

# Intermediate Terminal #3



2016 Photo By Tim Wilson [reprinted with permission of photographer]

## Section 106 Review Comment June 2018

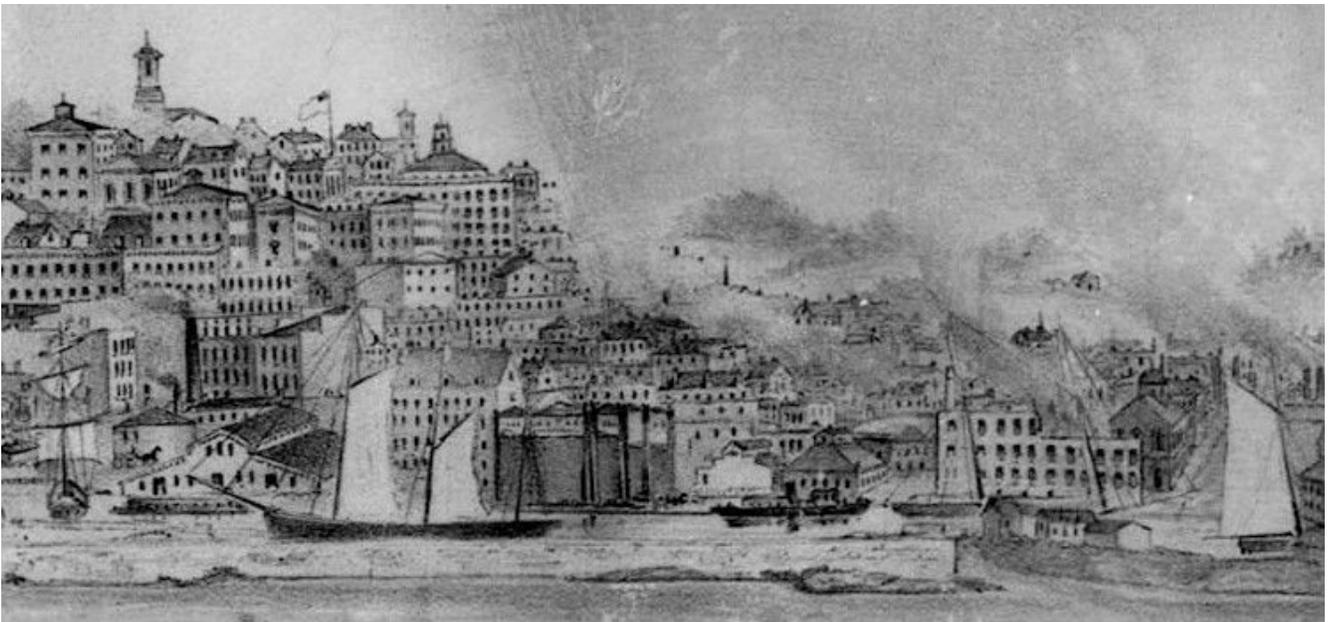
Charles Pool

Intermediate Terminal #3 is an iconic landmark associated with Richmond's vital port on the James River. It provides a rare tangible reminder of the importance that the port played in the city's development.

Other than the Deep Water Terminal, which is 4 miles south of the original city boundaries, the Intermediate Terminal #3 is the only unaltered commercial port warehouse owned by the city of Richmond associated with its thriving port history.

All steps should be taken through the Section 106 process to ensure the preservation of this unaltered and structurally sound building. The Intermediate Terminal #3 was completed in 1938 and financed in part with federal New Deal money. It is one of the first commercial buildings in Richmond built on concrete reinforced piers to avoid flooding by the James River.

The city of Richmond, Virginia was founded at its location because of its port. The earliest English settlers ventured up the James River by boat until they could travel no farther due to the Falls of the James River. Richmond grew and thrived as a city at the Falls of the James because its port made possible the economical transport of goods. Before the era of railroads and interstate highways, ship and barge transport was necessary to move commodities, including the city's chief exports tobacco and flour.

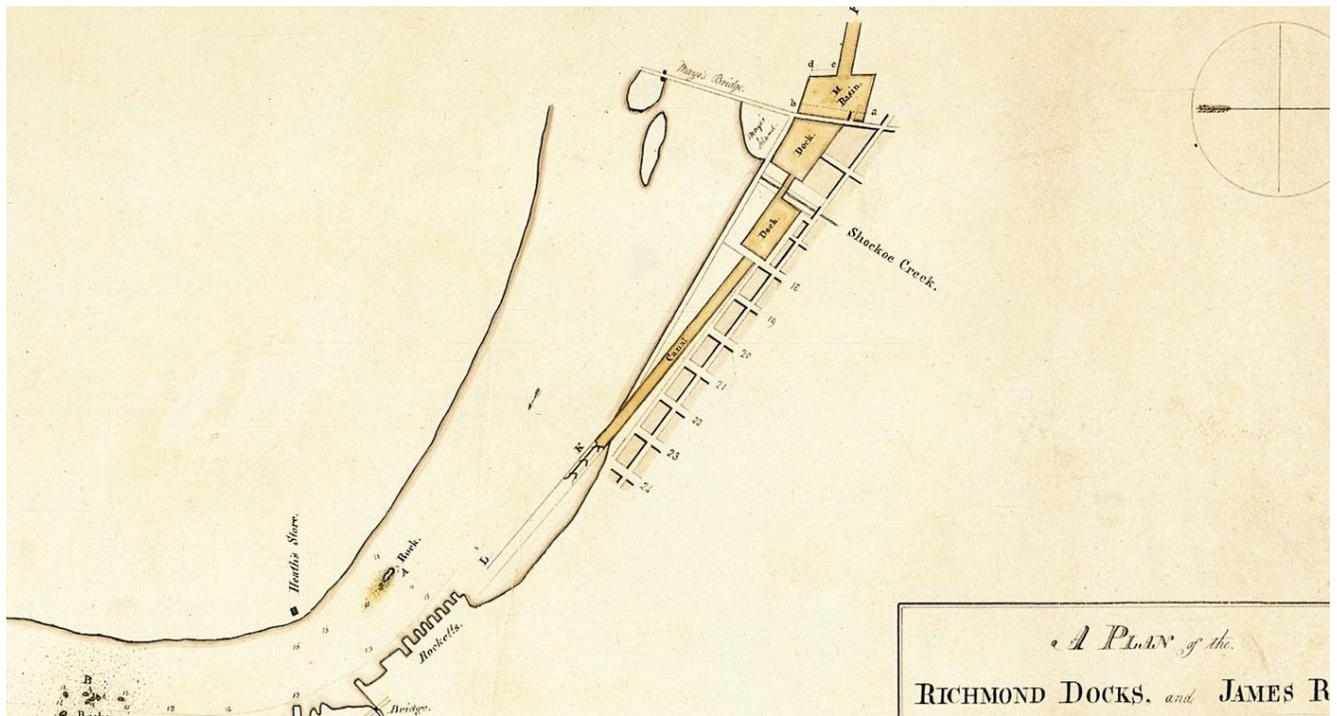


Richmond's 19<sup>th</sup> century port is seen in this view of the *City of Richmond from Manchester, 1876*. Source: Valentine Museum

From a history of Richmond's docks by Gibson Worsham:

<http://urbanscalerichmondvirginia.blogspot.com/2016/05/richmond-virginias-city-docks-terminus.html>

As advocated by George Washington, ingenious engineers greatly expanded the demand of Richmond's port through the creation of the James River Kanawha Canal. The canal provided water transport of commodities to Richmond from deep into the state's interior. As shown on this 1818 plat, Richmond's upper dock was located near where the canal entered the James River. The lower deep water port was originally located at Rockett's Landing. The Intermediate Terminal was built between these ports at Gillies Creek.



