

Terminal 1 Historic Significance

California Register Criteria	McElroy (Circa)	Preservation Architecture
<p>Summary of History</p>	<p>In 1910 city council member E. J. Garrard led the City of Richmond in the development of port facilities. This development would have included dredging of a channel through marshy tidelands to reach the deep water of San Francisco bay. The Council urged Congressman Joseph R. Knowland of District 3 to approach congress’s Rivers and Harbors Committee for funds to conduct a preliminary survey. They were successful and in 1911 the firm of Haviland & Tibbet, Civil Engineers, completed the first report for construction of a tunnel and highway to the waterfront. A second report was completed in 1912 that proposed improvements to the harbor including the construction of a wharf shed [Wharf No.1], now known as Terminal One.</p> <p>The 1912 report proposed that the wharf structure be designed in the “...Renaissance style of architecture, with simple but massive features.” The report detailed each aspect of the terminal building’s design, engineering and construction. The report also included elevations and a cross-section view (see Appendix 1 Plate 6).</p> <p>A bond of \$730,000 was approved by City Council on November 19, 1912 for the construction of the terminal building1 and 2, a section of the “training wall” and for dredging of a portion of the channel. Construction of the terminal structure was sometime between 1912 and 1915. Another bond in the sum of \$150,000 was approved in 1920 for</p>	<p>Preservation Architecture</p> <p>Some 90 years ago, the City of Richmond proposed the development of a publicly owned and operated port to serve the municipality and, in the context of the opening if the Panama canal, to enable the City to compete for trade on a regional scale. Whereas there were numerous private, industrial wharves and structures in existence by the 1910s, Wharf No. 1 was Richmond’s first municipally owned wharf and building – an was planned to be an edifice of strategic location, potent design, and contemporary materials – although, as discussed below, that plan was never realized. The year 1915, when Wharf No. 1 was completed, was also the year of the opening of the Panama Canal. Ports of the Pacific had long prepared for this eventuality. By this time, San Francisco and Oakland were both established and maturing commercial ports, and harbor plans were afoot throughout the Bay Area municipalities that fronted the bay, including Berkeley and Richmond.</p> <p>In the 1913 water system engineering report, under the heading “Harbor project,” the engineers reported the following: “With a view toward profiting by the increasing commerce expected after the opening of the Panama Canal, Richmond has taken important steps toward the establishment of a large port, which can readily compete with the other large ports on the Pacific Coast.</p> <p>Comprehensive plans have been adapted for an</p>

California Register Criteria	McElroy (Circa)	Preservation Architecture
	<p>the construction of the adjacent warehouse structure.</p> <p>Representatives of the City of Richmond went to the Board of Army of Engineers in December 1913 to request funds for the development of the Harbor. Their request was recommended and approved. In 1917. \$428,000 was approved by Congress contingent on the City of Richmond appropriating the marching funds to improve the harbor. The Richmond Wharf and Dock Company operated until about 1923</p> <p>The Richmond Terminal Corporation was in operation at Terminal One by 1923. By 1932 the Parr-Richmond Corporation occupied the Terminal One building and continued as the primary tenant until 1972. The Petromark Company leased bulk liquid storage space at Terminal One from Parr-Richmond from 1973. From the 1930's other sub-leases were assigned to Richfield Oil, the Ford Motor Company (which stored motor parts), and the U.S. Army (during the war years). The terminal was also used for the shipping and storage of dry goods awaiting shipment by truck, rail or boat. In a newspaper article from 1934 the writer describes his experience of using the Terminal One building for storage and shipping of beans "...to Gulf and Atlantic ports and to Porto Rico." By 1944 the outer harbor had many additional buildings and storage tanks surrounding the Terminal One building and wharf.</p> <p>Industry had been active along the waterfront since the turn of the twentieth century, including the</p>	<p>ultimate development costing over \$18,999,999, and giving sufficient room for approximately as much commerce as now handled at the city of San Francisco. Bonds have been voted to the extent of \$1,170,000 for the construction of the first unit of this harbor project. The first construction will consist of wharves for the so called "Inner harbor," extending well toward the center of the city and wharves at the outer harbor in deep water, access to which will be given by the construction of a large highway and tunnel through the Potrero Hill...The early completion of the first unit of the project should greatly accelerate the commercial and industrial development of the city."</p> <p>These statements made about and contemporary to the inception of Richmond's harbor contain several important pieces of contextual information. The first – about the regional expectations related to the opening of the Panama canal. Otherwise, that Richmond was intent on the development of a large and competitive harbor, as were other municipalities up and down the pacific Coast. The engineers also reported that the first construction associated with Richmond's harbor were its dykes and piers that would line the channel to the Inner harbor.</p> <p>The final report, dated September 1912 and entitled the Richmond harbor Project, provided the specific scheme for the overall Richmond harbor, including general plans for its channel, outer and inner harbors, as ell as specific designs for the tunnel, highway and, notably, Wharf No. 1 and No. 2 (figs. 6-7). These reproduced plans are</p>

