

## **ATTACHMENT B**

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California Department of Parks and Recreation (DPR)  
523 Forms

**P1. Other Identifier:** Port Costa Wharf and Associated Structures

\*P2. Location:  Not for Publication  Unrestricted

\*a. County Contra Costa

and (P2b and P2c or P2d. Attach a Location Map as necessary.)

\*b. USGS 7.5' Quad Benicia Date 1969 (R 1980) T 2N; R 3W; \_\_\_ ¼ of Sec N/A; \_\_\_\_\_ B.M.

c. Address \_\_\_\_\_ City \_\_\_\_\_ Zip \_\_\_\_\_

d. UTM: (give more than one for large and/or linear resources) Zone \_\_\_\_\_; \_\_\_\_\_ mE/ \_\_\_\_\_ mN

e. Other Locational Data: (e.g., parcel #, directions to resource, elevation, etc., as appropriate)

Southeast of the town of Port Costa and northwest of the City of Martinez along western shoreline of the Carquinez Strait

\*P3a. Description: (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)

The remains of the Port Costa Wharf and its associated structures (four dolphins, and two mooring platforms) are located in the project area and were recorded by AECOM's architectural historian. The Port Costa Wharf is located southwest of the town of Port Costa in Contra Costa County. Located along the western shoreline of the Carquinez Strait are the remains of a wharf, four dolphins, and two mooring platforms. The mooring platforms are located south of the wharf concrete abutments underneath wood beams and metal sheets. The platforms are approximately 18 foot and 21 foot by 18 foot.

The main portion of the wood wharf is no longer connected to the wharf approaches. The wharf is approximately 34 foot by 103 foot and is supported by wood pilings approximately 12 inches in diameter and the structure is partially collapsed on the south side. Metal springs on the east side of the wharf are the remnants of pier fenders. (See Continuation Sheet)

\*P3b. Resource Attributes: (List attributes and codes) AH13. Wharfs

\*P4. Resources Present:  Building  Structure  Object  Site  District  Element of District  Other (Isolates, etc.)

P5b. Description of Photo: (View, date, accession #) Photograph 1, overview, camera facing northwest, May 2, 2012

\*P6. Date Constructed/Age and Sources:  
 Historic  Prehistoric  Both  
1908 / URS Memorandum Regarding Site History

\*P7. Owner and Address:  
Phillips 66  
PO BOX 1539  
Paso Robles, CA 93447

\*P8. Recorded by: (Name, affiliation, address)  
AECOM  
2101 Webster Street, Suite 1900  
Oakland, CA 94612

\*P9. Date Recorded:  
May 2, 2012; February 21, 2013

\*P10. Survey Type: (Describe)  
Intensive



\*P11. Report Citation: (Cite survey report and other sources, or enter "none.") AECOM. ConocoPhillips Port Costa Wharf Cultural Resources Memorandum Report. 2013.

\*Attachments:  Location Map  Sketch Map  Continuation Sheet  Building, Structure, and Object Record  Archaeological Record  
 District Record  Linear Feature Record  Milling Station Record  Rock Art Record  Artifact Record  Photograph Record  
 Other (list) \_\_\_\_\_

**BUILDING, STRUCTURE, AND OBJECT RECORD**

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\*NRHP Status Code 6Z

\*Resource Name or # (Assigned by recorder) Port Costa Wharf and Associated Structures

B1. Historic Name: Port Costa Terminal

B2. Common Name: Port Costa Wharf

B3. Original Use: Wharf B4. Present Use: Abandoned

\*B5. Architectural Style: Utilitarian

\*B6. Construction History: (Construction date, alteration, and date of alterations) wharf 1908; Office/Leanto 1938 (demolished post 1960); Wharf extension 1944; dolphins 1944; wharf approaches altered 1949; 1970 one-half of wharf destroyed by fire

\*B7. Moved?  No  Yes  Unknown Date: \_\_\_\_\_ Original Location: \_\_\_\_\_

\*B8. Related Features: N/A

B9. Architect: Associated Oil Company Engineering and Construction Department b. Builder: Unknown

\*B10. Significance: Theme Petroleum Product Storage/ Shipping Area Contra Costa County

Period of Significance 1908-1966 Property Type Wharf Applicable Criteria N/A

(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

The Port Costa Wharf and its associated structures do not appear to meet the criteria for the National Register of Historic Places (NRHP) or the California Register of Historical Resources (CRHR).