*Plan of the Richmond Docks and James River from Rocketts to Warwick, 1818, Virginia Board of Public Works. Source: Library of Virginia*

For an extensive review of the development of the James River and Kanawha Canal at Richmond please see report by Charles Pool:

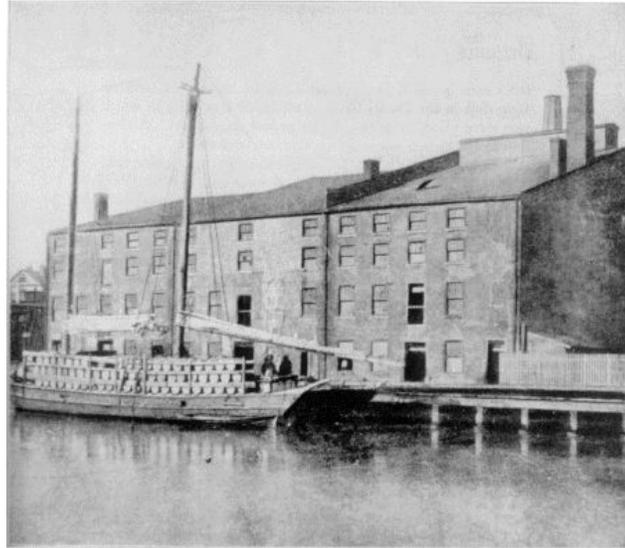
<http://www.oregonhill.net/wp-content/uploads/2014/01/OHHIC-Historical-Documentation-of-the-Site-of-Venture-Richmonds-Proposed-Amphitheater-final-January-20141.pdf>

Rockett's Landing was the city's original lower, deep-water port, as shown in this Civil War era photograph. Commerce on the James reached a peak at 1,640,000 tons in 1882 with a combination of river and canal shipping. At 75 miles from the ocean, Richmond's port was the most westerly port in the North Atlantic, according to an April 30, 1950 Times Dispatch article.



Wharf at Rockett's Landing, 1865. Source: Library of Congress

Richmond's upper city docks were located near Shockoe Creek, as shown in these Civil War era photographs. Richmond's port was the greatest water trade on the Eastern Seaboard. Imports included potatoes from Ireland, guano from Peru, ice and lime from Maine, hams from Smithfield, coffee from Brazil, oysters from the Chesapeake Bay, sugar from the West Indies, salt and cloth from England, and herrings from Nova Scotia, according to an October 15, 1940 News Leader article.



Post war photograph of dock adjacent to Libby Prison warehouse.  
Source: [CivilWarRichmond.com](http://CivilWarRichmond.com)



City Docks, 1865. Source: Library of Congress

An improved wharf with warehouse was developed at Gillies Creek. Since it was located between Rockett's Landing and the City Dock, it was known as the Intermediate Terminal [#1]. This location had rail service and truck transport from Dock and Lester Streets.

The Intermediate Terminal [#1] opened in 1933. A Norwegian ship carrying a cargo of Cuban sugar was the first to dock, according to a September 20, 1940 article in the Times Dispatch. Since this was Richmond's first municipally owned wharf facility, the Intermediate Terminal with a 750 foot dock marked an important milestone for the city.



Undated photo with ships queued to unload commodities at Intermediate Terminal #1 (highlighted)

Source: Library of Virginia

In July 1936, the Intermediate Terminal had an historic visit by President Franklin Delano Roosevelt. FDR's yacht, the USS Potomac, is pictured docked at the Intermediate Terminal awaiting Roosevelt's July 4<sup>th</sup> cruise. (The USS Potomac itself is listed as a National Historic Landmark.)

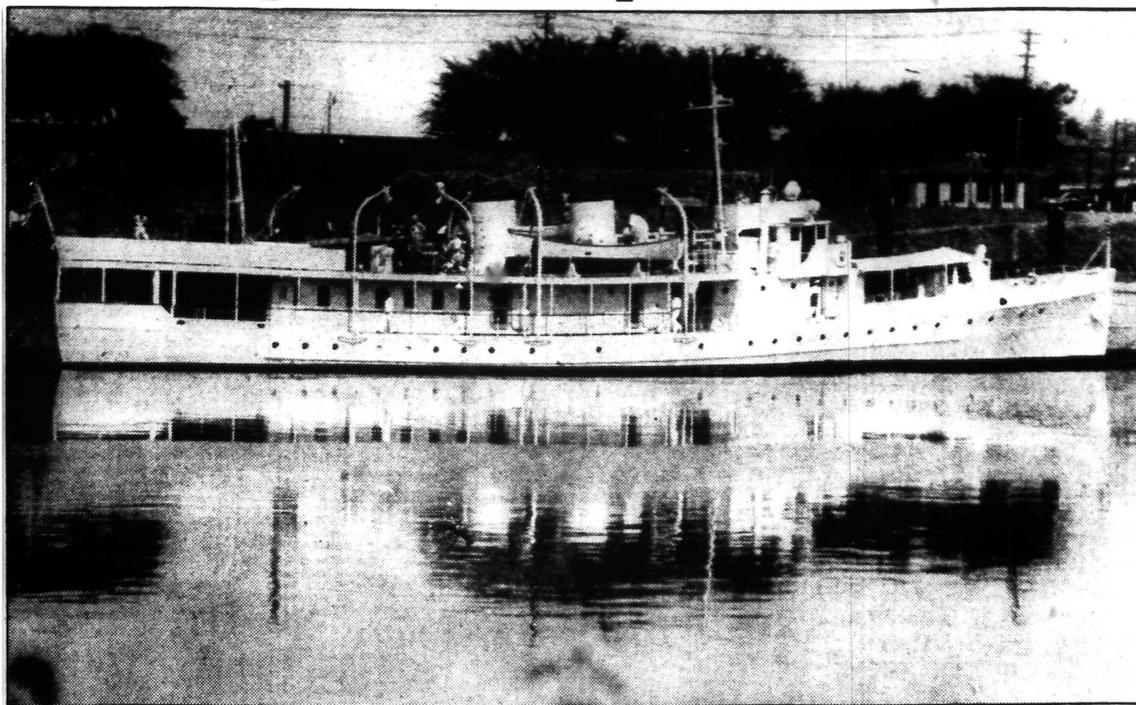
The same month that President Roosevelt visited the Intermediate Terminal, the City of Richmond took steps to apply for "New Deal" funding through FDR's Public Works Administration to build the Intermediate Terminal #3.

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Richmond Times-Dispatch: Friday, July 3, 1936

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## President's Yacht Ties Up at Municipal Wharf to Await July 4 Cruise



### **PRESIDENTIAL YACHT**

—The Potomac, President Roosevelt's yacht, tied up at Municipal Wharf awaiting the President's arrival Saturday. The trim little craft will take Mr. Roosevelt on a cruise down the James, into Chesapeake Bay and up the Potomac to end his trip into Virginia.—Staff Photo.

