

Appendix G

Department of Parks and Recreation Forms

State of California - The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
PRIMARY RECORD

Primary # P –
HRI#
Trinomial CA –
NRHP Status Code

Other Listings
Review Code

Reviewer

Date

Page 1 of 30 *Resource Name or #: (Assigned by recorder) Nevada Cement Stockton Import Terminal
P1. Other Identifier: Nevada Cement Stockton Import Terminal: Bunkers 1 and 2
*P2. Location: ☐ Not for Publication ☒ Unrestricted *a. County San Joaquin
*b. USGS 7.5' Quad Stockton West; Date: 1968 PR 1987 Unsectioned T 1 N R 6 E S; ¼ of ¼; MDM
c. Address 205 Port Road 1 City Stockton Zip 95203
d. UTM: Bunker 1: Zone 10 ; 647720 mE/ 4201656 mN NAD
Bunker 2: Zone 10 ; 647753 mE/ 4201621 mN NAD
e. Other Locational Data:
(See Continuation Sheet)

*P3a. Description:

The Nevada Cement Stockton Import Terminal occupies the eastern extent of the Port of Stockton's East Complex and consists of three primary groupings of structures, which form the facility's operational elements. These groupings are Bunkers 1 and 2, Bunkers 3 and 4, and Bunkers 5, 6, and 7. Bunkers 1 and 2 and Bunkers 5, 6, and 7 are each associated with adjacent loading stations (Lanes 1 and 2 and Lanes 3 and 4, respectively) and all three groupings are served by an integrated bulk materials conveyance system.

Bunkers 1 and 2, together with an adjacent truck loading station (Lanes 1 and 2), are situated at the eastern portion of the Nevada Cement Stockton Import Terminal, nearest the Port of Stockton's deep-water channel. They are positioned south of the shoreline on the west side of Port Road 1, located immediately to the north of Bunkers 3 and 4, and mirror

(Continued)

*P3b. Resource Attributes: (List attributes and codes) HP11. Engineering Structure

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

P5a. Photograph or Drawing:



P5b. Description of Photograph:

Bunkers 1 and 2, View North
Date: 3/13/2026

*P6. Date Constructed/Age and

Sources: ☒ Historic
☐ Prehistoric ☐ Both
1979 (Modesto Bee, 28 January 1979)

*P7. Owner and Address:

Port of Stockton
2201 West Washington Street
Stockton, CA 95203

*P8. Recorded by:

Christopher Hetzel, Anchor QEA, LLC
1201 3rd Ave #2600
Seattle, WA 98101

*P9. Date Recorded: 03/26/2026

*P10. Survey Type: (Describe)

Intensive Reconnaissance

*P11. Report Citation: Anchor QEA LLC. "Nevada Cement Company Stockton Terminal Modernization Project: Cultural Resources Survey Report." Prepared for City of Stockton, April 2026.

*Attachments: ☐ NONE ☒ 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:

Page 2 of 30 *Resource Name or #: (Assigned by recorder) Nevada Cement Stockton Import Terminal
*Recorded by: Anchor QEA LLC *Date 3/26/2026 ☒ Continuation ☐ Update

P2e. Other Locational Data (Continued):

From Stockton, California, travel 0.8 mile west on West Weber Avenue. Turn left on West Washington Street and travel 0.6 mile to the Port entry gate. A Transportation Worker Identification Credential (TWIC) card and/or TWIC escort is required for access. From the entry gate, turn right onto Port Road 2 and travel approximately 600 feet to the visitor parking area. Bunkers 1 and 2 are located due north from the intersection of Port Road A (Harbor Street) and Port Road 2.

P3a. Description (Continued):

the design and layout of this latter complex. Together, Bunkers 1 and 2 are set in a linear configuration with a northwest-southeast orientation and are connected by an equipment enclosure. This orientation is reflected in the positioning of the truck loading station, which extends to the northeast from the equipment enclosure. At the ground level, the bunkers are surrounded by paved industrial surfaces accommodating truck maneuvering and maintenance access.

Each bunker consists of a large, circular, reinforced concrete storage structure of nearly identical design, each with a capacity of approximately 27,500 tons of cementitious material. They are each constructed of cast-in-place, reinforced concrete, expressed as large cylindrical volumes. Formwork lines and subtle horizontal construction joints characterize the external wall surfaces, and the thickness of the walls was purposely designed to resist lateral pressures from stored bulk materials. Each structure measures approximately 130 feet in diameter and rises to a height of roughly 58 feet. The bunkers rest on substantial concrete foundations, likely slab-on-grade with integrated footing systems designed to support significant vertical loads imposed by stored bulk materials.

The bunkers are capped by low-pitched conical roofs that are circular in plan. The roofs feature exposed steel structural framing and metal panels clad with composition roofing. A continuous metal guardrail encircles the roof perimeter, and roof-mounted equipment includes vents, access hatches, and connections to conveyor systems. The transition between the vertical concrete walls and the roof structure is defined by a simple metal coping.

Material handling equipment is directly integrated into the architectural form of the bunkers. Enclosed conveyor galleries, supported by steel trusses and frames, connect to the upper portions of the structures, while dust collection equipment, exterior piping, and conduit run along the circumference at multiple elevations, and above and between the bunkers. At the base, the bunkers incorporate automated aerated floor systems, housed within the concrete structure, allowing for controlled reclaim of material without external excavation or large-scale openings.

Immediately adjacent to Bunkers 1 and 2 is a truck loading station serving Lanes 1 and 2. This structure is a steel-framed, three-story structure with open-sided elevations at ground level. The structural system consists of steel columns, beams, and cross-bracing, with exposed connections and minimal architectural treatment. The framing supports a corrugated metal-clad enclosure on its first and second levels, sheltering the two truck loading lanes and housing loading equipment. The structure's third story features two large, cylindrical storage bins above the truck lanes. The structure is rectilinear in contrast to the circular bunkers, creating a clear distinction between storage and loading functions. Beneath, two parallel drive-through lanes are defined by the structural bays, allowing trucks to pass under the elevated bins for loading. Trucks enter the loading station from the northwest and exit to the southeast.

The loading station interfaces directly with the bunker reclaim systems through enclosed conveyance lines, which are supported by both the steel frame and adjacent independent pipe racks. Rail tracks extend through the complex to the west of the two bunkers, embedded within the paved surface, further emphasizing the multimodal character of the facility.

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DEPARTMENT OF PARKS AND RECREATION
CONTINUATION SHEET

Primary # P –
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Page 3 of 30 *Resource Name or #: (Assigned by recorder) Nevada Cement Stockton Import Terminal
*Recorded by: Anchor QEA LLC *Date 3/26/2026 ☒ Continuation ☐ Update

Photographs:



Overview of Bunkers 1 and 2, View North; Date: 2019



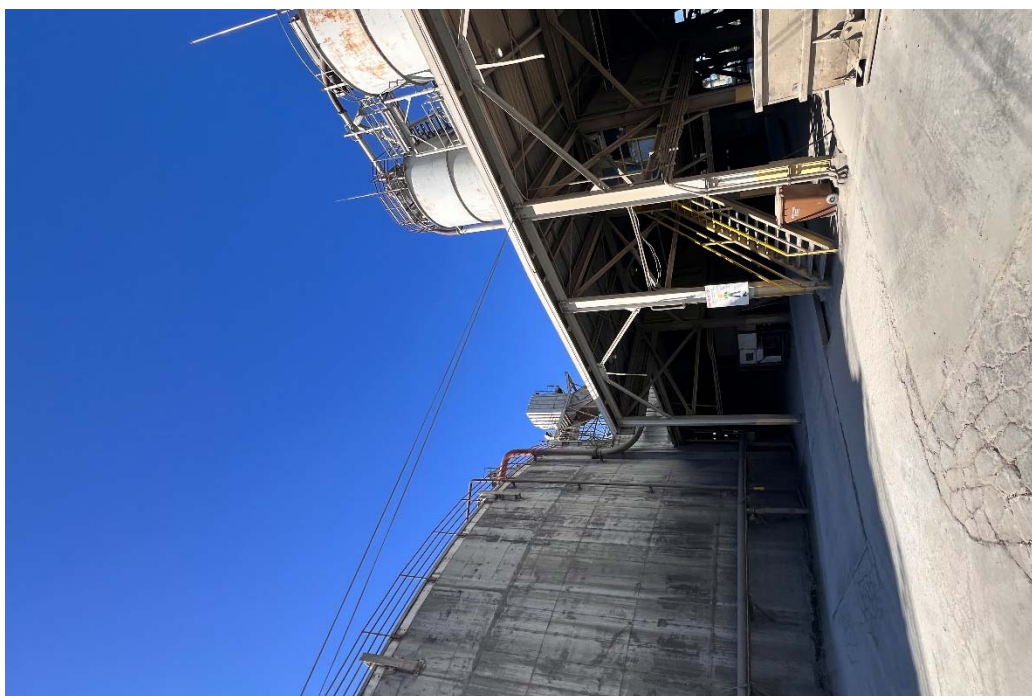
Bunker 1, View East; Date: 3/13/2026

Page 4 of 30 *Resource Name or #: (Assigned by recorder) Nevada Cement Stockton Import Terminal
*Recorded by: Anchor QEA LLC *Date 3/26/2026 ☒ Continuation ☐ Update

Photographs (Continued):



Bunker 2, View Northwest; Date: 3/13/2026



Bunker 2 and Loading Station, View West; Date: 3/13/2026

Page 5 of 30 *Resource Name or #: (Assigned by recorder) Nevada Cement Stockton Import Terminal
*Recorded by: Anchor QEA LLC *Date 3/26/2026 ☒ Continuation ☐ Update

Photographs (Continued):



Truck Loading Station, View Southeast; Date: 3/13/2026



View of Bunker 1 (foreground) from Loading Station, View West; Date: 2019

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Reviewer

Date

Page 6 of 30 *Resource Name or #: (Assigned by recorder) Nevada Cement Stockton Import Terminal
P1. Other Identifier: Nevada Cement Stockton Import Terminal: Bunkers 3 and 4
*P2. Location: ☐ Not for Publication ☒ Unrestricted *a. County San Joaquin
*b. USGS 7.5' Quad Stockton West; Date: 1968 PR 1987 Unsectioned T 1 N R 6 E S; ¼ of ¼; MDM
c. Address 205 Port Road 1 City Stockton Zip 95203
d. UTM: Bunker 3: Zone 10 ; 647755 mE/ 4201578 mN NAD
Bunker 4: Zone 10 ; 647726 mE/ 4201543 mN NAD
e. Other Locational Data:
(See Continuation Sheet)

*P3a. Description:

The Nevada Cement Stockton Import Terminal occupies the eastern extent of the Port of Stockton's East Complex and consists of three primary groupings of structures, which form the facility's operational elements. These groupings are Bunkers 1 and 2, Bunkers 3 and 4, and Bunkers 5, 6, and 7. Bunkers 1 and 2 and Bunkers 5, 6, and 7 are each associated with adjacent loading stations (Lanes 1 and 2 and Lanes 3 and 4, respectively) and all three groupings are served by an integrated bulk materials conveyance system.