The Port Costa Wharf is located southeast of Port Costa, a small town founded in 1878. Port Costa served as the port for the Central Pacific Railroad's ferry transfer operations. Several slips, and docks and a ferry terminal were constructed to support the ferry transfer operations. Port Costa grew quickly and became a focal point for shipping grain and wheat. Additional docks and wharves were constructed along Port Costa's waterfront for easy transport of these goods. The waterfront, however, declined after the grain market weakened and most of the shipping business transferred to San Francisco. Less than a mile east of Port Costa was the Port Costa Brick Works, which built the Nevada Docks, which were the largest docks on the Carquinez Strait in 1883. After the initial docks burned in 1909, the plant expanded its waterfront operations and rebuilt the docks with large warehouses. The brickyard closed in 2005 (Robinson and Crane 2007:7-8, 15, 83-84; Treadway 2007). Port Costa became a small tourist destination in the late 1960s and remains that way today. (See Continuation Sheet)

B11. Additional Resource Attributes: (List attributes and codes)

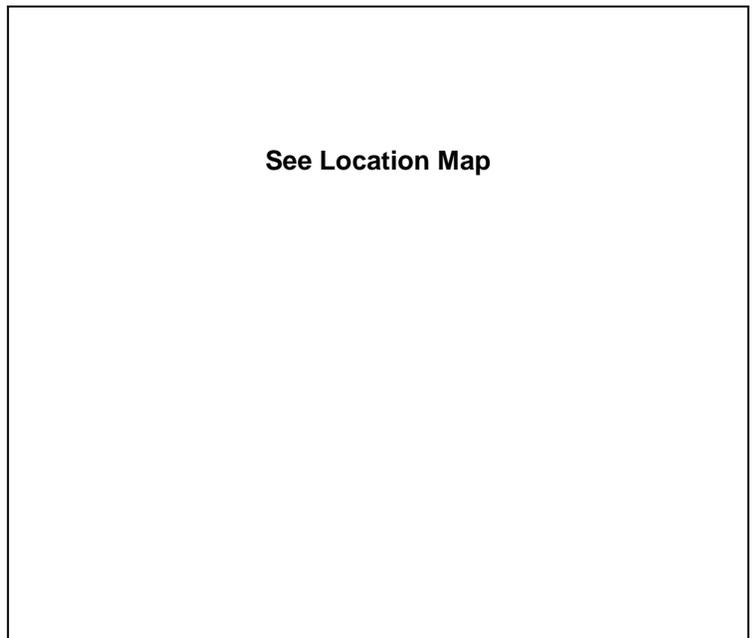
\*B12. References: See Continuation Sheet

B13. Remarks:

\*B14. Evaluator: Patricia Ambacher

\*Date of Evaluation: June 28, 2012  
Revised February 25, 2013

(This space reserved for official comments.)



### Description (cont)

The remains of the former wharf approaches include concrete abutments and wood pilings and feature a wood railing with metal cyclone fencing strung between the rails. The approaches are approximately 24 foot by 30 foot, 18 foot by 36 foot, and 18 foot by 36 foot size, respectively, each perpendicular to the shoreline.