Source: Richmond Times Dispatch, July 3, 1936

In 1936, press reports indicate that the capacity of the Intermediate Terminal #1 had reached capacity. Imported goods were diverted to other ports because the demand had exceeded the storage capacity of the port. The city Director of Public Works was tasked with applying to the PWA for funds to enlarge the Intermediate Terminal. A 1938 press report states that the Intermediate Terminal was handling an average of 35,000 tons annually and producing a “gratifying” income to the city, “so much so, that the city has now has under construction additional warehouse space [Intermediate Terminal #3].”

That business has picked up to a marked degree was testified to by H. L. Lowry, president of the Richmond Waterfront Terminals, Inc., operator of the city's intermediate docks, who told the Committee on Dock, River and Harbor that the present facilities of the plant were overtaxed, and asked that the city put up an additional warehouse. The committee requested the city attorney to prepare an ordinance providing for this improvement, and the committee adjourned to meet next Thursday to pass on the project.

Gamble M. Bowers, director of public works, said that this plan to enlarge the intermediate terminal would cost more than \$100,000 and he was requested by the committee to take steps to apply for a PWA grant to assist in providing a part of the funds for the undertaking.

Source: July 24, 1936 Richmond Times Dispatch

**Cites Big Increase in Shipping**

During the five-year period, 1933 to 1937, both inclusive, an average of 35,000 tons annually was handled over the new wharf and through the new warehouses, with an annual net revenue to the city for this same period of approximately \$7,500, which represents the income on an investment of approximately \$300,000.

The results have been most gratifying both as to volume of tonnage handled and the revenue produced therefrom; so much so, that the city now has under construction additional warehouse space, which, when completed, will provide a total of 85,000 square feet at the present or Intermediate Terminal, in order to take care of a constantly increasing river tonnage.

Source: Richmond Times Dispatch March 31, 1938

The Intermediate Terminal #3 received direct federal funding through the "New Deal" Public Works Administration (PWA). This document indicates that the Harbor Improvement began in 1937 and was completed on May 23, 1938.

**REPORT NO. 5**  
**STATUS OF COMPLETED NON-FEDERAL ALLOTTED PROJECTS**

**REGION NO. 3**  
**VIRGINIA**

NOTE: "W" PRECEDING DOCKET NUMBER DESIGNATES APPLICATION RECEIVED AFTER MAY 10, 1938  
NOTE: "A" PRECEDING DOCKET NUMBER DESIGNATES APPLICATION RECEIVED AFTER MAY 10, 1938

DOCKET NUMBER	LOCATION	TYPE OF PROJECT	LOAN	ALLOTMENT	TOTAL	TOTAL ESTIMATED PROJECT COST	DATE ALLOTMENT APPROVED	DELAY CODE	CODE	AGREEMENT OR OFFER		BIDS ADVERTISED	CONTRACTS AWARDED OR FORCE ACCT.	FIRST CONTRACT AWARDED	CONSTRUCTION STARTED	REPORTED PROJECT COSTS TO DATE		CONSTRUCTION COMPLETED	
										SENT TO APPLICANT	ACCEPTED BY APPLICANT					DATE	AMOUNT		
MAIN	SUB						Mo. Day Yr.			Mo. Day Yr.	Mo. Day Yr.	Mo. Day Yr.	Mo. Day Yr.	Mo. Day Yr.	Mo. Day Yr.	Mo. Day Yr.	Mo. Day Yr.	Mo. Day Yr.	
W110	HEBRICO CO	SCHOOLS		\$	\$	100850	8 22 8			9 13	9 29	7 8 9	172279	8 15 8	8 29 8	10 9	185618	9 9	9 18 9
W111	MEMPHIS	WATERWORKS		85612	85612	68000	8 27 7	X		9 13	9 29	7 8 9	42029	8 15 8	8 29 8	10 9	185618	9 9	9 18 9
W114	MEMPHIS	WATERWORKS		30072	30072	68000	8 27 7	X		12 28	12 18	10 7	42029	8 15 8	8 29 8	10 9	185618	9 9	9 18 9
W115	MEMPHIS	LABORATORY		32000	32000	78800	11 27 7	X		12 28	12 18	10 7	42029	8 15 8	8 29 8	10 9	185618	9 9	9 18 9
W116	MEMPHIS	SCHOOL		26100	26100	58000	11 17 6	X		11 30	11 4	1 7 7	42029	8 15 8	8 29 8	10 9	185618	9 9	9 18 9
W117	MEMPHIS	SCHOOL		26100	26100	58000	11 17 6	X		11 30	11 4	1 7 7	42029	8 15 8	8 29 8	10 9	185618	9 9	9 18 9
W118	MEMPHIS	SCHOOL		26100	26100	58000	11 17 6	X		11 30	11 4	1 7 7	42029	8 15 8	8 29 8	10 9	185618	9 9	9 18 9
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W120	MEMPHIS	SCHOOL		26100	26100	58000	11 17 6	X		11 30	11 4	1 7 7	42029	8 15 8	8 29 8	10 9	185618	9 9	9 18 9
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W123	MEMPHIS	SCHOOL		26100	26100	58000	11 17 6	X		11 30	11 4	1 7 7	42029	8 15 8	8 29 8	10 9	185618	9 9	9 18 9
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W139	MEMPHIS	SCHOOL		26100	26100	58000	11 17 6	X		11 30	11 4	1 7 7	42029	8 15 8	8 29 8	10 9	185618	9 9	9 18 9
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W145	MEMPHIS	SCHOOL		26100	26100	58000	11 17 6	X		11 30	11 4	1 7 7	42029	8 15 8	8 29 8	10 9	185618	9 9	9 18 9
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W152	MEMPHIS	SCHOOL		26100	26100	58000	11 17 6	X		11 30	11 4	1 7 7	42029	8 15 8	8 29 8	10 9	185618	9 9	9 18 9
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W157	MEMPHIS	SCHOOL		26100	26100	58000	11 17 6	X		11 30	11 4	1 7 7	42029	8 15 8	8 29 8	10 9	185618	9 9	9 18 9
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W165	MEMPHIS	SCHOOL		26100	26100	58000	11 17 6	X		11 30	11 4	1 7 7	42029	8 15 8	8 29 8	10 9	185618	9 9	9 18 9
W166	MEMPHIS	SCHOOL		26100	26100	58000	11 17 6	X		11 30	11 4	1 7 7	42029	8 15 8	8 29 8	10 9	185618	9 9	9 18 9
W167	MEMPHIS	SCHOOL		26100	26100	58000	11 17 6	X		11 30	11 4	1 7 7	42029	8 15 8	8 29 8	10 9	185618	9 9	9 18 9
W168	MEMPHIS	SCHOOL		26100	26100	58000	11 17 6	X		11 30	11 4	1 7 7	42029	8 15 8	8 29 8	10 9	185618	9 9	9 18 9

Doubtless, the large flood of the James River in March 1936 influenced the design of the Intermediate Terminal #3. Unlike Intermediate Terminal #1, which was built of corrugated iron on steel frame on wood flooring, Intermediate Terminal #3 was built on concrete reinforced piers above the flood waters when construction began in 1937.

A period aerial photograph from March 1936 shows the U.S. destroyer Leary tied up to the city dock where the Intermediate Terminal #1 is flooded. It is unknown how many tons of commodities were spoiled by the flood waters. Apparently, the city took heed of the loss, and the construction of Intermediate Terminal #3 would be one of the first warehouses in the city to be built on concrete reinforced piers to avoid potential flooding. Cars are shown traveling on what was then known as Lester Street; Terminal #3 was built on piers with docks approached from Lester Street above flood waters.