Bunkers 3 and 4 are situated in the southeast portion of the Nevada Cement Stockton Import Terminal, positioned inland from the shoreline between Port Roads 1 and 2 on the east and west and Port Road A on the south. The bunkers are located immediately to the south of Bunkers 1 and 2 and mirror the design and layout of that complex. Together, Bunkers

(Continued)

*P3b. Resource Attributes: (List attributes and codes) HP11. Engineering Structure

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

P5a. Photograph or Drawing:



P5b. Description of Photograph:

Bunkers 3 and 4, View Southeast
Date: 3/13/2026

*P6. Date Constructed/Age and

Sources: ☒ Historic
☐ Prehistoric ☐ Both
1979 (Modesto Bee, 28 January 1979)

*P7. Owner and Address:

Port of Stockton
2201 West Washington Street
Stockton, CA 95203

*P8. Recorded by:

Christopher Hetzel, Anchor QEA, LLC
1201 3rd Ave #2600
Seattle, WA 98101

*P9. Date Recorded: 03/26/2026

*P10. Survey Type: (Describe)

Intensive Reconnaissance

*P11. Report Citation: Anchor QEA LLC. "Nevada Cement Company Stockton Terminal Modernization Project: Cultural Resources Survey Report." Prepared for City of Stockton, April 2026.

*Attachments: ☐ NONE ☒ 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:

Page 7 of 30 *Resource Name or #: (Assigned by recorder) Nevada Cement Stockton Import Terminal
*Recorded by: Anchor QEA LLC *Date 3/26/2026 ☒ Continuation ☐ Update

P2e. Other Locational Data (Continued):

From Stockton, California, travel 0.8 mile west on West Weber Avenue. Turn left on West Washington Street and travel 0.6 mile to the Port entry gate. A Transportation Worker Identification Credential (TWIC) card and/or TWIC escort is required for access. From the entry gate, turn right onto Port Road 2 and travel approximately 600 feet to the visitor parking area. Bunkers 1 and 2 are located due north from the intersection of Port Road A (Harbor Street) and Port Road 2.

P3a. Description (Continued):

3 and 4 are set in a linear configuration with a northeast-southwest orientation and are connected by an equipment enclosure. At the ground level, the bunkers are surrounded by paved industrial surfaces accommodating truck maneuvering and maintenance access.

Each bunker consists of a large, circular, reinforced concrete storage structure of nearly identical design, each with a capacity of approximately 6,600 tons of cementitious material. They are each constructed of cast-in-place, reinforced concrete, expressed as large cylindrical volumes. Formwork lines characterize the external wall surfaces, and the thickness of the walls was purposely designed to resist lateral pressures from stored bulk materials. The exterior walls are articulated by evenly spaced, vertical buttresses set around their perimeters. These buttresses provide structural reinforcement and visually segment the cylindrical mass. The bunkers rest on substantial concrete foundations, likely slab-on-grade with integrated footing systems designed to support significant vertical loads imposed by stored bulk materials. This bunker design is the same as that found at Bunkers 5, 6, and 7.

Originally, both Bunkers 3 and 4 were capped with prominent conical domed roofs. Based on available photographs and similarly designed roofs at Bunkers 5, 6, and 7, these roofs were composed of a lightweight structural frame clad with composition panelized roofing, forming a steeply pitched, faceted dome profile, that rose above the structural mass of the bunker's concrete cylinder. This roof form provided efficient shedding of water and may have been designed to facilitate efficient internal material flow or ventilation. Circa 2024-2025, these domed roofs were removed and replaced with the existing lower-profile roof systems. The current roofs are comparatively shallow and flattened geodesic dome-like structures, clad by metal panels and featuring exposed steel framing. This modification significantly altered the visual profile of the bunkers, reducing their vertical emphasis while retaining the original concrete wall structures. The roof-to-wall interface is defined by a simplified edging with a slight overhang, and the roofs incorporate functional elements such as vents, access hatches, and mechanical connections. Extant rooftop equipment and platforms suggest continued integration with the site's material handling systems, though in a reduced or altered capacity compared to the earlier configuration.

Originally, Bunkers 3 and 4 were served by a truck loading station, located between the bunkers on the southeast, with multiple truck lanes and an associated vertical tower structure used for loading materials. This facility consisted of a steel-framed canopy and elevated mechanical equipment aligned with the bunkers' discharge systems. The mechanical equipment and portions of this structure were removed circa 2024, leaving an open paved area and significantly altering the functional and spatial character of the bunker's south side. Despite the removal of the truck loading station, remnants of the former system remain in the connecting structural elements between the two bunkers. A steel-framed assembly of platforms, piping, and other conveyance equipment remains in place between Bunkers 3 and 4.

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DEPARTMENT OF PARKS AND RECREATION
CONTINUATION SHEET

Primary # P –
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Page 8 of 30 *Resource Name or #: (Assigned by recorder) Nevada Cement Stockton Import Terminal
*Recorded by: Anchor QEA LLC *Date 3/26/2026 ☒ Continuation ☐ Update

Photographs:



Bunker 3, View North; Date: 3/13/2026



Bunker 3, View West; Date: 3/13/2026

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*Recorded by: Anchor QEA LLC *Date 3/26/2026 ☒ Continuation ☐ Update

Photographs (Continued):



Bunker 4, View Northeast; Date: 3/13/2026



Bunker 4 and former Loading Station, View Southeast; Date: 3/13/2026

Page 10 of 30 *Resource Name or #: (Assigned by recorder) Nevada Cement Stockton Import Terminal
*Recorded by: Anchor QEA LLC *Date 3/26/2026 ☒ Continuation ☐ Update

Photographs (Continued):



Bunkers 3 and 4, View Southeast; Date: 2019



Bunker 3, View Southeast; Date: 2019

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PRIMARY RECORD

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HRI#
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NRHP Status Code

Other Listings
Review Code

Reviewer

Date

Page 11 of 30 *Resource Name or #: (Assigned by recorder) Nevada Cement Stockton Import Terminal
P1. Other Identifier: Nevada Cement Stockton Import Terminal: Bunkers 5, 6, and 7
*P2. Location: ☐ Not for Publication ☒ Unrestricted *a. County San Joaquin
*b. USGS 7.5' Quad Stockton West; Date: 1968 PR 1987 Unsectioned T 1 N R 6 E S; ¼ of ¼; MDM
c. Address 205 Port Road 1 City Stockton Zip 95203
d. UTM: Bunker 5: Zone 10 ; 647640 mE/ 4201630 mN NAD
Bunker 6: Zone 10 ; 647600 mE/ 4201667 mN NAD
Bunker 7: Zone 10 ; 647562 mE/ 4201699 mN NAD

e. Other Locational Data:

(See Continuation Sheet)

*P3a. Description:

The Nevada Cement Stockton Import Terminal occupies the eastern extent of the Port of Stockton's East Complex and consists of three primary groupings of structures, which form the facility's operational elements. These groupings are Bunkers 1 and 2, Bunkers 3 and 4, and Bunkers 5, 6, and 7. Bunkers 1 and 2 and Bunkers 5, 6, and 7 are each associated with adjacent loading stations (Lanes 1 and 2 and Lanes 3 and 4, respectively) and all three groupings are served by an integrated bulk materials conveyance system.

Bunkers 5, 6, and 7 are situated in the northwest portion of the Nevada Cement Stockton Import Terminal, positioned immediately southwest and parallel to the alignment of Berth 2 and northeast of Port Road 2. The bunkers are located to

(Continued)

*P3b. Resource Attributes: (List attributes and codes) HP11. Engineering Structure

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

P5a. Photograph or Drawing:



P5b. Description of Photograph:

Bunkers 5, 6, and 7, View Southeast
Date: 3/13/2026

*P6. Date Constructed/Age and

Sources: ☒ Historic

☐ Prehistoric ☐ Both

1979 (Modesto Bee, 28 January 1979)

*P7. Owner and Address:

Port of Stockton
2201 West Washington Street
Stockton, CA 95203

*P8. Recorded by:

Christopher Hetzel, Anchor QEA, LLC
1201 3rd Ave #2600
Seattle, WA 98101

*P9. Date Recorded: 03/26/2026

*P10. Survey Type: (Describe)

Intensive Reconnaissance

*P11. Report Citation: Anchor QEA LLC. "Nevada Cement Company Stockton Terminal Modernization Project: Cultural Resources Survey Report." Prepared for City of Stockton, April 2026.

*Attachments: ☐ NONE ☒ 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:

Page 12 of 30 *Resource Name or #: (Assigned by recorder) Nevada Cement Stockton Import Terminal
*Recorded by: Anchor QEA LLC *Date 3/26/2026 ☒ Continuation ☐ Update

P2e. Other Locational Data (Continued):

From Stockton, California, travel 0.8 mile west on West Weber Avenue. Turn left on West Washington Street and travel 0.6 mile to the Port entry gate. A Transportation Worker Identification Credential (TWIC) card and/or TWIC escort is required for access. From the entry gate, turn right onto Port Road 2 and travel approximately 600 feet to the visitor parking area. Bunkers 5, 6, and 7 are located due north from the intersection of Port Road A (Harbor Street) and Port Road 2.

P3a. Description (Continued):

the northwest of Bunkers 1 and 2 and Bunkers 3 and 4, separated from these groupings by a curving spur of the Port's Belt Line Railway, which extends along Berth 2 and the east side of the Bunkers 5, 6, and 7 complex. Together, Bunkers 5, 6, and 7 are set in a linear configuration with a northwest-southeast orientation. The three bunkers are connected by equipment enclosures and closely integrated with an elevated conveyor system that runs longitudinally above and between them, creating a continuous connecting axis across the complex. At ground level, the area surrounding Bunkers 5, 6, and 7 consists of expansive paved surfaces designed for truck circulation, loading, and maintenance access.

Each bunker consists of a large, circular, reinforced concrete structure of nearly identical design, each with a capacity of approximately 8,800 tons of cementitious material and measuring approximately 130 feet in diameter by 58 feet tall. They are each constructed of cast-in-place, reinforced concrete, expressed as large cylindrical volumes. Formwork lines characterize the external wall surfaces, and the thickness of the walls was purposely designed to resist lateral pressures from stored bulk materials. The exterior walls are articulated by evenly spaced, vertical buttresses set around their perimeters. These buttresses provide structural reinforcement and visually segment the cylindrical mass. The bunkers sit on substantial concrete foundations, likely slab-on-grade with integrated footing systems. This bunker design is the same as that found at Bunkers 3 and 4.

The bunkers are capped with conical domed roofs. The roofs are composed of a wood structural framing clad with composition shingle roofing, which presents the shape of a steeply pitched dome, rising above the structural mass of the bunker's concrete cylinder. The roof form provides efficient shedding of water and may have been designed to facilitate efficient internal material flow or ventilation. At the apex of each roof, a central distribution point connects directly to an overhead conveyor system that extends horizontally across the full length of all three bunkers, and beyond to a transfer tower, located to the south of Bunker 5 and back again to the adjacent truck loading station. This system consists of enclosed pneumatic conveyors housed within metal casings, supported by a series of steel truss frames and towers.