California Register Criteria	McElroy (Circa)	Preservation Architecture
	<p>Standard Oil Refinery, the California Wineries Association, and the Richmond Pottery Company. But it was the development of the outer harbor in 1910 that brought attention to Richmond as a modern port. The success of the outer harbor and Terminal One facilitated interest in expanding the inner harbor and elevated Richmond's reputation as an important harbor that rivaled San Francisco and Oakland.</p>	<p>instructive in so much as they indicate the intent versus the reality of the plans and designs for the harbor. Of those intents, al that was manifest was a stripped down version of Wharf No. 1 along with the tunnel and roadway linking it to the then village of Point Richmond.</p> <p>In the context of the SF Bay ports, shipping and the Panama Canal, Terminal 1 remains an isolated event, disassociated from the overall port development and the eventual harbor.</p> <p>Whereas Terminal No. 1 was originally built as a transshipment point between Richmond's industries, via the railroad and regional shipping routes, its use was converted to that of an independent, liquid storage and transport facility within just over a decade of its construction, and has served in that independent capacity for much of the past 80years. Neither the nearby port facilities, once under the same ownership and operation as Terminal 1, nor the nearby shipyards share any historical or physical association with terminal 1.</p> <p>The story of Wharf No. 1 is, therefore, not that of a first and important municipal terminal, but is instead that of a contextually isolated, municipal terminal structure that comprised but a small component of a harbor that developed under private auspices, mre than a decade later, and in a different location – at Richmond's Inner harbor. Nor was wharf No. 1 built as an edifice of consequential design, as intended. Rather, it was and is a spare industrial structure that does not</p>

California Register Criteria	McElroy (Circa)	Preservation Architecture
<p>It is associated with events that have made a significant contribution to the broad patterns of local or regional history, or the cultural heritage of California or the United States</p>	<p>Criterion A - significance of Richmond’s economic development based on and associated with port facilities (shipping and storage</p> <p>The Terminal One structure is the primary element of the port development and retains a high level of integrity especially in the aspects of location, design, materials, workmanship and feeling. The Terminal strongly conveys the association of port facilities in northern California and the industrial growth of the City of Richmond.</p> <p>Richmond’s Terminal One structure was constructed between 1912 and 1915 as the first storage and shipping terminal for the new outer harbor project connecting rail and ship traffic. It was to provide sufficient storage room with easier access for the unloading of vessels. The applicable National Register Criteria categories for the Terminal One structure are,</p>	<p>exploit or celebrate its location at the entrance to the Richmond Channel.</p> <p>While Wharf No.1 is consequence of events surrounding the Panama canal, specifically the attempt the create a harbor for the City of Richmond – due to its contextual isolation and its spare industrial character, Wharf No. 1 does not appear to fulfill these potential associations. Rather, its actual associations are to the few, adjoining yet non-historic public works and engineering structures, including the tunnel. Neither is Wharf No. 1 associated with other locally designated historic resources with which it may otherwise be geographically related. Terminal 1 therefore lacks associations with events with events or patterns of events that have made a significant contribution in national, state or local history.</p>
<p>It embodies the distinctive characteristics of a type, period, region, or method or construction, or represents the work of a master.</p>	<p>Criterion C - the remaining example of an original port facility on the outer harbor of the City of Richmond</p> <p>In general, the main Terminal One structure remains as it was constructed and retains most of the materials, design and craftsmanship of the original design.</p>	<p>Despite the intentions of its planners and engineers, Terminal No. 1 is without architectural, engineering or material significance. Completed in 1915, at a time when the use of reinforced concrete for industrial engineering and architecture was relatively widespread, it is an innocuous, industrially engineered wharf and transit shed combining reinforced concrete and steel construction. Its engineering character is limited to the inherent quality of its vast, shed-like interior space, and to the quality of construction of its wharf. Moreover, its warehouse additions of 1920</p>

California Register Criteria	McElroy (Circa)	Preservation Architecture
		are of negligible substance and interest. Wharf No. 1 also fails to substantiate its potentially memorable location.
Conclusion	The City of Richmond's Terminal One structure is potentially an historic resource. It is eligible for the California Register of Historical Resources for significance at a local level for its association with the City of Richmond's port development and related industry. As proposed demolition of Terminal One does not conform to the Secretary of the Interior Standards and would be considered a Negative Impact under the California Environmental Quality Act.	Although a relatively old structure locally, as well as an early port shed, Terminal 1 does not appear to fulfill any of the eligibility criteria for the Richmond Register