Intermediate Terminal #1 (highlighted) as shown in March 1936 photograph.  
Source: Richmond Times Dispatch

On January 28, 1937, the City of Richmond applied for a building permit to build Intermediate Terminal #3. The permit notes that the construction material is "Concrete and Steel." Blackwell Engineering and Construction Company was the builder for the project.

**Department of Public Safety**  
**BUREAU OF BUILDING INSPECTION**  
 H. F. HECK, Building Inspector

**APPLICATION FOR A PERMIT TO BUILD**  
(Fill out with pen and ink)

RICHMOND, VA *Jan 28 1937*

To the Building Inspector:

The undersigned hereby applies for a permit to build according to the following specifications and also agrees to complete this work in full conformity with the Richmond Building Code and all other regulations governing such work.

Before this application is filed with the Building Inspector, the Builder or Owner must apply to the Department of Public Works for the established lines and grades of streets and alleys and house in rear.

Should any Building project into the Street, the Owner will be required to remove any or all encroachments beyond the Street Lines.

1. What is the owner's name? *City of Richmond* Address *Richmond Va*

2. What is the architect's name? *City of Richmond* Address *"*

3. What is the builder's name? *Blackwell Eng. Const. Co.* Address *Richmond Va*

4. Show location of proposed structure on back of this sheet

5. What is the street and number of the house? *Intermediate Terminal*

6. Between what Streets? *St. Peter St. at 400 ft. to ...*

7. Is the house to be occupied by white or colored people? *Go to*

8. State how many buildings to be erected

9. Number of stories in height *two* Material *Concrete & Steel*

10. Size of lot—Front *130 ft.* rear *130 ft.* depth *84 ft.*

11. Size of main building—Width of front *130* No. of feet deep *75* No. of feet high *30 ft.*

12. Size of porch—No. of feet wide *X* No. of feet long *X* No. of feet high *X*

13. What is the purpose of the building? *warehouse* If a dwelling, for how many families?

14. Will there be a store in the lower story? *X* Nature of business to be conducted *warehouse*

15. Will the building be erected on solid or filled land? *solid* Material of foundation *Concrete*

16. Thickness external walls—To first floor level *12-30* 1st story *12-1* 2nd story *12-1* 3rd story

4th story..... 5th story..... 6th story..... 7th story..... 8th story..... 9th story.....

17. Thickness of party walls—To first floor level *15* 1st story *12* 2nd story *12* 3rd story

4th story..... 5th story..... 6th story..... 7th story..... 8th story..... 9th story.....

18. Will the roof be flat, pitch, mansard? *flat* material of roofing *multiple asphalt* access to roof *no*

19. Will there be any projections beyond the street lines? *no* Have they been authorized?

20. How will the building be heated? *X* Will the building be wired for electric lighting or power? *no*

21. What is the height of first floor above sidewalk? *4 ft.* Distance of building from the Street Line

22. What is the estimated cost of improvement? \$ *approx 72,500*

N. B.—No projection of any kind, viz., vault, breezeway, stoop, cellar, door, balconies, bay windows, oriels, garages, tower projections, etc., which may be beyond the street line is included or authorized in the permit under this application.

I or we hereby covenant to restore any and all damages to city sidewalks, streets, alleys, sewers, gas mains, water pipes and electric installations which may result from this work. I also certify that my state capitation tax for 19.....

Signature of Owner *City of Richmond*

Address *City of Richmond*

Signature of Applicant *Blackwell Eng. Const. Co.*

Address *Richmond, Virginia*

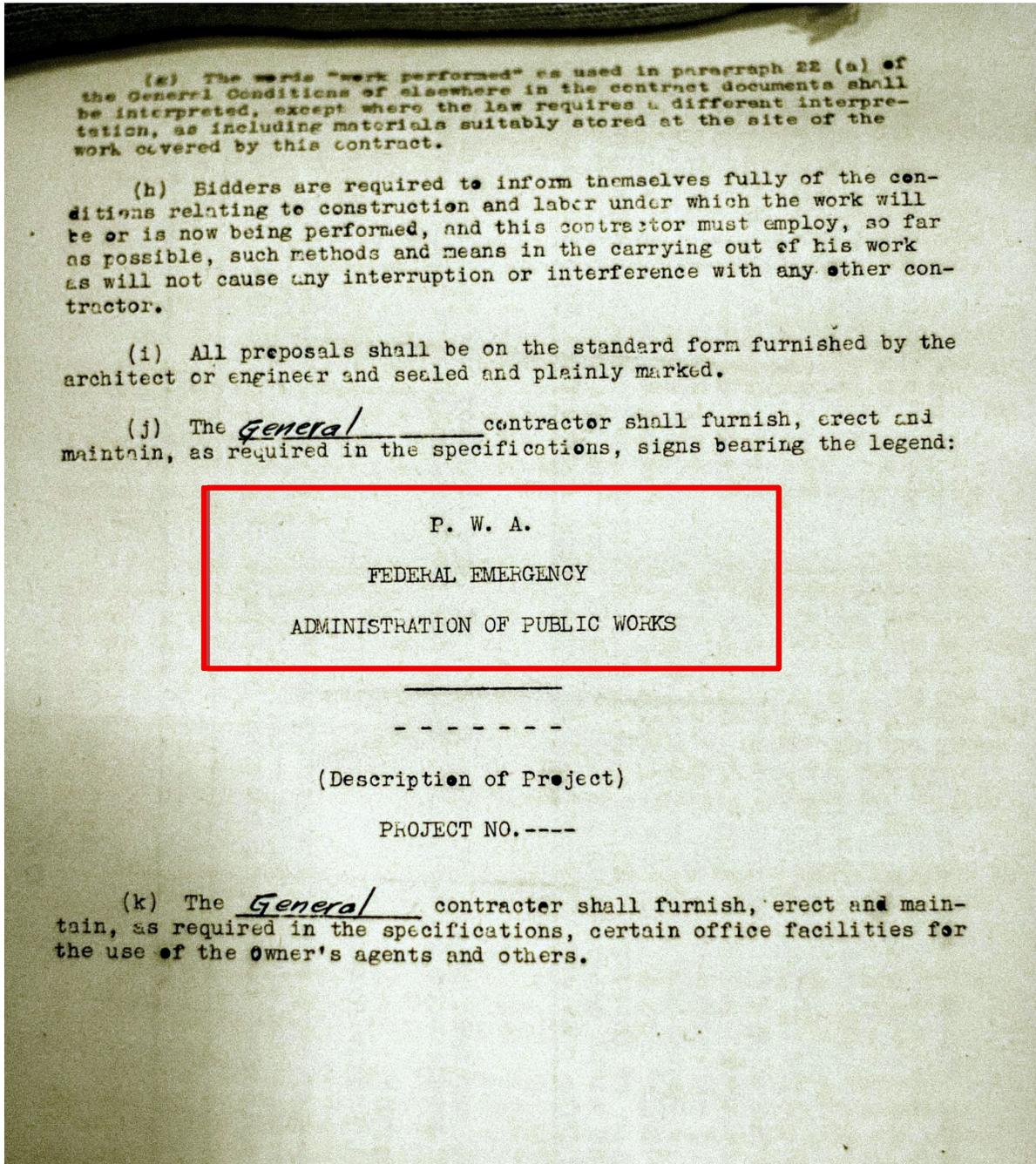
**COMMISSIONER OF THE REVENUE'S CERTIFICATE**