A prominent feature of this bunker complex is the southern section of the conveyor system, which extends from the transfer tower. This steel-framed assembly supports an elevated conveyor segment mounted on a moveable truck base, that can move laterally in a circular diameter. An extant, circular run of underlying pavement indicates the truck-mounted conveyor was previously able to rotate in a full circle, to service the terminal's other bunkers. However, the path of full rotation to Bunkers 1 and 2 is now interrupted by the height of the terminal's rail loading station, and portions of the circular run have been compromised by the construction of subsequent improvements. The existing rail loading station was constructed circa 2006. It replaced an earlier rail loading station constructed circa 1984.

Connected to the line of bunkers on the northeast is a large loading station composed of a series of variegated steel-framed structures, hoppers, and chutes aligned with the bunkers' discharge systems. This station includes multiple loading bays set on the alignments of two truck lanes and at least one railway spur, which extend northwest-southeast through the facility. The loading station includes a prominent, central, three-story structure with a rectangular plan. Steel framing supports a corrugated metal-clad enclosure on the structure's first and second levels, sheltering the loading lanes and housing loading equipment. The third story features four large, cylindrical storage bins, set in a two-by-two configuration, above the loading lanes. The entirety of the loading station is rectilinear in plan, creating a clear distinction between the circular storage bunkers and the loading station.

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CONTINUATION SHEET

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*Recorded by: Anchor QEA LLC *Date 3/26/2026 ☒ Continuation ☐ Update

The interiors of Bunkers 5, 6, and 7 are open in plan and undivided, featuring exposed, radial structural systems beneath the conical roof. The interior roof structure is comprised of evenly spaced steel structural elements extending from a central compression ring at the apex to the perimeter walls. A central vertical column supports a distribution mechanism, associated with the material intake from the overhead conveyor. Attached to this column is a radial arm or chute system used to distribute material across the bunker floor, allowing for even filling. The interior floor is relatively flat and expansive, designed to accommodate material stockpiling and mechanical handling.

State of California - The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
CONTINUATION SHEET

Primary # P –
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*Recorded by: Anchor QEA LLC *Date 3/26/2026 ☒ Continuation ☐ Update

Photographs:



Bunker 5 (Bunker 4 in background), View Southeast; Date: 3/13/2026



Bunker 5 (left) and Conveyor Tower (center; Bunker 4 on right), View Southeast; Date: 3/13/2026

Page 15 of 30 *Resource Name or #: (Assigned by recorder) Nevada Cement Stockton Import Terminal
*Recorded by: Anchor QEA LLC *Date 3/26/2026 ☒ Continuation ☐ Update

Photographs (Continued):



Bunkers 5 (foreground) 6, and 7; View North; Date: 3/13/2026



Bunker 5 (left) and Mobile Conveyor, View Northeast; Date: 3/13/2026

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*Recorded by: Anchor QEA LLC *Date 3/26/2026 ☒ Continuation ☐ Update

Photographs (Continued):



Mobile Conveyor and Conveyor Tower, View East; Date: 3/13/2026



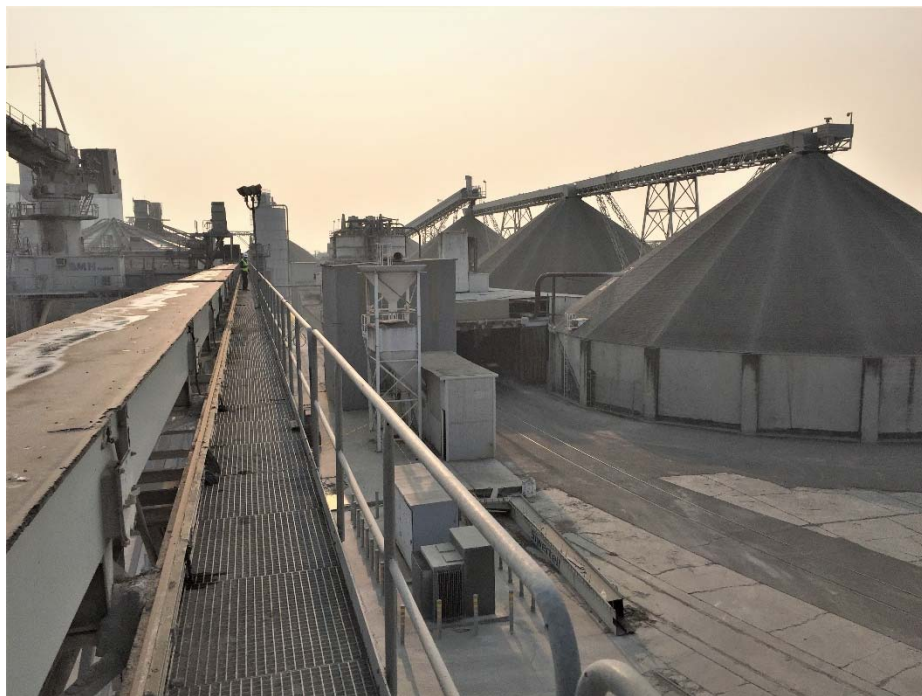
Bunker 5 Interior; Date: 3/13/2026

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*Recorded by: Anchor QEA LLC *Date 3/26/2026 ☒ Continuation ☐ Update

Photographs (Continued):



Bunker 5 Interior; Date: 3/13/2026



Bunkers 5, 6, and 7 from Loading Station, View South; Date: 2019

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*Recorded by: Anchor QEA LLC *Date 3/26/2026 ☒ Continuation ☐ Update

Photographs (Continued):



Bunkers 5, 6, and 7 from Conveyor Tower, View Northwest; Date: 2019



Bunkers 5 (foreground), 6, and 7, View Northwest; Date: 2019

State of California - The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
CONTINUATION SHEET

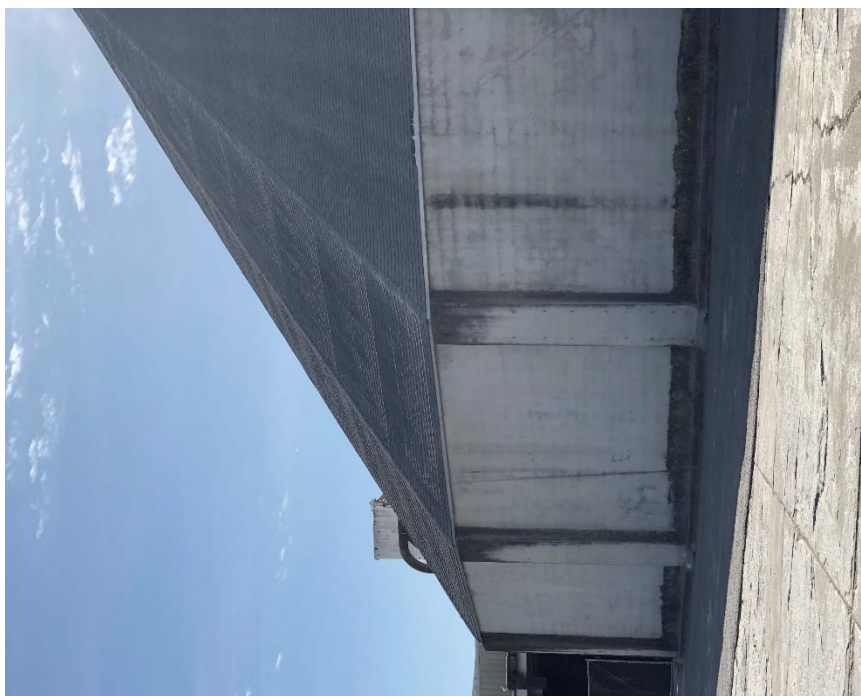
Primary # P –
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Trinomial CA –

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*Recorded by: Anchor QEA LLC *Date 3/26/2026 ☒ Continuation ☐ Update

Photographs (Continued):



Detail of Bunker 7; Date: 3/13/2026



Detail of Bunker 6; Date: 2019

BUILDING, STRUCTURE, AND OBJECT RECORD

*NRHP Status Code

6Y

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*Resource Name or #: (Assigned by recorder)

Nevada Cement Stockton Import Terminal

B1. Historic Name: Unknown

B2. Common Name: Nevada Cement Stockton Import Terminal

B3. Original Use: Bulk Materials Storage

B4. Present Use: Bulk Materials Storage

*B5. Architectural Style: n/a

*B6. Construction History: (Construction date, alterations, and date of alterations) Construction of the terminal began in spring 1979 and appears to have been completed later that year (Modesto Bee, 28 January 1979; Sacramento Bee, 29 October 1978).

*B7. Moved? ☒ No ☐ Yes ☐ Unknown

Date: N/A

Original Location: N/A

*B8. Related Features: (See Continuation Sheet)

B9a. Architect: Unknown

b. Builder: Unknown

*B10. Significance: Theme Trade, Industry

Area Stockton/San Joaquin County

Period of Significance 1979

Property Type

Industrial

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 Nevada Cement Stockton Import Terminal at 205 Port Road 1, Stockton, California, was evaluated at a reconnaissance level for a cultural resources assessment conducted on behalf of the Port of Stockton. Built in 1978-1979, the terminal consists of a complex of seven circular bulk storage bunkers, equipped with an extensive conveyor system connected to the Port's docks at Berth 2 and the Port's Belt Line Railway (Bunkers 1 and 2, Bunkers 3 and 4, and Bunkers 5, 6 and 7), and associated truck and rail loading stations. The complex was commissioned by the Port of Stockton in the late 1970s, but its original designer and builder are unknown, as are its original tenants. The terminal has since been altered by substantial infrastructure modifications.

Historic Context

The Port of Stockton is one of only two inland ports in California and was the earliest port of its kind in the State of California. Officially opened in 1933, it helped open trade to and from the inland agricultural areas of California and led to increased development of the region (Sprague 1953). The early Port had a cotton compress, grain terminal, and molasses bins, a coal and iron storage area, warehouses for canned and other goods, a lumber terminal, and a cement storage facility. A belt line railway connected the Port to three transcontinental routes for the shipment of goods and products, including an on-berth rail spur to the eastern of two wharves. One of these was what is now known as the Port's East Complex (consisting of Port Berths 2 to 7) where the Nevada Cement Stockton Import Terminal is located (Port of Stockton 2002, 2015).

(Continued)

B11. Additional Resource Attributes: (List attributes and codes) None

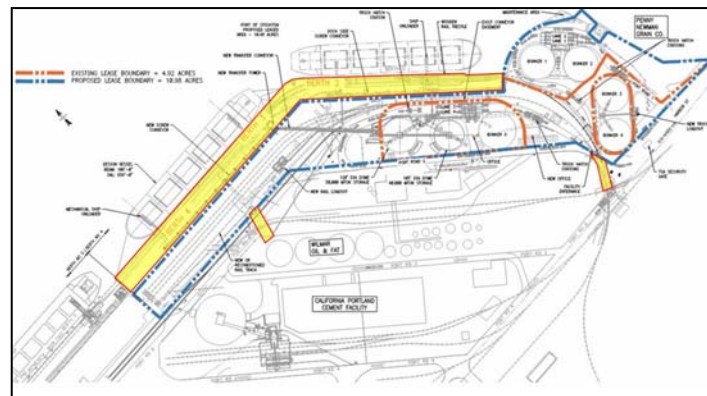
*B12. References: (See Continuation Sheet)

B13. Remarks: None.