Four dolphins (groups of piles driven close together and bound into a single structure) flank the remains of the wharf. The two dolphins nearest the remains of the pier are steel pipe pile and concrete deck mooring dolphins (Dolphin 1 and 2). They feature 12 round metal pilings (approximately 12 inches in diameter) that are partially submerged and extend approximately two feet above water. On the top of each dolphin is a thick slab of reinforced concrete. Each of these dolphins has a metal ladder on its west side. These dolphins are approximately 9 foot by 15 foot. The two northernmost dolphins are likely creosote-treated (Dolphin 3 and 4). One has approximately five vertical pilings, a bracing piling, and a horizontal beam. The other has approximately five vertical pilings and two bracing pilings.

The area in the vicinity of the wharf is largely unused, rural and is located next to an active railroad.

### Significance (cont)

Southeast of Port Costa, Associated Oil Company (Associated Oil) began construction on new facilities in 1906. The company officially began in 1901, after 35 independent oil producers in the San Joaquin Valley agreed with W. S. Porter to join forces and create one company. Porter was a pipe salesman with hopes of selling pipe for a line to carry crude oil from the Kern River and McKittrick oil fields to the San Francisco Bay Area. When it incorporated, Associated Oil controlled three-fourths of those oil fields and made Porter the company general manager. By 1905, Associated Oil owned the pipeline facilities from the Coalinga oil field to tidewater at Monterey and the following year it completed its eight-inch pipeline from the San Joaquin oil field to its Port Costa wharf under its subsidiary company Associated Pipe Line Company. The Southern Pacific Railroad Company (SPRR) allowed the oil company to construct the pipeline within their right-of-way because SPRR used the fuel for operation of their steam engines as well as had financial ties to the oil company (Hulaniski 1917:424; Royal Petroleum Company 2012). By 1909, SPRR owned controlling interest in Associated Oil (Bean 1973:372). In the early years of operation Associated Oil's facility at Port Costa included storage tanks, pipelines, pumps, a rail car loading rack and a wharf (URS 2002:1-2). A wharf existed at the current location by 1886 but burned several times and was subsequently rebuilt (United States Coast and Geodetic Survey 1886; Robinson and Crane 2007:11).

When Associated Oil formed, the oil industry was booming in California. In 1919, about two-thirds of California's oil came from the lower San Joaquin Valley, and the major refineries were concentrated in the San Francisco Bay Area. However, in the 1920s predominance in all aspects of the oil industry passed to the Los Angeles region (Franks and Lambert 1985:111). By the end of the 1920s, California had firmly established itself as a major supplier of crude oil and the center of America's petroleum industry (Franks and Lambert 1985). Two overriding factors helped increase the desirability of crude oil from California during this period. The first was the fact that many railroads on the west coast, increasingly followed by other railroads nationwide, converted from coal (largely imported) to the cheaper, locally obtainable, and more plentiful oil as their fuel. This conversion also took place on many oceangoing vessels (Franks and Lambert 1985:8, 13). The second factor driving the search for crude was the explosion of the automobile use during the 1920s. Gasoline considered a useless byproduct of the refineries and deemed an extreme nuisance, was difficult to dispose of at that time. However, in the new age of the internal combustion engine, gasoline became the most important ingredient in a barrel of oil and therefore a highly valued commodity (Rawls and Bean 1993:283).

At the same time that Associated Oil was created in California, Tidewater Oil, founded in 1887 in New York, was becoming a major company in the petroleum industry. Like Associated Oil on the west coast, Tidewater Oil expanded its operations and entered markets in the Midwest. By the 1930s, Tidewater was purchased by Standard Oil of New Jersey and created a subsidiary, Mission Corporation, which managed Tidewater operations. By 1932, J. Paul Getty owned Associated Oil Company and in 1934 he purchased the Associated Pipe Line Company, which included the Port Costa Terminal. The complex terminal then consisted of 33 acres of land, 12 storage tanks, pipelines and the wharf. In 1937, Getty purchased Mission Corporation and merged Tidewater with Associated Oil to create Tidewater-Associated Oil. By the 1950s, the Port Costa wharf shipped the majority of the company's residual fuel oil products. Tidewater-Associated Oil's west coast operations were purchased by Phillips Petroleum in 1966 (Royal Petroleum Company 2012). In 2001, Phillips Petroleum

merged with Conoco to become ConocoPhillips. That same year Phillips purchased Tosco Corporation, which owned the wharves beginning in 1976 (ConocoPhillips 2012; URS 2002:5). Today, the structures are owned by Phillips 66 (formerly Conoco-Phillips).