..... is the owner of the real estate upon which the above described improvements are to be made

Commissioner of Revenue  
*J. G. Hutton*

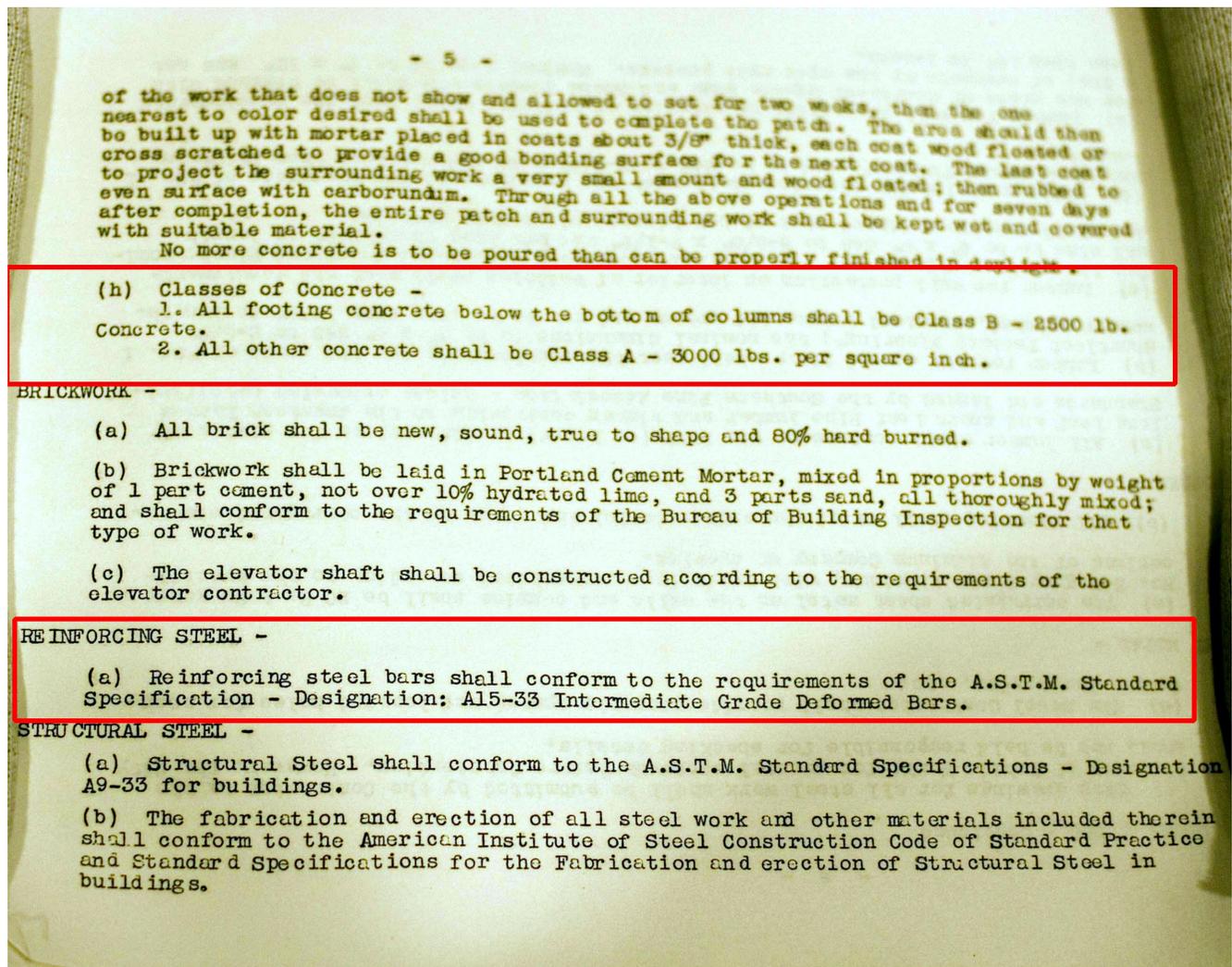
Two copies of the plans and specifications shall be submitted with this application. The applicant shall be notified of any deficiencies in the plans and specifications and shall be given an opportunity to correct them. The applicant shall also be notified of any changes in the plans and specifications and shall be given an opportunity to correct them. The applicant shall also be notified of any changes in the plans and specifications and shall be given an opportunity to correct them.

The contract with the Blackwell Engineering Construction Company for the construction of the Intermediate Terminal #3 indicates that the project is funded (in part) by the Public Works Administration. As a result of the direct federal funding, detailed contract specifications were required, including reporting of the time and even the temperature of when every pier was poured. The contractor was required to post signs bearing the legend: "P.W.A. Federal Emergency Administration of Public Works."



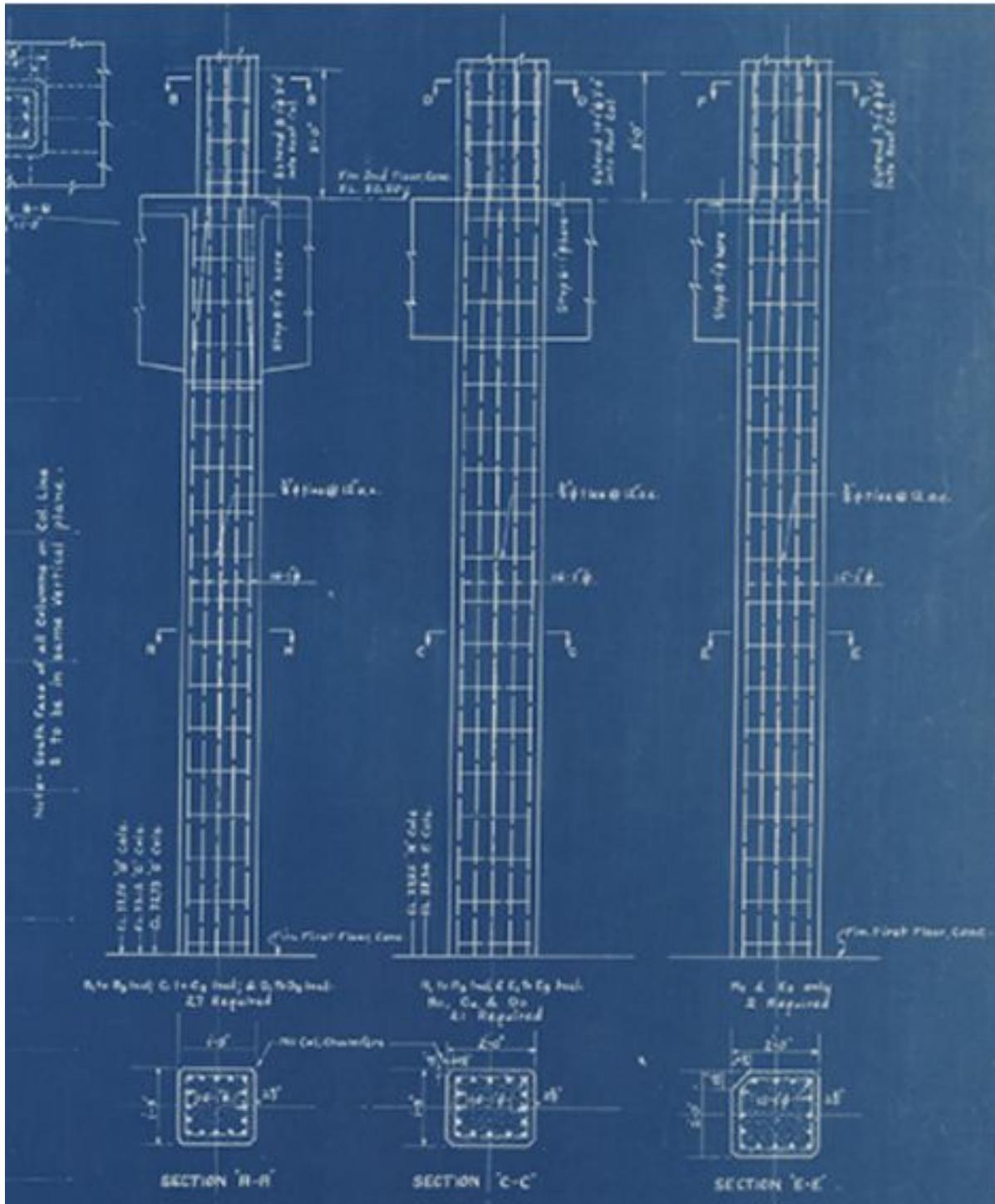
The contract with the Blackwell Engineering Construction Company for the construction of the Intermediate Terminal #3 includes detailed specifications that are on file at the Library of Virginia.