*B14. Evaluator: (See Continuation Sheet)

*Date of Evaluation 3/24/2026

(This space reserved for official comments.)



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DEPARTMENT OF PARKS AND RECREATION
CONTINUATION SHEET

Primary # P –
HRI#
Trinomial CA –

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*Recorded by: Anchor QEA LLC *Date 3/24/2026 ☒ Continuation ☐ Update

B10. Significance (Continued):

After the Port of Stockton opened in 1933, it quickly became a major economic driver for the City of Stockton and the surrounding inland region. During the Great Depression, the Port generated employment and stimulated local industry, supporting both agricultural and industrial exports. During World War II, both the East Complex and adjacent Rough and Ready Island were incorporated into the U.S. Navy's supply network, serving as an inland logistics hub for operations in the Pacific Theatre (Port of Stockton 2002; Sprague, 27 January 1953). The Port's inland location and rail connectivity made it strategically valuable, and Naval use continued through the Korean War before gradually declining in the postwar period (Kennedy 1998).

The Port of Stockton undertook a major expansion program of its East Complex facilities in the early 1950s to accommodate increasing cargo volumes. These improvements included new warehouses, transit sheds, grain facilities, and expanded rail and dock infrastructure (Sprague 30-31 January 1953). During this period, the Port handled cargo destined for more than 100 countries (Sprague, 27-30 January 1953) and its success contributed to the expansion of manufacturing and distribution infrastructure in the Central Valley (Sprague, 27-30 January 1953; Sprague 29 January 1953). These investments positioned the Port as a leading inland shipping facility, and by 1962 the Port had achieved substantial growth in both infrastructure and cargo throughput (Port of Stockton 1962; Port of Stockton 1969).

Despite this period of growth, shifting transportation economics began to erode the Port's competitive position in the region, and the Port's financial condition was considered poor by the late 1970s. The Port lost approximately half a million dollars annually for two consecutive years leading into fiscal year 1977-1978, reflecting a period of declining revenue and reduced competitiveness in regional shipping markets (Modesto Bee, 28 January 1979). One contributing factor was the relatively low cost of ground transportation during the mid-1970s, which undercut maritime shipping and reduced the Port's share of regional cargo movement (Modesto Bee, 19 April 1981).

In response to these conditions, the Port hired a new director in spring 1977. Alexander Krygsman, a veteran of the international shipping and trading industries, was recruited to improve the Port's operations and restore financial stability (Fresno Bee, 19 March 1978; Modesto Bee, 28 January 1979). Krygsman brought more than 30 years of experience and a network of global industry contacts, which he used to help reposition the Port in international trade markets (Fresno Bee, 19 March 1978).

Under Krygsman's leadership, the Port implemented substantial administrative and operational reforms designed to improve efficiency and attract new cargo business. These measures included staff restructuring and layoffs to reduce expenses, the purchase of new equipment to improve dock and warehouse productivity, expanded marketing and merchandising of Port facilities, and the use of Krygsman's extensive international shipping contacts to develop new trade relationships (Fresno Bee, 19 March 1978; Modesto Bee, 28 January 1979). During this period, the Port also began shifting its operational focus from general cargo toward bulk commodities, a transition that aligned with broader trends in global shipping, and rising fuel costs again made maritime transportation financially more competitive (Fresno Bee, 19 March 1978; Modesto Bee, 19 April 1981).

These reforms produced rapid financial improvement. By the end of fiscal year 1977–1978, the Port reported profits of approximately \$1.09 million, reversing the \$500,000 loss recorded the previous year (Fresno Bee, 19 March 1978; Fresno Bee, 13 August 1978). Cargo activity also increased significantly. By the end of the first half of fiscal year 1978–1979, the Port had already reported more than \$800,000 in profits, and annual shipping totals exceeded three million tons for the first time since 1966 (Modesto Bee, 28 January 1979).

With improved finances and increasing cargo volumes, the Port initiated several major capital improvements intended to modernize its facilities and support its transition into a bulk cargo terminal (Modesto Bee, 28 January 1979). Planned improvements included the construction of the Nevada Cement Stockton Import Terminal (Fresno Bee, 13 August 1978; Modesto Bee, 19 April 1981; Modesto Bee, 28 January 1979). Additional projects included a new 220,000-square-foot general cargo warehouse, for which the Port sought funding assistance from the U.S. Department of Commerce; completion of the Stockton Deepwater Shipping Channel connecting the

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Port to San Francisco Bay (Modesto Bee, 28 January 1979; Modesto Bee, 19 April 1981); and the construction of a 20,000-ton ammonia storage tank built by the California Ammonia Company, a subsidiary of Occidental Chemical Company, for fertilizer production (Modesto Bee, 28 January 1979). At the same time, private developers proposed large-scale waterfront redevelopment projects near the Port, including residential and commercial construction associated with the Schmitz Development Company's \$70 million waterfront plan (Modesto Bee, 28 January 1979).

Together, the Port's capital improvement projects significantly increased cargo activity. By 1981, shipping volumes had increased by approximately 50 percent, and this renewed activity again led to additional industrial development in the surrounding area (Modesto Bee, 19 April 1981).

Nevada Cement Stockton Import Terminal

As built, the Nevada Cement Stockton Import Terminal originally consisted of seven prefabricated circular bulk storage structures (also referred to in contemporary accounts as "round storage buildings" or "bunkers"), together with an extensive conveyor system connected to the Port's docks at Berth 2 and the Port's Belt Line Railway (Fresno Bee, 13 August 1978; Modesto Bee, 19 April 1981; Modesto Bee, 28 January 1979). Characterized by their prefabricated construction and circular form, these structures were a type of bulk storage bunker commonly paired with radial conveyor systems and widely used at industrial ports and terminals in the mid- to late twentieth century for the storage and reclamation of dry bulk materials (Almasi 2017; Shah 2019).

The Nevada Cement Stockton Import Terminal functioned as a transloading facility only. Materials were received via ship or rail at the terminal, unloaded, and temporarily stored before being shipped to local and regional markets by truck and rail. Functionally, materials stored at the facility were first unloaded from vessels docked at Berth 2, using a dock-mounted ship unloader, and then conveyed via a conveyance system into one of the seven bulk storage bunkers. A part of this process utilized an elevated conveyor mounted on a moveable truck base, that could move laterally in a circular diameter and reach each of the seven bunkers. Existing conditions suggest aspects of this mobile conveyance system were in operation until circa 1984, when a rail loading station was installed in the path of the movable base. This rail loading station was replaced by an existing rail loading station circa 2006. Within each storage bunker, a central rotating mechanism distributed stored materials evenly in a circular pattern, forming a conical or ring-shaped stockpile within the building (Almasi 2017; Shah 2019). Today, this conveyance system is a pneumatic-based system. However, it is unknown whether this is the original system or was installed later, possibly in 1996 (Fried 1976).

For outbound distribution, the stored materials were reclaimed from the base of each bulk storage bunker and transferred to either truck or railcar loading stations. Bunkers 1 and 2 are currently equipped with automated aerated floor systems, which automatically funnel stored materials through a pneumatic conveyor system to the loading stations. The reclaim systems installed in Bunkers 3 and 4 and Bunkers 5, 6, and 7 are not automated and instead require manual transfer via front-end loaders and other material handling equipment to transfer the material from the storage buildings into the conveyance system. From there, the material is routed to one of the loading stations and transferred into railcars or trucks. One loading station serves Bunkers 1 and 2 and another serves Bunkers 5, 6, and 7.

In general, the underlying technological components of the Port of Stockton's system—including its conveyors, stackers, and gravity reclaim systems—were developed and refined in the United States during the mid-20th century, particularly for mining, grain handling, and heavy industry. Radial stacker conveyors were used to create large, organized stockpiles of bulk materials, replacing more labor-intensive handling methods, and these technologies were increasingly combined into integrated bulk storage systems, including circular or dome-like storage buildings by the 1960s and 1970s (Rodrigue 2020; Shah 2019). This development corresponded with the broader industrial shift toward mechanized bulk handling in ports, power plants, and fertilizer and cement terminals across the United States.

The use of bulk storage structures like those at the Nevada Cement Stockton Import Terminal became increasingly common at U.S. ports and industrial complexes during the mid- to late twentieth century, reflecting broader changes in industrial operations. Beginning in the postwar period and continuing through the 1970s and 1980s, ports increasingly transitioned from conventional

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break-bulk cargo handling to specialized terminal systems designed for bulk commodities (Intermodal Association of North America 2010; Rodrigue 2020). Construction of the Nevada Cement Stockton Import Terminal appears to have been associated with this trend. The original construction of the Nevada Cement Stockton Import Terminal was financed by four private investors from the Bay Area at a cost of approximately \$2 million, under a 30-year lease agreement. The identify of these investors and the terminal's original tenant is unknown. However, the terminal's initial purpose was to increase the Port of Stockton's ability to handle bulk shipments of fertilizer (Modesto Bee, 28 January 1979; Sacramento Bee, 8 October 1978). Construction of the complex began in spring 1979 and appears to have been completed later that year (Modesto Bee, 28 January 1979; Sacramento Bee, 29 October 1978).

The Nevada Cement Stockton Import Terminal was converted from its original function of handling fertilizer to the storage and transfer of cementitious materials in 1996. All fertilizer material handling equipment was taken out of service but left in place at this time (Anchor 2019). Hanson Permanente Cement (later known as Lehigh Hanson) acquired ownership of the Nevada Cement Stockton Import Terminal as a new tenant at the Port of Stockton in 2000. The company was a major Northern California cement producer during this period (Port of Stockton 2001).

HeidelbergCement (Lehigh Hanson's parent company) sold its U.S. West region business, including its cement distribution terminals, to Martin Marietta Materials in 2021 (Heidelberg Materials 2021). Eagle Materials, the parent company of the bulk storage complex's current operator, Nevada Cement, subsequently acquired Martin Marietta Materials's cement import and distribution business in Northern California in 2023. This acquisition included the Nevada Cement Stockton Import Terminal at the Port of Stockton (Yanik 2023). Nevada Cement, a regional cement producer based in Nevada, first began operations in California and Nevada in 1964 (Eagle Materials 2026; Nevada Cement Company 2026).

Integrity

The Nevada Cement Stockton Import Terminal and its component elements retain their original location and setting and appear to retain many original character-defining features. The terminal complex also retains its association with the Port of Stockton, although there have been several changes in ownership/tenancy; and its integrity of feeling as a bulk storage transfer facility is essentially unchanged. Nevertheless, the terminal complex has experienced regular maintenance, and it has been substantially modified by various infrastructure improvements. These improvements have included: the installation of the pneumatic conveyance system, used in the loading and unloading the bulk storage structures; the facility's conversion from the handling of fertilizer to cementitious materials in 1996; construction of new rail loading stations circa 1984 and 2006, which altered the terminal's conveyance system; removal of the loading station at Bunkers 3 and 4; and the replacement the original roofs of Bunkers 3 and 4. These changes have diminished the property's integrity of design, materials, and workmanship.

