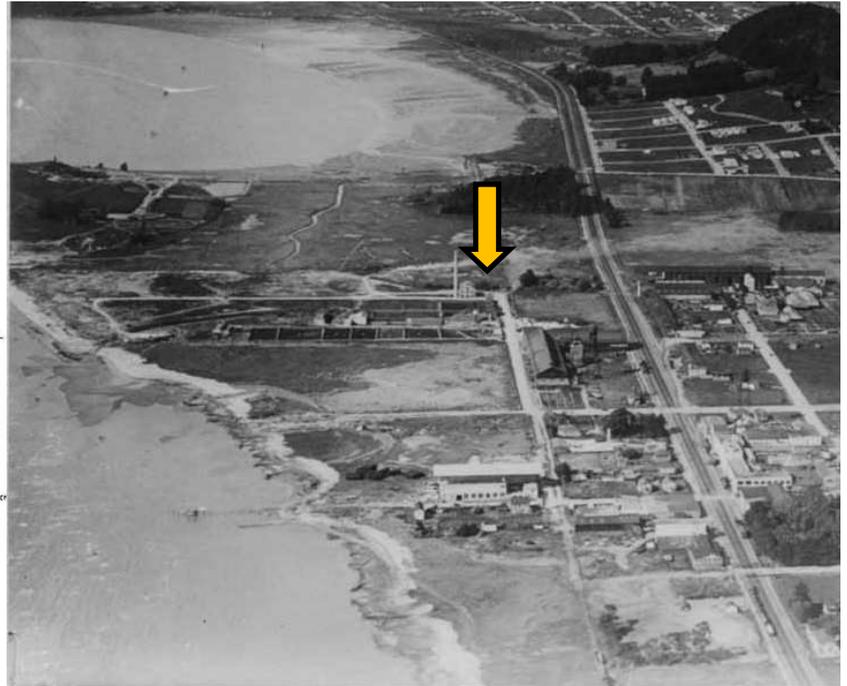
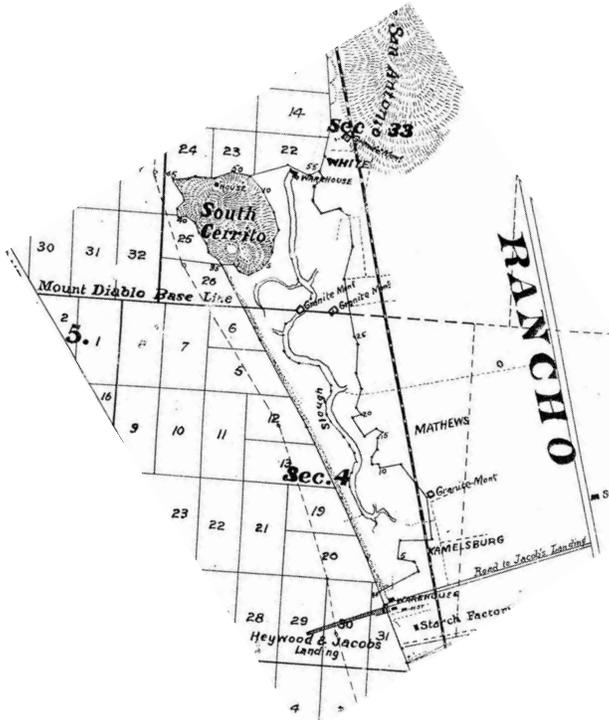


Berkeley Historical Society Walk along the Waterfront, Oct. 29, 2022 — a few maps and pictures for background.
 Susan Schwartz, President, Friends of Five Creeks. Corrections and suggestions welcome at f5creeks@gmail.com.



Above left: Shell mounds in the Central Bay, redrawn from 1909 map. See online version for links. **Above right:** Pre-contact central Berkeley with modern fill, streets, and railroad (dark line). Shellmounds yellow. Credits at <https://shellmound.org/resources/maps/>. Sincere thanks to John Blanchard, Toby McLeod, Chris Walker, and the coalition of Ohlone tribes seeking to preserve Berkeley’s shell mounds.

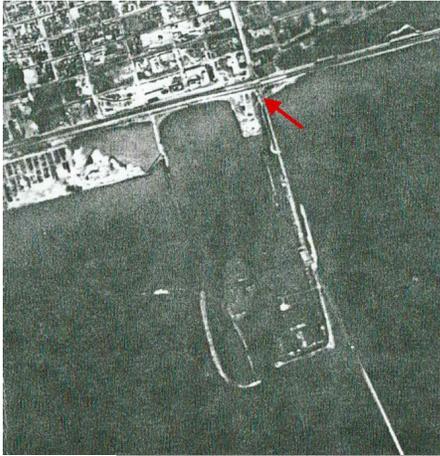
Strawberry Creek flowed through a willow marsh to a lagoon edged by a sandy peninsula, a common pattern along Bay Area shorelines. At about today’s Virginia Street, a tidal slough meandered north-northwest behind a sandy beach. Capt. James Jacobs built his landing in 1853 between these watery obstacles, at the foot of today’s Delaware Street. A starch factory, lumberyard, and wharf quickly followed.



Above left: Tidelands north of Oakland were plotted for auction in 1872, as RR tracks (dark line) were built north toward Sacramento, before Berkeley was incorporated. “South Cerrito” is Fleming Point, used to make dynamite until an explosion drove the business farther north, and then dynamited in 1939 to build Golden Gate Fields racetrack. **Above right:** Shoreline north of about Cedar in 1920s.

The goal of filling the Bay began early, as the state platted shallow tidelands for sale. Berkeley built its garbage incinerator at its north border on Second (yellow arrow) and filled southward. It zoned the marshy area for “noxious industries” and welcomed stockyards and the like. Pollution and mining destroyed the sandy beach, created by tidal currents sweeping west through the Golden Gate and popular for recreation. The only remaining original shoreline is the sandstone bluff at Fleming Point (projecting beyond photo top left). It is now part of Eastshore State Park, where a new Bay Trail climbs the remnant of the hill.

Berkeley's shoreline began its big westward shift in the 1930s, with construction of Eastshore Highway as a feeder for the Bay Bridge. South of University Avenue, the federal Works Progress Administration created Aquatic Park from smelly lagoons cut off by the highway. In 1926-7, Berkeley's old municipal pier at the foot of University had been extended more than three miles from the original shoreline as a car ferry. With the Bay Bridge complete, it was converted for recreation, with the Berkeley Marina



Left, fill 1945: By the end of WW II, fill reached almost to Virginia Extension, where the Schoolhouse Creek pipe carried raw sewage onto the shoreline. EBMUD intercepted this and other sewers about 1951. The oversized pipe remains, now carrying only creek water.

Below, fill 1958: Retaining walls of concrete, asphalt, and boulders enclosed lagoons that were then filled with refuse and capped with clay. By 1958, the Berkeley "Meadow" and "Brickyard" were filled, but not yet Cesar Chavez or Shorebird Parks.



Below: The smoldering, stinking dumps were what inspired well-connected Berkeley "housewives" Esther Gulick, Kay Kerr, and Sylvia McLaughlin to found Save the Bay in 1961. It took them 20 years to stop Bay fill.

Sylvia continued as a driving force as Citizens for East Shore State Park. It took another 20 years to turn most remaining undeveloped shoreline into Eastshore State Park (now McLaughlin East Shore State Park).