Included in these specifications is the provision that all concrete (other than below ground footings) "shall be Class A -3000 lbs. per square inch." Further specifications of the detailed contract include the provisions for reinforced concrete: "Reinforcing Steel – (a) Reinforcing steel bars shall conform to the requirements of the A.S.T.M. Standard Specification – Designation: A15-33 Intermediate Grade Deformed Bars."



Source: Library of Virginia

Detailed blueprint plans for the Intermediate Terminal #3 are on file at the Library of Virginia. These plans indicate that reinforcing steel bar was used in all concrete forms, including the concrete piers and flooring.



Source: Library of Virginia

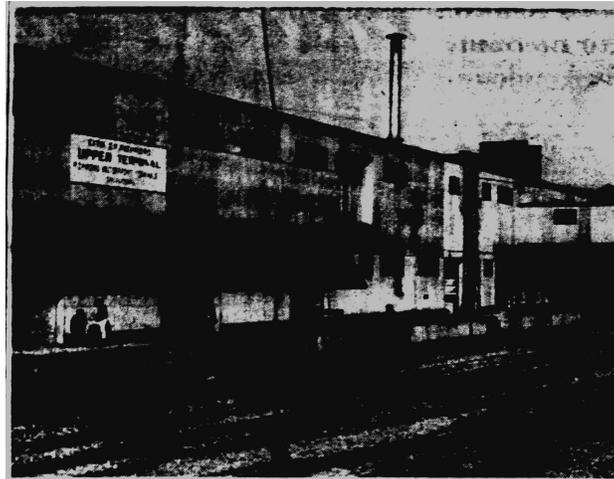
By all accounts, Richmond's Intermediate Terminal, with the expanded storage capacity provided in 1938 by the completed Warehouse #3, was a great success. One of the most important imports was sugar from Cuba, for which the "Sugar Pad" wharf at the Intermediate Terminal received its name. In 1949, Richmond's ports received 3054 vessels. 1,759,626 tons of cargo was handed through Richmond's ports in 1948-1949, according to an April 30, 1950 report in the Times Dispatch. In addition to sugar, the greatest imports by volume included sand/gravel, newsprint, gas and oil, while peanuts and tobacco comprised the greatest export volume.



Intermediate Terminal #3 in 1944 (highlighted in detail below). Note the crane that rolled on the wharf and steel superstructure on the roof of Terminal #1. Source: VCU Archives.



Shipping on the James River was limited by the depth of the channel. In 1930 the federal government made a compact with the city to dredge a 25 foot channel from Newport News to the city's proposed Deepwater Terminal, 4 miles south of the city, and to dredge an 18 foot channel to the Intermediate Terminal. The city agreed to operate the Deepwater and Intermediate Terminals. Before World War II the port was usable by 85% of ocean-going vessels, but by 1950 less than half could be accommodated. According to an April 30, 1950 press report in the Times Dispatch, a new effort was undertaken to deepen the channel to 35 feet to accommodate larger vessels.



Upper Terminal Warehouse on the James River Would Benefit by Deeper Channel  
This, With Deep Water Terminal, Figure in City's Plans to Attract Bigger Ships

***Revival of the Once Busy Port of Richmond  
Is Envisioned in Project to Deepen River***

Intermediate Terminal #1 shown in article regarding the need for a deepened river to maintain shipping volume. Source: October 2, 1949, Richmond Times Dispatch



Dredging of the James River, as shown in this 1936 photograph, was repeatedly required to accommodate larger ships. Source: November 22, 1936, Richmond Times Dispatch

On July 21, 1939, a year after Intermediate Terminal #3 was completed, the City of Richmond applied for a building permit to build the Deepwater Terminal four miles south of the Intermediate Terminal. The federal government agreed to dredge the James River, creating a channel 25 feet deep, and the city agreed to operate the Intermediate and Deepwater Terminals.

JUL 22 1939

Fee Paid \$ 437<sup>00</sup> Department of Public Safety  
 BUREAU OF BUILDING INSPECTION OFFICE  
 H. P. BECK, Building Inspector Chief of Bureau of Bld'g Inspection

## APPLICATION FOR A PERMIT TO BUILD

(Fill out with pen and ink)

To the Building Inspector: RICHMOND, VA. July 21st. 39

The undersigned owner hereby applies for a permit to build according to the following specifications and also agrees to complete this work in full conformity with the Richmond Building Code and all other regulations governing such work. Before this application is filed with the Building Inspector, the Builder or Owner must apply to the Department of Public Works for the established lines and grades of streets and alleys and house number. Should any Building project into the Street, the Owner will be required to remove any or all encroachments beyond the Street Lines.

1. What is the owner's name? City of Richmond Address 217 Governor Street
2. What is the architect's name? Department of Public Works Address 217 Governor Street
3. What is the builder's name? Delmar Construction Co. Address 112 South 16th Str. Philadelphia, Pa.
4. Show location of proposed structure on back of this sheet.
5. What is the street and number of the house? Deep Water Terminal
6. Between what Streets?
7. Is the house to be occupied by white or colored people?
8. State how many buildings to be erected 2 Ware Houses on James River Summit.
9. Number of stories in height one; Material Reinforced Concrete
10. Size of lot—Front.....; rear.....; depth.....
11. Size of main building—Width of front 130'0; No. of feet deep 800'; No. of feet high 26'
12. Size of outhouse—No. of feet wide.....; No. of feet long.....; No. of feet high.....
13. What is the purpose of the building? Warehouse If a dwelling, for how many families?
14. Will there be a store in the lower story? No Nature of business to be conducted Storage
15. Will the building be erected on solid or filled land? Fill; Material of foundations Fill 11105 Concrete
16. Thickness external walls—To first floor level 8"; 1st story.....; 2nd story.....; 3rd story.....  
 4th story.....; 5th story.....; 6th story.....; 7th story.....; 8th story.....; 9th story.....
17. Thickness of party walls—To first floor level..... 1st story.....; 2nd story.....; 3rd story.....  
 4th story.....; 5th story.....; 6th story.....; 7th story.....; 8th story.....; 9th story.....
18. Will the roof be flat, pitch, mansard? Shell; material of roofing Slag; access to roof.....
19. Will there be any projections beyond the street lines? No; Have they been authorized? Yes
20. How will the building be heated? No; Will the building be wired for electric lighting or power?
21. What is the height of first floor above sidewalk? 4'; Distance of building from the Street Line.....
22. What is the estimated cost of improvement? \$ 433,900.00

N. B.—No projection of any kind, viz: vault, araway, step, cellar, door, balconies, bay windows, oriels, marquees, tower projections, etc., which may be beyond the street line is included or authorized in the permit under this application. I or we hereby covenant to restore any and all damages to city sidewalks, streets, alleys, sewers, gas mains, water mains, and electric installations which may result from this work. I also certify that my state capitation tax for 19..... has been paid.