Evaluation

The Nevada Cement Stockton Import Terminal was evaluated to determine its eligibility for listing in the National Register of Historic Places (NRHP). The terminal has associations with the operations and development of the Port of Stockton, and specifically the expansion of the Port and its conversion to bulk materials in the late 1970s. However, the terminal does not appear to be primarily important in the context of the Port of Stockton's history, or that these associations are important enough to justify an NRHP-eligible determination. The Nevada Cement Stockton Import Terminal was one of several capital improvement projects undertaken by the Port of Stockton in the late 1970s and, while its creation likely contributed to the Port's improved finances and increasing cargo volumes during this period, it was not singularly responsible for this shift. The terminal's construction was also a step in the Port's transition towards improving its bulk cargo capability. By the 1970s, however, many ports were already transitioning from general cargo handling to the handling of bulk commodities, including materials such as cement and fertilizer. And while the Nevada Cement Stockton Import Terminal also appears to have been associated with this trend, it was not the Port's only effort in this regard, and within a broader historical context, it is a relatively late example of this transition.

Under NRHP Criterion A, the property does not possess a sufficiently strong association with an event or trend that has made a significant contribution to the broad patterns of history. Construction of the Nevada Cement Stockton Import Terminal was completed in 1978-1979, several years after port facilities first began to transition to bulk storage practice in the 1950s and 1960s. Within this

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context, the terminal's construction is not considered to be an important representative example of this trend. And, while the terminal contributed to the growth of the Port of Stockton in the 1980s, this association does not appear to be important enough to be considered significant under NRHP Criterion A.

Under Criterion B, the property is not associated with the lives of persons significant in our past. No individuals known to have been associated with the property appear to have made significant contributions to history, such that they would meet NRHP eligibility requirements.

Under NRHP Criterion C, the Nevada Cement Stockton Import Terminal and its component elements possess the typical characteristics of a bulk materials storage complex, and the terminal's construction appears consistent with methods of design and construction of such facilities in the late 1970s. However, no evidence was found to suggest that Nevada Cement Stockton Import Terminal is considered important or distinctive in these areas, and there is nothing about its design that appears to warrant special recognition. By the 1970s, many ports were already utilizing mechanized handling systems and enclosed storage structures, and the Nevada Cement Stockton Import Terminal appears to have been one of many such industrial facilities. Furthermore, there is no evidence to suggest that the property is associated with a significant designer or craftsman.

Finally, there are no known archaeological resources related to the Nevada Cement Stockton Import Terminal, and the structures are not considered a source of information that would expand our understanding of the history of the Port of Stockton, San Joaquin County, or the State of California under NRHP Criterion D.

The Nevada Cement Stockton Import Terminal is recommended as not eligible for listing in the NRHP individually or as a contributor to a potential historic district.

B12. References (Continued):

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B14. Evaluator (Continued):

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1201 3rd Ave #2600, Seattle, WA 98101

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Location Map

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Site Plan/Location Key

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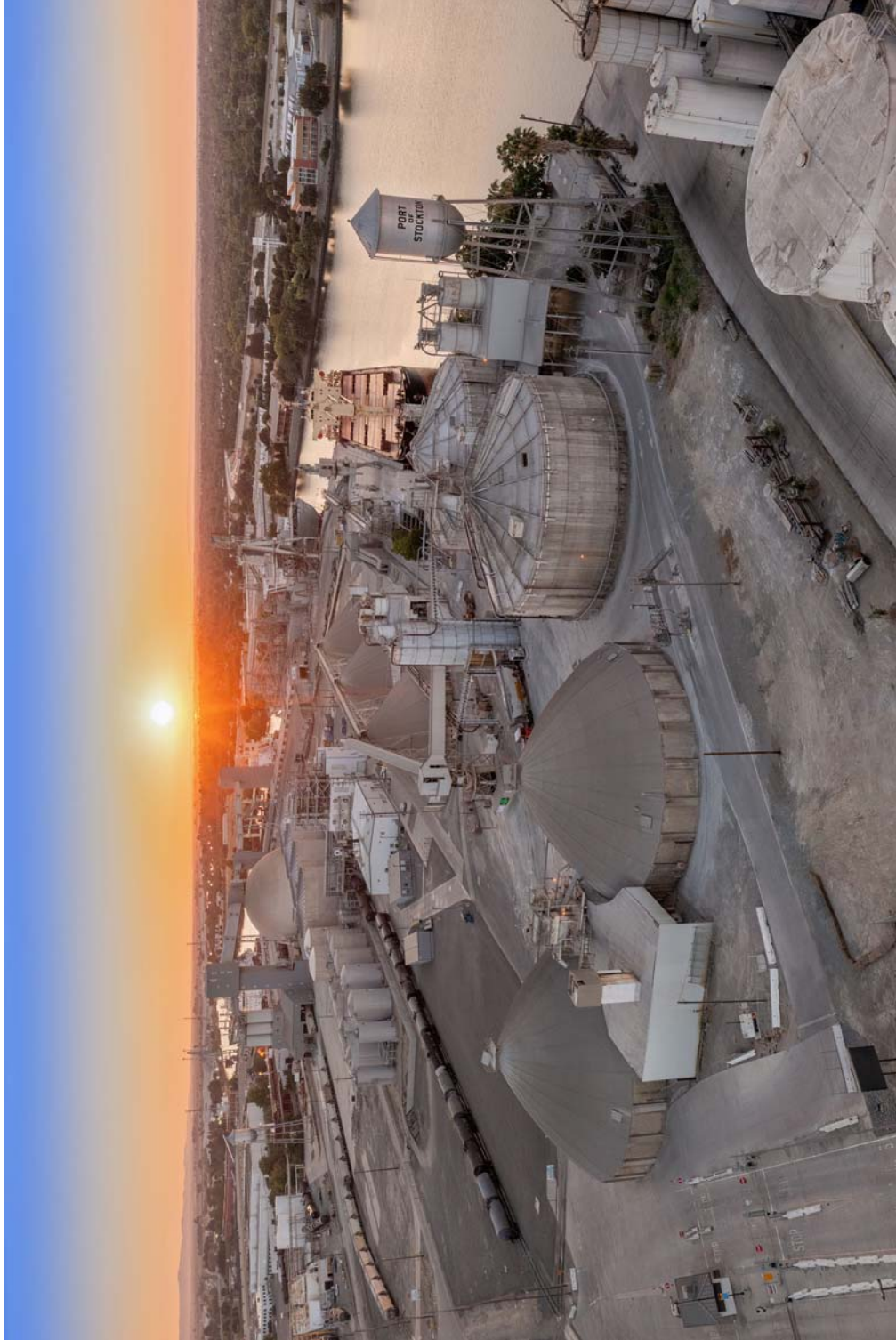


Aerial Image of Nevada Cement Stockton Import Terminal, View Southeast, c2020

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Aerial Image of Nevada Cement Stockton Import Terminal, View West , c2020

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PRIMARY RECORD

Primary # P –
HRI#
Trinomial CA –
NRHP Status Code

Other Listings
Review Code

Reviewer

Date

Page 1 of 11 *Resource Name or #: (Assigned by recorder) Port of Stockton: Transit Shed 4

P1. Other Identifier: N/A

*P2. Location: ☐ Not for Publication ☒ Unrestricted *a. County San Joaquin

*b. USGS 7.5' Quad Stockton West; Date: 1968 PR 1987 Unsectioned T 1N R 6 E S; ¼ of ¼; MDM

c. Address 205 Port Road 1 City Stockton Zip 95203

d. UTM: Bunker 1: Zone 10 ; 647312 mE/ 4201777 mN NAD

e. Other Locational Data:
(See Continuation Sheet)

*P3a. Description:
Transit Shed 4 is a large, utilitarian industrial warehouse situated on Berth 4 in the East Complex at the Port of Stockton. The building stands adjacent to the Port's east wharf, reflecting its historic function as a transit and bulk material handling facility, and has an east-west orientation parallel to the wharf and waterway. It is characterized by its utilitarian design and retains features common to mid-twentieth century warehouse construction, such as steel-frame structural system, minimal ornamentation, and the use of durable industrial materials. However, the integrity of the building has been greatly diminished by the removal of adjacent interconnecting structures and alterations to its design and materials.

A broad, low horizontal profile defines Transit Shed 4's massing. It has a primarily rectangular plan and stands one-story tall. The building's east and west elevations are three-bays wide, reflecting a three-aisle structural division of its interior, and about 10 bays wide at its north and south elevations. The south elevation contains an irregularity in the building's

(Continued)

*P3b. Resource Attributes: (List attributes and codes) HP8. Industrial Building

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

P5a. Photograph or Drawing:



P5b. Description of Photograph:

East Elevation, View West
Date: 3/13/2026

*P6. Date Constructed/Age and

Sources: ☒ Historic
☐ Prehistoric ☐ Both
1933 (Port of Stockton 2001)

*P7. Owner and Address:

Port of Stockton
2201 West Washington Street
Stockton, CA 95203

*P8. Recorded by:

Christopher Hetzel, Anchor QEA, LLC
1201 3rd Ave #2600
Seattle, WA 98101

*P9. Date Recorded: 03/27/2026

*P10. Survey Type: (Describe)

Intensive Reconnaissance

*P11. Report Citation: Anchor QEA LLC. "Nevada Cement Company Stockton Terminal Modernization Project: Cultural Resources Survey Report." Prepared for City of Stockton, April 2026.

*Attachments: ☐ NONE ☒ 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:

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P2e. Other Locational Data (Continued):

From Stockton, California, travel 0.8 mile west on West Weber Avenue. Turn left on West Washington Street and travel 0.6 mile to the Port entry gate. A Transportation Worker Identification Credential (TWIC) card and/or TWIC escort is required for access. From the entry gate, turn right onto Port Road 2 and then turn left of Port Road B. The building is on the right.

P3a. Description (Continued):

rectangular plan, consisting of a roughly triangular section that extends southward from the south elevation at the building's southeast corner. This irregularity appears related to rail service that once served the transfer warehouse in this location, as a wide, poured concrete loading platform, which spans nearly the entire length of the south elevation, also reflects this configuration.

The exterior walls are constructed primarily of cast-in-place, board-formed concrete. The east and west elevations were originally constructed as shared interior walls, separating Transit Shed 4 from the interconnected transfer warehouses originally located on its east and west; and the unfinished concrete walls are exposed in these locations. Small remnants of the former interconnected buildings are also evident in short concrete walls segments that extend from the building corners.

Large freight door openings characterize the center bays of both the east and west elevations. The opening at the east elevation is marked by painted signage reading "Golden Arrow Terminal – Truck Entrance." The opening is framed by protective metal flashing. A smaller freight door opening, fit with a corrugated metal sliding door, punctuates the elevation's northern bay. Equally spaced freight door openings likewise characterize each bay of the north and south elevations, the latter providing access to the loading platform. The south elevation is clad with corrugated metal cladding, and nearly all its openings have been enclosed by non-original corrugated metal panels.

Transfer Shed 4 is topped by a low-pitched gable roof with a second-story monitor that extends across its length. Both the main roof and the monitor roof are clad by composition built-up roofing, set over a sheathing of wood planks, visible from the building interior. Bands of clerestory windows characterize the monitor on the north and south elevations. The fenestration in most of these window openings has been removed or replaced, but some still retain 6 or 12 panel divided light industrial windows. Many of the altered window openings have been covered with corrugated metal or plywood panels. Other roof features include seven cylindrical roof vents regularly spaced in a line along the roof's ridgeline and two conveyor towers that punctuate the roof's east end and support connections with the adjacent M/V Golden Arrow.