The Port Costa Terminal underwent several changes during its operation, including modifications to the wharf area. By 1938, the wharf contained an office and a lean-to, later converted to a washroom. As operations increased in the 1940s, the wharf was extended for mooring lines and in the mid-1950s, new gates and fencing were installed on the wharf approaches (Tidewater Associated Oil Company 1938, 1944, 1956, 1960). Operations at the terminal and the wharf area ended under Phillips' ownership and remained closed when Tosco acquired the property (URS 2002:4–5).

These structures do not appear to meet the criteria for either the NRHP or the CRHR. The structures do not appear to meet NRHP/CRHR Criterion A/1 because they do not have important associations with significant events in history. The wharf was one of several constructed in the Port Costa area along the Carquinez Strait in the early 1900s and was used for shipping petroleum products. The wharf and the platform moorings and dolphins, which are all functionally related, were built out of necessity for the transfer of the petroleum products. They did not, however, play a significant role within this context. Research revealed little about the individuals who worked at this facility, but the structures have no known direct associations with individuals who made significant contributions to history. Therefore, they do not appear to meet NRHP/CRHR Criterion B/2. As an engineering feature the structures are not important examples of their type, period, or method of construction. The dolphins and anchor shores are of a standard design and do not embody distinctive characteristics. The remains of the wharf also are not distinctive and the wharf's construction is typical for the time period and used standard materials, including wood, steel and concrete. In consideration of all the elements of NRHP/CRHR Criterion C/3, these structures do not appear to meet this criterion. Under NRHP/CRHR Criterion D/4 the structures do not appear likely to yield information important to history because as engineering features they are not the principal source of important information.

In addition to lacking historical or engineering significance, the structures lack historic integrity. They lack integrity of design because they are remnants of their original design of a large wooden wharf with mooring dolphins. As such the resource no longer conveys proportion and scale. Because most of the wharf was burned and has large sections missing, it lacks integrity of materials. Materials are also missing from the dolphins and anchor shores. Because of a loss of key historic materials, these structures cannot reflect the physical elements that were originally combined to create them. The loss of design and materials, as a result of fire damage, also resulted in a loss of integrity of workmanship. The structures no longer provide evidence of the technology or engineering that went into their original design and construction. The setting for the structures was altered when the oil facilities closed and the tanks were removed, and when the buildings that originally rested on the wharf were removed in the late 1960s through the 1970s. It no longer conveys a setting of an industrial area. Those alterations also caused a loss of integrity of feeling and association. The wharf and its associated structures have lost their ability to express a sense of time and place, and no longer have an association with Tidewater-Associated Oil Company or its storage and transfer facility.

In summary, the Port Costa wharf and associated structures do not appear to meet the criteria for listing in the NRHP and/or the CRHR and are also not considered historical resources for the purposes of CEQA.

**Photographs** (continued from page 1)



**Photograph 2.** Mooring Platforms, camera facing northwest



**Photograph 3.** Wharf and ramps, camera facing north

**Photographs (cont.)**



**Photograph 4.** East side of wharf, camera facing northwest



**Photograph 5.** Dolphin 1, concrete deck mooring dolphin, camera facing northwest

**Photographs (cont.)**



**Photograph 6.** Dolphin 2, concrete deck mooring dolphin, camera facing west



**Photograph 7.** Dolphins 3 and 4, wood pile dolphins, camera facing southwest.

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\*Recorded by AECOM

\*Resource Name or # (Assigned by recorder) Port Costa Wharf and Associated Structures

\*Date May 2, 2012; February 21, 2013  Continuation  Update

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### Location Map