APPROVED Aug 29 1939

Under the provisions of Building Code ordinances adopted January 13th, 1922. The issuance of this permit does not relieve the owner, Architect, or Contractor of any responsibility whatever COMMISSIONER OF THE REVENUE'S CERTIFICATE

Signature of Owner Dept. Public Works, City of Richmond  
 Address 217 Governor St by T. H. Oakhill

Signature of Applicant Delmar Construction Co.  
 Address 112 South 16th Str. Philadelphia, Pa.

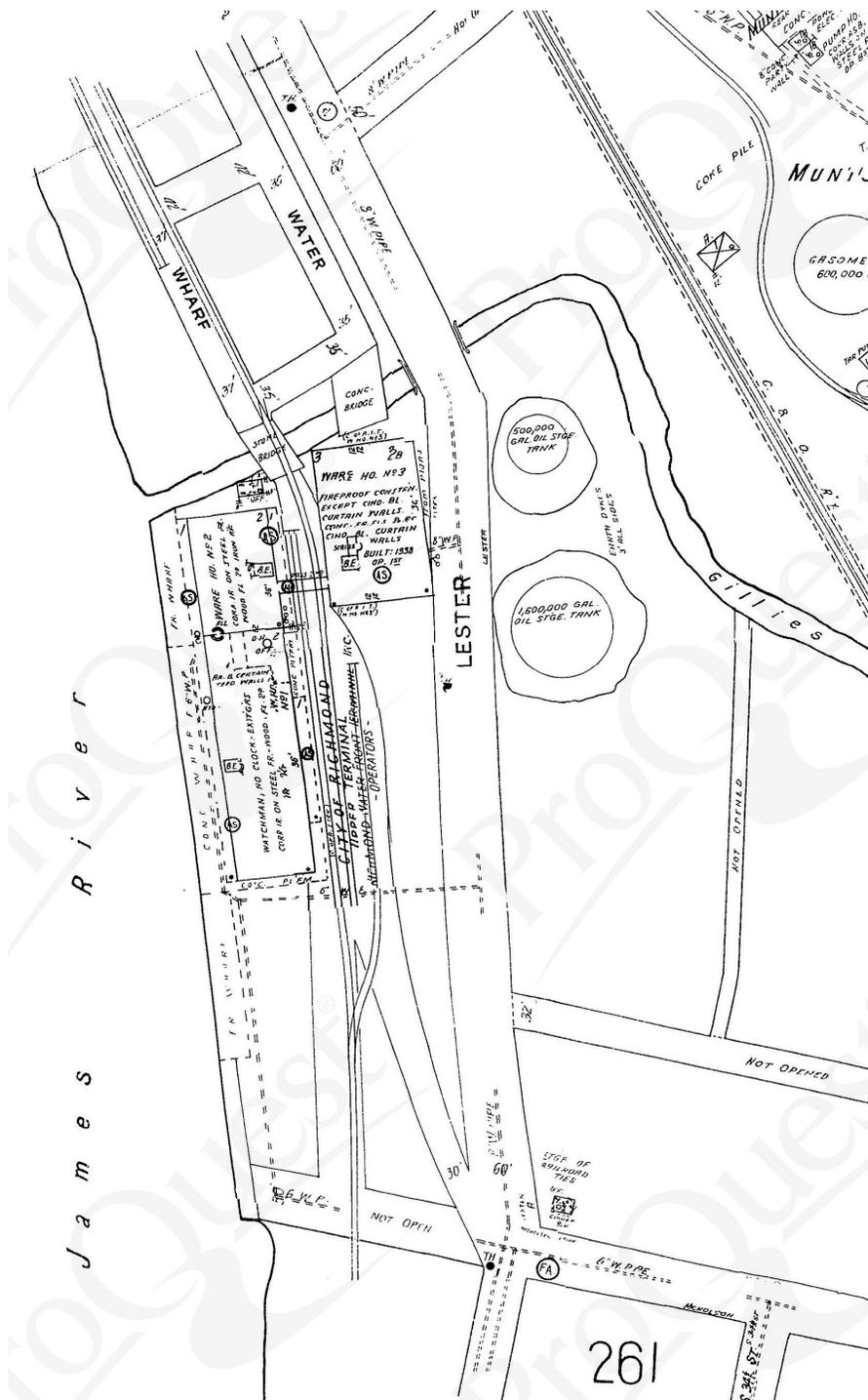
..... is the owner of the real estate

.....  
 Commissioner of Revenue.

Two copies of the specifications and applicable blue or black print copies of the plans and plot plan must accompany this application.

Note: At the beginning of work under this permit the Owner or Contractor must provide and place in a conspicuous place in front of the premises a wooden sign 12 x 18 inches, painted white with black letters. HOUSE NO. ....

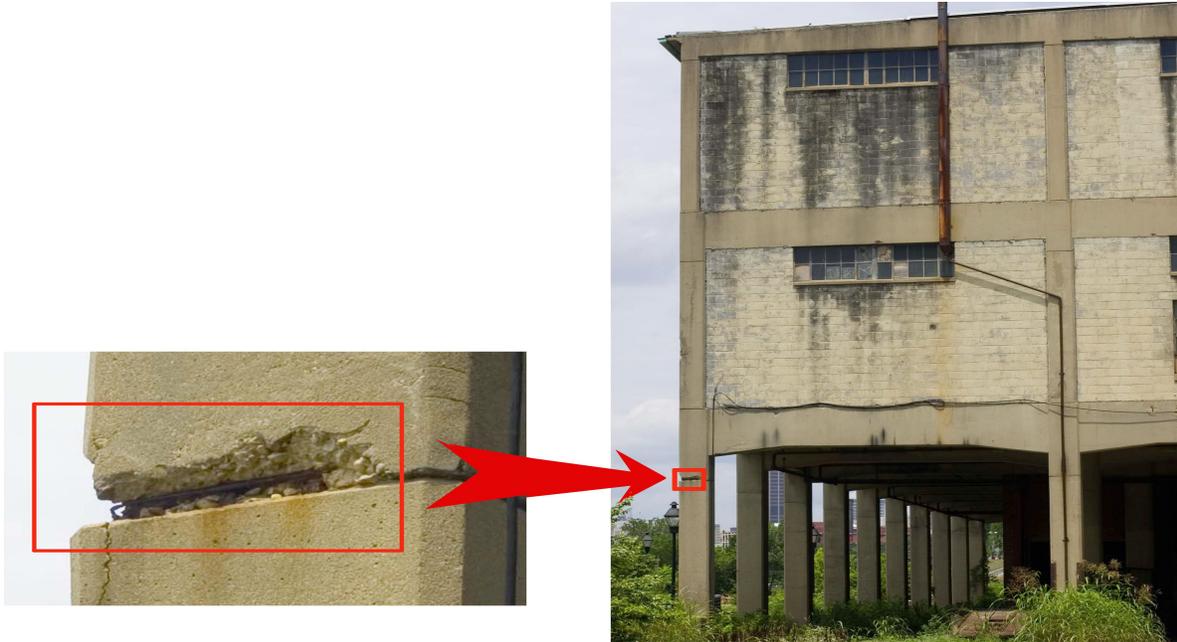
The 1950 Sanborn Insurance map illustrates the Intermediate Terminal in detail. Warehouse No. 3, built in 1938, is noted to be fireproof except for the cinder block curtain walls. (It is unknown why cinder blocks were considered to be flammable.) There is a rail line running to the west of Terminal #3, and the elevated bridge is shown that connected Warehouse #2 and #3.