The building's structural system consists of rigid steel-frame construction set on a poured concrete foundation. Fully exposed on the interior, the steel-framing comprises a series of regularly spaced steel roof trusses that span the building's width, supported by vertical steel columns. The trusses are composed of riveted and bolted members with diagonal bracing, forming a rigid framework. Secondary framing members and tension rods further articulate the roof structure and provide additional lateral stability between the building's interior aisles.

The interior is characterized by a largely open floor plan, defined by the repetitive steel framing. Sections of the interior have been subdivided by partial-height enclosures and later infill partitions constructed of corrugated metal and plywood. Several of these enclosures appear to represent administrative, maintenance, or process-specific spaces inserted during the building's operational phases, and are clearly distinguishable from the primary structure. The floor is a concrete slab, showing evidence of heavy industrial use. An industrial truck scale is installed in the center aisle, and there are remnants of former equipment installations, suspended from or integrated into the structural framing. Overhead ducting, piping, and mechanical components also remain in place, some likely associated with adaptation of the shed for cement transfer and storage associated with the adjacent M/V Golden Arrow operation.

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Photographs:



East Elevation, View Southwest; Date: 3/13/2026



South Elevation, View Northeast; Date: 3/13/2026

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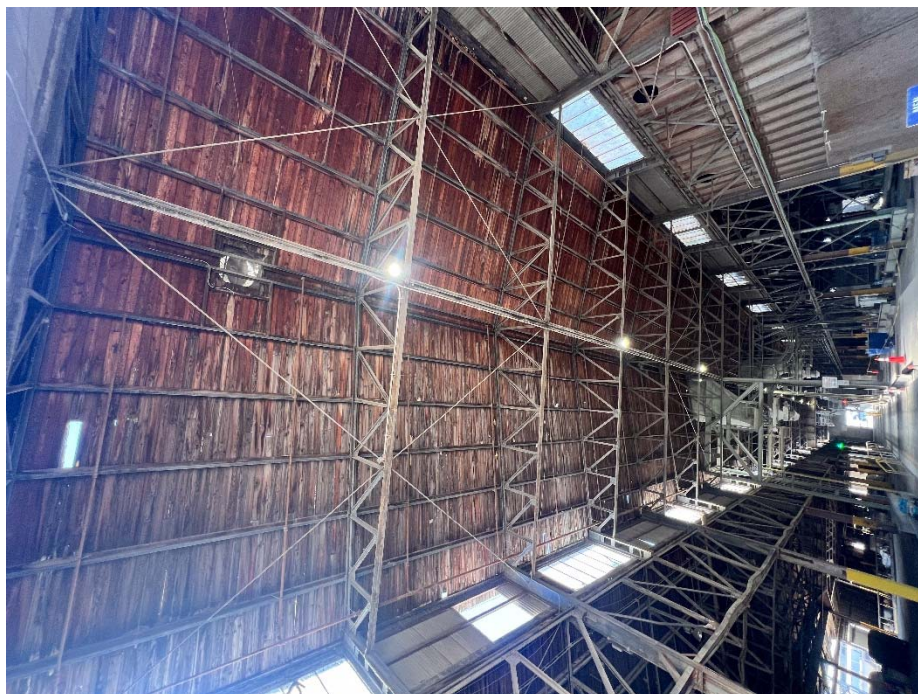
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Photographs (Continued):



West Elevation, View East; Date: 3/13/2026



Interior, View West; Date: 3/13/2026

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Photographs (Continued):



Interior, View North; Date: 3/13/2026



Interior; Date: 3/13/2026

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Photographs (Continued):



Interior, View West; Date: 3/13/2026



Interior; Date: 3/13/2026

BUILDING, STRUCTURE, AND OBJECT RECORD

*NRHP Status Code

6Y

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*Resource Name or #: (Assigned by recorder)

Port of Stockton: Transit Shed 4

B1. Historic Name: Unknown

B2. Common Name: Port of Stockton: Transit Shed 4

B3. Original Use: Transfer Warehouse

B4. Present Use: Transfer Warehouse

*B5. Architectural Style: N/A

*B6. Construction History: (Construction date, alterations, and date of alterations) Construction of the building was completed by 1933.

*B7. Moved? ☒ No ☐ Yes ☐ Unknown

Date: N/A

Original Location: N/A

*B8. Related Features: (See Continuation Sheet)

B9a. Architect: Unknown

b. Builder: Unknown

*B10. Significance: Theme Trade, Industry

Area Stockton/San Joaquin County

Period of Significance 1933

Property Type

Industrial

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 Transit Shed 4 located on Berth 4 at the Port of Stockton, Stockton, San Joaquin County, California, was evaluated at a reconnaissance level for a cultural resources assessment conducted on behalf of the Port of Stockton. Built in 1933, Transit Shed 4 was one of several large, interconnected transfer warehouses originally built along the Port's east wharf, now Berths 2 to 7. It is the last of these transfer warehouses to remain extant, and has experienced numerous alterations that have diminished its integrity. Transit Shed 4 currently serves as a truck loading station for the M/V Golden Arrow silo vessel at the Port's Berth 4. The shed's original designer and builder are unknown.

Historic Context

The Port of Stockton is one of only two inland ports in California and was the earliest port of its kind in the State of California. The Port was first established in 1925 following an authorization of General Obligation Harbor Bonds by the City of Stockton and after obtaining permission from the federal government in 1927 to dredge the San Joaquin River channel. Dredging of the river began in 1930, but was conducted primarily from 1933 to 1940, during which time its original navigational depth of 15 feet was deepened to 26 feet and the river course was straightened (Sprague, 22 January 1953).

Officially opened in 1933, the Port of Stockton helped increase trade to and from the inland agricultural areas of California and led to increased development of the region, at a time when the nation was in economic distress. During the Great Depression, the Port generated employment for the surrounding community and stimulated local industry, supporting both agricultural and

(Continued)

B11. Additional Resource Attributes: (List attributes and codes) None

*B12. References: (See Continuation Sheet)

B13. Remarks: None.

*B14. Evaluator: (See Continuation Sheet)

*Date of Evaluation 3/27/2026

(This space reserved for official comments.)



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B10. Significance (Continued):

industrial exports (Sprague 1953). In the 1930s, the Port's initial development included a cotton compress, grain terminal, and molasses bins, a coal and iron storage area, warehouses for canned and other goods, a lumber terminal, and a cement storage facility located along two wharves; and a belt line railway connected the Port to three transcontinental routes for the shipment of goods and products (Port of Stockton 2001; Sprague, 27-28 January 1953).

The Port of Stockton constructed the east wharf (Berths 2 to 7), the belt line railway, and the first elements of what is now its East Complex between 1927 and 1933. The latter included a series of five large, interconnected transfer warehouses that lined the wharf's northern and western margins. Farther inland were two large storage warehouses, a bulk handling facility, an open-sided shelter for lumber staging and storage, and several smaller buildings. Construction of the west wharf (Berths 8 to 13) was likewise completed in 1933 (Anchor QEA 2020).

Leading up to World War II, the Port of Stockton was selected by the U.S. Army Air Forces as the location of a new ordnance depot, known as the Stockton Ordnance Depot (renamed Stockton Ordnance Base in 1943 and then Sharpe General Depot, Stockton Annex in 1955) (California Military Museum 2016). Eventually, both the Stockton Ordnance Depot and the Naval Supply Annex Stockton, established on nearby Rough and Ready Island between 1944 and 1946, were incorporated into the U.S. Navy's supply network, serving as an inland logistics hub for operations in the Pacific Theatre (Port of Stockton 2001; Sprague, 27 January 1953). The Port's inland location and rail connectivity made it strategically valuable, such that Naval use continued through the Korean War before gradually declining in the postwar period (Kennedy 1998).

The U.S. military first acquired property from the Port and surrounding landowners beginning in August 1941. It then modified the Port's existing facilities with the construction of additional rail lines, roads, structures for administrative functions, a hospital, and orderly rows of storage warehouses. Construction continued throughout World War II, finally ending in 1944, and much of this development appears to have occurred south and east of the wharf areas. After the war, the U.S. military began transferring parcels back to the Port, a process that was completed at the East Complex by 1956 (California Military Museum 2016).

The Port of Stockton resumed normal operations following the end of World War II, and undertook a major expansion program of its East Complex facilities to accommodate increasing cargo volumes. Completed in the early 1950s, these improvements included the construction of new warehouses, transit sheds, grain facilities, and expanded rail and dock infrastructure (Sprague, 30-31 January 1953). During this period, the Port handled cargo destined for more than 100 countries, and its success contributed to the expansion of manufacturing and distribution infrastructure in the Central Valley (Sprague, 27-30 January 1953; Sprague 29 January 1953). These investments positioned the Port as a leading inland shipping facility, and by 1962 the Port had achieved substantial growth in both infrastructure and cargo throughput (Port of Stockton 1962; Port of Stockton 1969).

Despite this growth, shifting transportation economics began to erode the Port's competitive position in the region, and its financial condition was considered poor by the late 1970s. One contributing factor was the relatively low cost of ground transportation during the mid-1970s, which undercut maritime shipping and reduced the Port's share of regional cargo movement (Modesto Bee, 19 April 1981). In response to these conditions, the Port hired a new director in spring 1977. Alexander Krygsman, a veteran of the international shipping and trading industries, was recruited to improve the Port's operations and restore financial stability (Fresno Bee, 19 March 1978; Modesto Bee, 28 January 1979).

Under Krygsman's leadership, the Port implemented substantial administrative and operational reforms designed to improve efficiency and attract new cargo business (Fresno Bee, 19 March 1978; Modesto Bee, 28 January 1979). During this period, the Port also began shifting its operational focus from general cargo toward bulk commodities, a transition that aligned with broader trends in global shipping, and rising fuel costs again made maritime transportation financially more competitive (Fresno Bee, 19 March 1978; Modesto Bee, 19 April 1981). These reforms produced rapid financial improvement and increasing cargo volumes.

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Bolstered by this success, the Port initiated several major capital improvements intended to modernize its facilities and support its transition into a bulk cargo terminal in the late 1970s and 1980s (Modesto Bee, 28 January 1979). Planned improvements included the construction of the Nevada Cement Stockton Import Terminal (Fresno Bee, 13 August 1978; Modesto Bee, 19 April 1981; Modesto Bee, 28 January 1979); a new 220,000-square-foot general cargo warehouse; completion of the Stockton Deepwater Shipping Channel connecting the Port to San Francisco Bay (Modesto Bee, 28 January 1979; Modesto Bee, 19 April 1981); and the construction of a 20,000-ton ammonia storage tank built by the California Ammonia Company (Modesto Bee, 28 January 1979). At the same time, private developers proposed large-scale waterfront redevelopment projects near the Port, including residential and commercial construction associated with the Schmitz Development Company's \$70 million waterfront plan (Modesto Bee, 28 January 1979). Together, the Port's capital improvement projects significantly increased cargo activity (Modesto Bee, 19 April 1981). This growth continued through the remainder of the late twentieth century and into the early twenty-first century, and prompted additional industrial development in the early 2000s.

Transit Shed 4

Transit Shed 4 was among the first transfer warehouses built by the Port of Stockton. Completed in 1933, it was one five large, interconnected transfer warehouses that originally lined the Port's east wharf. Based on analysis of aerial photographs, the east wharf and its on-berth railway spur, Transit Shed 4, and one small storage building are the only structures that remain extant of those Port facilities built before World War II. Most of the Port's other original buildings, including the four other interconnected transfer warehouses that extended east and west from Transit Shed 4, were all removed during development at the Port in the early 2000s. These changes significantly altered the Transit Shed 4's setting and diminished its integrity.

Transit Shed 4 currently functions as a truck loading/unloading station for a vessel permanently moored at Berth 4, the M/V Golden Arrow. The M/V Golden Arrow is a specialized cement storage and transfer vessel that has operated at Berths 3 and 4 since the early 2000s. Originally a tanker, the vessel is used as a floating silo ship, receiving cementitious materials delivered by oceangoing vessels and storing them onboard before transferring the material ashore for distribution (Anchor QEA 2024).

Integrity

Transit Shed 4 is in its original location. It remains situated on the Port of Stockton's east wharf at Berth 4. However, its integrity of setting, association, and feeling have been greatly diminished by the demolition of most of the Port's facilities pre-dating 1975, including the original 1933 transfer and storage warehouses with which Transit Shed 4 was interconnected, and redevelopment of the surrounding East Complex. Transit Shed 4 continues to retain its association with the Port of Stockton, but there have been several changes in ownership/tenancy; and its functional relationship with other facilities at the Port has been compromised. Transit Shed 4 has also suffered a loss of integrity of design, materials, and workmanship, due to alterations to its physical form. The structure retains many elements of its original design, including its open interior plan, steel framing, and wooden roof. But the building's east and west elevations were exposed when the adjacent warehouses were demolished, and nearly all the freight door openings and most of the clerestory windows have been altered with the removal of the original fenestration and/or replacement with corrugated metal panels. The structure also no longer retains its original use as a traditional transfer warehouse, and is largely vacant. Currently, its primary function is as a loading/unloading station for the M/V Golden Arrow.

Evaluation

Transit Shed 4 was evaluated to determine its eligibility for listing in the National Register of Historic Places (NRHP). The building has associations with the operations and development of the Port of Stockton, and specifically the Port's original development of the east wharf complex in 1933. However, Transit Shed 4 individually does not appear to be primarily important in the context of the Port of Stockton's history, and its integrity has been greatly diminished by subsequent development at the Port, such that it no longer appears capable of conveying significance. In addition, there is not a sufficient concentration of intact buildings and structures from the Port's early periods of development to support a cohesive NRHP-eligible historic district. Transit Shed 4, the Belt Line Railway, and a small storage building are the only structures that remain from the Port's original 1933 development, and there are no buildings or structures remaining at the East Complex from subsequent periods of development pre-1975 (Anchor QEA 2020).

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Under NRHP Criterion A, the property does not possess a sufficiently strong association with an event or trend that has made a significant contribution to the broad patterns of history. Construction of Transit Shed 4 was completed in 1933, and it was an element of the Port's original development at the East Complex. However, as an individual resource, the building does not appear important enough to be NRHP-eligible within this context, and there is no longer sufficient integrity to the building or a concentration of surrounding buildings to justify the identification of Transit Shed 4 as a contributor to a cohesive NRHP-eligible historic district.

Under Criterion B, the property is not associated with the lives of persons significant in our past. No individuals known to have been associated with the property appear to have made significant contributions to history, such that they would meet NRHP eligibility requirements.

Under NRHP Criterion C, Transit Shed 4 retains some characteristics of a transfer warehouse, such as its open interior plan, structural system, and roof. However, no evidence was found to suggest that Transit Shed 4 is considered an important example of this building type, and nothing was found to suggest that the property is associated with a significant designer or craftsman. In addition, the integrity of Transit Shed 4 has been greatly diminished by the removal of surrounding structures and changes to the building, such that it no longer appears capable of conveying significance.

Finally, there are no known archaeological resources related to Transit Shed 4, and the structure is not considered a source of information that would expand our understanding of the history of the Port of Stockton, San Joaquin County, or the State of California under NRHP Criterion D.

Transit Shed 4 is recommended as not eligible for listing in the NRHP individually or as a contributor to a potential historic district.

B12. References (Continued):

Anchor QEA LLC. "Lehigh Southwest Stockton Terminal Project, Cultural Resources Assessment." Prepared for U.S. Army Corps of Engineers. 28 December 2020. On-file at the Port of Stockton.

_____. "Nevada Cement Company LLC Stockton Terminal Modernization Project: Notice of Preparation and Initial Study." Prepared for the Port of Stockton, October 2024. Online source, accessed March 2026: https://www.portofstockton.com/wp-content/uploads/2024/10/Port-of-Stockton-Nevada-Cement-NOP.IS-20241009_webupdate.pdf.

California Military Museum. "Historic California Posts, Camps, Stations and Airfields: Stockton Ordnance Depot." Online source, accessed March 2026: <http://www.militarymuseum.org/StocktonOrdDepot.html>.

Fresno Bee. "Expansion Scheduled at Port of Stockton." 13 August 1978: 23. Online source, accessed March 2026: <https://www.newspapers.com/image/704072232/>.

_____. "Record January in Port Stockton Cargo Comeback." 19 March 1978: 90. Online source, accessed March 2026: <https://www.newspapers.com/image/704060787/>.

Kennedy, John H., et. al. "Navy Property Transfer Environmental Assessment. Rough and Ready Island Stockton, California," 1998. On file, US Navy, Southwest Division, San Diego, CA.

Modesto Bee. "Port of Stockton Profits." 28 January 1979: 25. Online source, accessed March 2026: <https://www.newspapers.com/image/691446882/>.

_____. "Port of Stockton Sends SOS for Deeper Water." 19 April 1981: 1-2. Online source, accessed March 2026: <https://www.newspapers.com/image/691558641/> and <https://www.newspapers.com/image/691558670/>.

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*Recorded by: Anchor QEA LLC *Date 3/27/2026 ☒ Continuation ☐ Update

Port of Stockton. "Port of Stockton California 1962 Annual Report." Stockton, CA: Port of Stockton, 1962. On file, San Joaquin County Museum and Archives, Mickie Grove, Lodi, California.

_____. "Port of Stockton California 1969 Annual Report." Stockton, CA: Port of Stockton, 1969. On file, San Joaquin County Museum and Archives, Mickie Grove, Lodi, California.

_____. "Annual Report 2001." Stockton, CA: Port of Stockton, 2001. Online source, accessed March 2026:
https://www.portofstockton.com/wp-content/uploads/2013/09/POS_AR_2001.pdf.

Sprague, Irvine. "The Port Story," Stockton Record. Series of 12 articles published from January 19 to January 31, 1953. Copies of the articles on file San Joaquin County Museum and Archives, Mickie Grove, Lodi, California.

B14. Evaluator (Continued):

Christopher Hetzel, Anchor QEA, LLC
1201 3rd Ave #2600, Seattle, WA 98101

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PRIMARY RECORD

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NRHP Status Code

Other Listings
Review Code

Reviewer

Date

Page 1 of 9 *Resource Name or #: (Assigned by recorder) Port of Stockton: Lift Truck Shed
P1. Other Identifier: N/A
*P2. Location: ☐ Not for Publication ☒ Unrestricted *a. County San Joaquin
*b. USGS 7.5' Quad Stockton West; Date: 1968 PR 1987 Unsectioned T 1 N R 6 E S; ¼ of ¼;
MDM
c. Address 205 Port Road 1 City Stockton Zip 95203
d. UTM: Bunker 1: Zone 10 ; 647503 mE/ 4201729 mN NAD
e. Other Locational Data:
(See Continuation Sheet)

*P3a. Description:

The Lift Truck Shed is a small industrial warehouse situated in the vicinity of Berth 3 in the East Complex at the Port of Stockton. The building stands adjacent to the Port's east wharf, northwest of the Nevada Cement Stockton Import Terminal and adjacent to a railway spur. It is one-story tall with a rectangular plan set in an east-west orientation, and consists of wood-frame construction set on a cast-in-place board-formed concrete foundation. The immediate setting consists of an active industrial yard with paved surfaces, storage tanks, conveyors, rail infrastructure, and utility poles.

The building is characterized by a utilitarian design. It is four bays wide on the north and south elevations and two bays wide on the east and west elevations, and is capped by a side-gable roof clad with corrugated metal panels and with minimal overhand at the eaves. Two cylindrical, metal roof vents mark the roof ridgeline.

(Continued)

*P3b. Resource Attributes: (List attributes and codes) HP8. Industrial Building

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

P5a. Photograph or Drawing:



P5b. Description of Photograph:

South Elevation, View North
Date: 3/13/2026

*P6. Date Constructed/Age and

Sources: ☒ Historic
☐ Prehistoric ☐ Both
1933 (Port of Stockton 2001)

*P7. Owner and Address:

Port of Stockton
2201 West Washington Street
Stockton, CA 95203

*P8. Recorded by:

Christopher Hetzel, Anchor QEA, LLC
1201 3rd Ave #2600
Seattle, WA 98101

*P9. Date Recorded: 03/27/2026

*P10. Survey Type: (Describe)

Intensive Reconnaissance

*P11. Report Citation: Anchor QEA LLC. "Nevada Cement Company Stockton Terminal Modernization Project: Cultural Resources Survey Report." Prepared for City of Stockton, April 2026.

*Attachments: ☐ NONE ☒ 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:

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P2e. Other Locational Data (Continued):

From Stockton, California, travel 0.8 mile west on West Weber Avenue. Turn left on West Washington Street and travel 0.6 mile to the Port entry gate. A Transportation Worker Identification Credential (TWIC) card and/or TWIC escort is required for access. From the entry gate, turn right on to Port Road 2. The building is at the end of the road on the right.

P3a. Description (Continued):

The Lift Truck Shed is a small industrial warehouse situated in the vicinity of Berth 3 in the East Complex at the Port of Stockton. The building stands adjacent to the Port's east wharf, northwest of the Nevada Cement Stockton Import Terminal and adjacent to a railway spur. It is one-story tall with a rectangular plan set in an east-west orientation, and consists of wood-frame construction set on a cast-in-place board-formed concrete foundation. The immediate setting consists of an active industrial yard with paved surfaces, storage tanks, conveyors, rail infrastructure, and utility poles.

The building is characterized by a utilitarian design. It is four bays wide on the north and south elevations and two bays wide on the east and west elevations, and is capped by a side-gable roof clad with corrugated metal panels and with minimal overhand at the eaves. Two cylindrical, metal roof vents mark the roof ridgeline.

The exterior walls are clad in vertically placed corrugated metal sheets. The cladding exhibits weathering, oxidation, and localized patching. Fenestration primarily consists of fixed, nine-light metal-framed industrial windows. Two equally spaced windows punctuate each of the four elevations. On the north and south elevations, the windows punctuate the two center bays, while large freight door openings define the flanking outer bays. All the door openings are fit with original, large metal sliding doors, each clad by three vertical metal panels. In addition, each is marked with a painted label, "Lift Truck Shed," in large block lettering.