Source: Library of Virginia

As previously noted, the building permit, the plan specifications, and the blueprint drawings for Terminal #3 all indicated that reinforced concrete was the construction material. The steel reinforcing bars are visible today on several portions of the building.

South elevation of Intermediate Terminal #3:



Loading platform:



The steel reinforcing bars are visible today on several portions of Terminal #3 (cont.)

East elevation of Intermediate Terminal #3:



South elevation of Intermediate Terminal #3:



Intermediate Terminal #3 is structurally sound and massively constructed to hold many tons of commodities, such as sugar. (A recent press report suggesting that the building could not hold the comparatively small weight of a HVAC system is ludicrous.)



View from under Intermediate Terminal #3 shows the monumental reinforced concrete beams and piers that were designed to provide prodigious support for tons of commodities stored in the warehouse.



Intermediate Terminal #3 was connected to Terminal #2 by a covered elevated bridge. This elevated bridge was removed in 2007 when Terminal #2 was demolished, and the resulting aperture in Terminal #3 was appropriately filled with cinder blocks.



1978 photograph of the Intermediate Terminal (with covered elevated bridge highlighted). Source: VCU Archives



New cinder blocks are visible on the west elevation of Intermediate Terminal #3 where the elevated covered bridge connecting the building with Terminal #2 was originally located. The elevated bridge was removed when Terminal #2 was demolished in 2007.

As previously noted, a distinctive feature of 1938 Intermediate Terminal #3 is that it was one of the first commercial buildings constructed in Richmond on piers to protect from flooding of the James River. This 1979 photograph illustrates the success and importance of this architectural innovation in Richmond. The first floor of Terminal #1 (on the left) is flooded; Intermediate Terminal #3 (highlighted) is spared water damage.



Intermediate Terminal #3 (highlighted) in 1979 flood. Source: VCU Archives



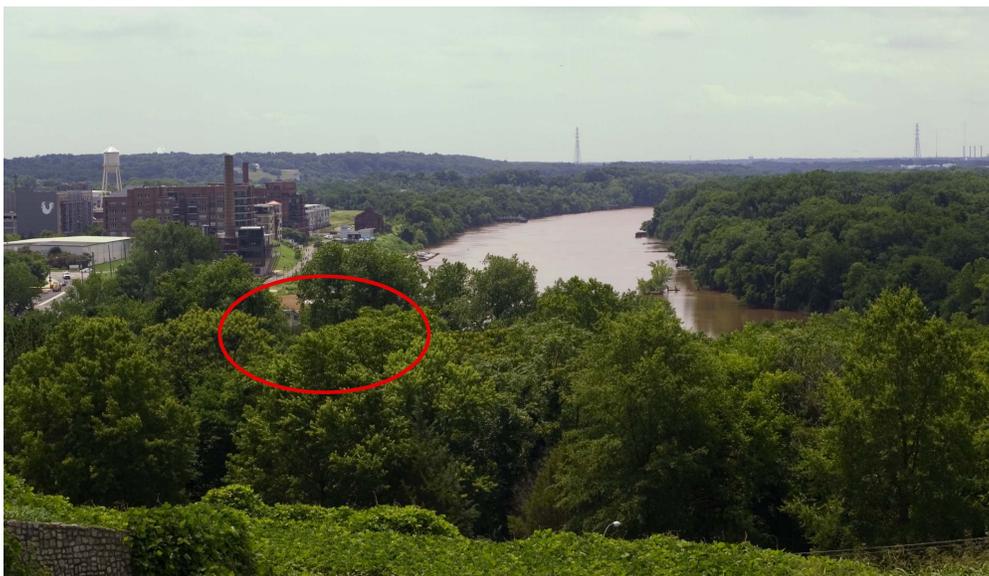
Intermediate Terminal #3 (detail) above water during 1979 flood. The elevated bridge connecting Terminal #1 and #3 is also visible. Source: VCU Archives

The Section 106 review of Terminal #3 should give careful consideration to the important viewshed where the building is located. It is believed that Richmond was named for Richmond upon Thames because the view from Libby Hill bore a remarkable resemblance to a view found in that English city.

As highlighted in the photographs below, a desirable feature of Terminal #3 is that it is a low-rise building hidden by summer foliage when viewed from Libby Hill. All care should be taken that the building is not excessively illuminated on the east and north sides to protect the tranquility of the important view.



Source: Official Tourism Travel Blog, Commonwealth of Virginia



The Intermediate Terminal #3 is not visible from Libby Hill during the summer months.

Intermediate Terminals #1 and #2 were demolished in 2007, according to City of Richmond assessor's data. It is unknown why there was no Section 106 review of these demolitions in 2007, but Terminal #3 is left as the rare surviving terminal warehouse.



Demolition of Intermediate Terminals #1 and #2, 2007. Source: WTVR.com

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City of Richmond Real Estate Assessor

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Name: E0000817002 Desc: C01

01  
157.5  
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**C01:27,784 SF Metl Whse demol 2007**

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Richmond City Assessor's Office | 900 E. Broad St, Rm 802 | Richmond, VA 23219 | Phone: (804) 646-7500 | Fax: (804) 646-5686  
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City assessment data indicates that the metal warehouses (Terminal #1 and #2) were demolished in 2007. Source: City of Richmond

This 2006 photograph shows the Intermediate Terminals #1 and #2 shortly before they were demolished in 2007. The Intermediate Terminal #3 is a surviving landmark associated with Richmond's dock and should be preserved to interpret Richmond's rich history as a port city.



Source: Richmond Times Dispatch

## Summary:

- **Intermediate Terminal #3 is a rare resource associated with Richmond's important history as a thriving port on the James River.**
- **The building was completed in 1938 as a New Deal project with federal funding from the Public Works Administration.**
- **The Terminal played an important role in the life of the city as a municipally-owned warehouse for commodities imported (such as sugar from Cuba) and exported (such as tobacco).**
- **The Intermediate Terminal #3 in authentic, unaltered condition as confirmed by the original building blueprints.**
- **The building is structurally sound, built with steel-reinforced concrete as confirmed by the building permit, blueprints, building specifications and visual inspection.**
- **The Intermediate Terminal #3 is one of the first commercial buildings in Richmond built on piers to avoid flooding of the James River.**
- **The building is a low-rise structure that does not adversely impact the important viewshed from Libby Hill.**
- **Intermediate Terminal #3 should be preserved as one of the few surviving landmarks associated with Richmond's port history.**



Intermediate Terminal #3