An associated industrial feature, consisting of a steel hopper elevated on a braced metal frame, stands adjacent to the building at the center of its west elevation; and a non-original shed roofed addition projects from the center of its south elevation. A small, non-original, wood-framed shed stands near the shed's east elevation.

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Photographs:



East Elevation, View Southwest; Date: 3/13/2026



North Elevation, View South; Date: 3/13/2026

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Photographs (Continued):



East Elevation, View West; Date: 3/13/2026



East Elevation, View West; Date: 3/13/2026

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B1. Historic Name:	Lift Truck Shed		
B2. Common Name:	Port of Stockton: Lift Truck Shed		
B3. Original Use:	Storage Building	B4. Present Use:	Storage Building
*B5. Architectural Style:	N/A		
*B6. Construction History:	(Construction date, alterations, and date of alterations) Construction of the building was completed by 1933.		
*B7. Moved?	☒ No ☐ Yes ☐ Unknown	Date:	N/A
		Original Location:	N/A
*B8. Related Features:	(See Continuation Sheet)		
B9a. Architect:	Unknown	b. Builder	Unknown
*B10. Significance: Theme	Trade, Industry	Area	Stockton/San Joaquin County
Period of Significance	1933	Property Type	Industrial
		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 Lift Truck Shed located in the vicinity of Berth 3 at the Port of Stockton, Stockton, San Joaquin County, California, was evaluated at a reconnaissance level for a cultural resources assessment conducted on behalf of the Port of Stockton. Built in 1933, the Lift Truck Shed was one of several industrial structures originally built along the Port's east wharf, now Berths 2 to 7. It is among last of these structures to remain extant. The Lift Truck Shed continues to be used as a small storage structure for operations in the vicinity of Berth 2 and 3. The building's original designer and builder are unknown.

Historic Context

The Port of Stockton is one of only two inland ports in California and was the earliest port of its kind in the State of California. The Port was first established in 1925 following an authorization of General Obligation Harbor Bonds by the City of Stockton and after obtaining permission from the federal government in 1927 to dredge the San Joaquin River channel. Dredging of the river began in 1930, but was conducted primarily from 1933 to 1940, during which time its original navigational depth of 15 feet was deepened to 26 feet and the river course was straightened (Sprague, 22 January 1953).

Officially opened in 1933, the Port of Stockton helped increase trade to and from the inland agricultural areas of California and led to increased development of the region, at a time when the nation was in economic distress. During the Great Depression, the Port generated employment for the surrounding community and stimulated local industry, supporting both agricultural and industrial exports (Sprague 1953). In the 1930s, the Port's initial development included a cotton compress, grain terminal, and

(Continued)

B11. Additional Resource Attributes: (List attributes and codes) None

*B12. References: (See Continuation Sheet)

B13. Remarks: None.

*B14. Evaluator: (See Continuation Sheet)

*Date of Evaluation 3/27/2026

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B10. Significance (Continued):

molasses bins, a coal and iron storage area, warehouses for canned and other goods, a lumber terminal, and a cement storage facility located along two wharves; and a belt line railway connected the Port to three transcontinental routes for the shipment of goods and products (Port of Stockton 2001; Sprague, 27-28 January 1953).

The Port of Stockton constructed the east wharf (Berths 2 to 7), the belt line railway, and the first elements of what is now its East Complex between 1927 and 1933. The latter included a series of five large, interconnected transfer warehouses that lined the wharf's northern and western margins. Farther inland were two large storage warehouses, a bulk handling facility, an open-sided shelter for lumber staging and storage, and several smaller buildings. Construction of the west wharf (Berths 8 to 13) was likewise completed in 1933 (Anchor QEA 2020).

Leading up to World War II, the Port of Stockton was selected by the U.S. Army Air Forces as the location of a new ordnance depot, known as the Stockton Ordnance Depot (renamed Stockton Ordnance Base in 1943 and then Sharpe General Depot, Stockton Annex in 1955) (California Military Museum 2016). Eventually, both the Stockton Ordnance Depot and the Naval Supply Annex Stockton, established on nearby Rough and Ready Island between 1944 and 1946, were incorporated into the U.S. Navy's supply network, serving as an inland logistics hub for operations in the Pacific Theatre (Port of Stockton 2001; Sprague, 27 January 1953). The Port's inland location and rail connectivity made it strategically valuable, such that Naval use continued through the Korean War before gradually declining in the postwar period (Kennedy 1998).

The U.S. military first acquired property from the Port and surrounding landowners beginning in August 1941. It then modified the Port's existing facilities with the construction of additional rail lines, roads, structures for administrative functions, a hospital, and orderly rows of storage warehouses. Construction continued throughout World War II, finally ending in 1944, and much of this development appears to have occurred south and east of the wharf areas. After the war, the U.S. military began transferring parcels back to the Port, a process that was completed at the East Complex by 1956 (California Military Museum 2016).

The Port of Stockton resumed normal operations following the end of World War II, and undertook a major expansion program of its East Complex facilities to accommodate increasing cargo volumes. Completed in the early 1950s, these improvements included the construction of new warehouses, transit sheds, grain facilities, and expanded rail and dock infrastructure (Sprague, 30-31 January 1953). During this period, the Port handled cargo destined for more than 100 countries, and its success contributed to the expansion of manufacturing and distribution infrastructure in the Central Valley (Sprague, 27-30 January 1953; Sprague 29 January 1953). These investments positioned the Port as a leading inland shipping facility, and by 1962 the Port had achieved substantial growth in both infrastructure and cargo throughput (Port of Stockton 1962; Port of Stockton 1969).

Despite this growth, shifting transportation economics began to erode the Port's competitive position in the region, and its financial condition was considered poor by the late 1970s. One contributing factor was the relatively low cost of ground transportation during the mid-1970s, which undercut maritime shipping and reduced the Port's share of regional cargo movement (Modesto Bee, 19 April 1981). In response to these conditions, the Port hired a new director in spring 1977. Alexander Krygsman, a veteran of the international shipping and trading industries, was recruited to improve the Port's operations and restore financial stability (Fresno Bee, 19 March 1978; Modesto Bee, 28 January 1979).

Under Krygsman's leadership, the Port implemented substantial administrative and operational reforms designed to improve efficiency and attract new cargo business (Fresno Bee, 19 March 1978; Modesto Bee, 28 January 1979). During this period, the Port also began shifting its operational focus from general cargo toward bulk commodities, a transition that aligned with broader trends in global shipping, and rising fuel costs again made maritime transportation financially more competitive (Fresno Bee, 19 March 1978; Modesto Bee, 19 April 1981). These reforms produced rapid financial improvement and increasing cargo volumes.

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*Recorded by: Anchor QEA LLC *Date 3/27/2026 ☒ Continuation ☐ Update

Bolstered by this success, the Port initiated several major capital improvements intended to modernize its facilities and support its transition into a bulk cargo terminal in the late 1970s and 1980s (Modesto Bee, 28 January 1979). Planned improvements included the construction of the Nevada Cement Stockton Import Terminal (Fresno Bee, 13 August 1978; Modesto Bee, 19 April 1981; Modesto Bee, 28 January 1979); a new 220,000-square-foot general cargo warehouse; completion of the Stockton Deepwater Shipping Channel connecting the Port to San Francisco Bay (Modesto Bee, 28 January 1979; Modesto Bee, 19 April 1981); and the construction of a 20,000-ton ammonia storage tank built by the California Ammonia Company (Modesto Bee, 28 January 1979). At the same time, private developers proposed large-scale waterfront redevelopment projects near the Port, including residential and commercial construction associated with the Schmitz Development Company's \$70 million waterfront plan (Modesto Bee, 28 January 1979).

Together, the Port's capital improvement projects significantly increased cargo activity (Modesto Bee, 19 April 1981). This growth continued through the remainder of the late twentieth century and into the early twenty-first century, and prompted additional industrial development in the early 2000s.

Lift Truck Shed

The Lift Truck Shed was among the first structures built by the Port of Stockton. Completed in 1933, it was one of several support structures at the Port's east wharf that served Berths 2, 3, and 4. Based on analysis of aerial photographs, the east wharf and its on-berth railway spur, the Lift Truck Shed, and Transit Shed 4 are the only structures that remain extant of those Port facilities built before World War II. Most of the Port's other original buildings were all removed during development at the Port in the early 2000s. These changes significantly altered the Lift Truck Shed's setting and diminished its integrity.

Integrity

The Lift Truck Shed is in its original location. It remains situated on the Port of Stockton's east wharf in the vicinity of Berth 3. However, its integrity of setting, association, and feeling have been greatly diminished by the demolition of most of the Port's facilities pre-dating 1975 and redevelopment of the surrounding East Complex. The Storage Shed continues to retain its association with the Port of Stockton, but there have been several changes in ownership/tenancy; and its functional relationship with other facilities at the Port has been compromised. The structure retains many elements of its original design, and appears to still possess integrity of design, materials, and workmanship.

Evaluation

The Lift Truck Shed was evaluated to determine its eligibility for listing in the National Register of Historic Places (NRHP). The building has associations with the operations and development of the Port of Stockton, and specifically the Port's original development of the east wharf complex in 1933. However, the Lift Truck Shed individually does not appear to be primarily important in the context of the Port of Stockton's history. It is a small storage structure of a common building type with no known direct correlation with Port functions. In addition, there is not a sufficient concentration of intact buildings and structures from the Port's early periods of development to support a cohesive NRHP-eligible historic district. The Lift Truck Shed, the Belt Line Railway, and Transit Shed 4 are the only structures that remain from the Port's original 1933 development, and there are no buildings or structures remaining at the East Complex from subsequent periods of development pre-1975 (Anchor QEA 2020).

Under NRHP Criterion A, the property does not possess a sufficiently strong association with an event or trend that has made a significant contribution to the broad patterns of history. Construction of the Lift Truck Shed was completed in 1933, and it was an element of the Port's original development at the East Complex. However, as an individual resource, the building does not appear important enough to be NRHP-eligible within this context, and there is no longer a sufficient concentration of surrounding buildings to justify the identification of the Lift Truck Shed as a contributor to a cohesive NRHP-eligible historic district.

Under Criterion B, the property is not associated with the lives of persons significant in our past. No individuals known to have been associated with the property appear to have made significant contributions to history, such that they would meet NRHP eligibility requirements.

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Under NRHP Criterion C, the Lift Truck Shed retains the characteristics of a common storage structure. However, no evidence was found to suggest that the Lift Truck Shed is considered an important example of this type of building, and nothing was found to suggest that the property is associated with a significant designer or craftsman.

Finally, there are no known archaeological resources related to the Lift Truck Shed, and the structure is not considered a source of information that would expand our understanding of the history of the Port of Stockton, San Joaquin County, or the State of California under NRHP Criterion D.

The Lift Truck Shed is recommended as not eligible for listing in the NRHP individually or as a contributor to a potential historic district.

B12. References (Continued):

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B14. Evaluator (Continued):

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