

ROSIE THE RIVETER / WWII HOME FRONT NATIONAL HISTORICAL PARK

City Council Briefing

NPS Role, Responsibility & Authority
Focus on Shipyard No. 3 & SS Red Oak Victory

City of Richmond, California

BRIEFING OVERVIEW

Key Questions Addressed

- 1** How was the park (including Shipyard No. 3) established as a "partnership park"?
- 2** What are the benefits of Shipyard No. 3 as a National Register District and part of the NHP?
- 3** What does the NPS General Management Plan direct for Shipyard No. 3 and the Red Oak Victory?
- 4** What is NPS' preference for location of the SS Red Oak Victory?
- 5** What is NPS' responsibility and authority regarding properties within the National Historical Park?

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ESTABLISHMENT & COOPERATIVE FRAMEWORK

Key Legislation & Resolutions

FEDERAL LEGISLATIVE FOUNDATION

P.L. 105-355 (1998)

Authorized feasibility study to determine if Richmond's WWII sites warranted National Park designation. Study concluded the collection of historic structures is "nationally significant."

P.L. 106-352 (2000)

Established the Rosie the Riveter/WWII Home Front National Historical Park. Authorizes cooperative agreements; requires GMP be jointly developed with the City. NPS owns no land or buildings.

Key Provisions of P.L. 106-352:

- Establishes the park to preserve nationally significant WWII Home Front resources
- Requires General Management Plan (GMP) to be jointly developed and approved by City
- Authorizes NPS cooperative agreements for interpretation and technical assistance
- Authorizes NPS acquisition from willing sellers: child development centers, worker housing, Kaiser Field Hospital, Fire Station 67A
- Prohibits NPS funds for operation, maintenance, or preservation of SS Red Oak Victory

SHIPYARD NO. 3 HISTORIC PROPERTY DESIGNATIONS

1997

City Council Resolution 203-97

Authorized submittal of Shipyard No. 3 for National Register and California Historic Landmark

2000

National Register of Historic Places

Shipyard No. 3 listed as National Register Historic District (April 2000)

2000

California Historical Landmark #1032

State recognition of shipyard's significance to California and U.S. history

2000

National Historical Park Established

P.L. 106-352 incorporates Shipyard No. 3 as core resource within the park

CITY RESOLUTIONS SUPPORTING PARTNERSHIP

Council actions reinforcing City's commitment to NPS partnership and historic preservation:

Res. 203-97	Dec 1997	Initiated National Register / CA Landmark process for Shipyard No. 3
Res. 129-99	Jul 1999	Committed City to NPS partnership
Res. 46a-00 / 64-00	Mar-Apr 2000	Shipyard 3 development compatible w/ preservation & public access
Res. 61-01	May 2001	City commitment to Red Oak Victory rehabilitation & preservation
Res. 100-07	Sep 2007	Adaptive reuse of Shipyard 3 consistent with GMP; stewardship obligation
Res. 25-09	Apr 2009	City approval of NPS GMP; concurrence with Alternative B
Res. 16-11	Mar 2011	Optimize economic and cultural benefit; ref. to Res. 8-09, 100-07
Res. 73-19	Jul 2019	Approved Cooperative Management Agreement with NPS

General Plan 2030 (Element 15): commits the City to "full development of the National Historical Park" by protecting historic resources, implementing the NPS General Management Plan, and advancing "Shipyard #3 redevelopment" as a designated "catalytic" project.

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BENEFITS OF NATIONAL PARK

Economic, Cultural & Community Value

ECONOMIC BENEFITS

Direct Economic Impacts

- Heritage tourism revenue from Bay Area and national visitors
- Visitor spending at local businesses, restaurants, lodging
- National and international spotlight on Richmond
- Job creation in tourism and hospitality sectors

Secondary Economic Impacts

- Multiplied effect of park spending on local goods and services
- Support for park construction and maintenance services
- Catalyst for adaptive reuse and revitalization projects
- Investment attraction for surrounding areas

\$3.3 million in economic output in local gateway economies
(the sum of the direct and secondary effects)

CULTURAL & COMMUNITY BENEFITS

Historic Preservation

- Protects nationally significant WWII resources
- Preserves only surviving Kaiser shipyard
- Maintains authentic industrial landscape
- Guides compatible development

Community Identity

- Celebrates Richmond's WWII contribution
- Honors diverse workforce stories
- Connects generations to history

Education & Access

- NPS interpretation & programming
- Living history for residents & visitors
- Integration with schools & institutions
- Public waterfront access

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NPS GENERAL MANAGEMENT PLAN DIRECTIVES

Shipyard No. 3 & SS Red Oak Victory (2009)

GMP ALTERNATIVE B (ADOPTED)

Jointly adopted by NPS and City of Richmond (2009)

Core Directives for Shipyard No. 3:

- Defines Shipyard No. 3 as a "Historic Engagement Area"
- Historic structures managed to retain WWII-era appearance
- Visitors can explore WWII sites and structures to experience the scale, diversity, and complexity of the American home front story
- Some interiors rehabilitated to illustrate WWII shipyard uses; others continue contemporary uses
- Balances historic preservation with contemporary port operations
- Historic Engagement Area may be enlarged over 25 years based on needs and Port goals

GMP DIRECTIVES: SS RED OAK VICTORY

Alternative B Direction:

- Retains SS Red Oak Victory at Berth 6A (now Basin 5)
- Highlights the ship's role in conveying scale and significance of wartime shipbuilding
- Ship is central interpretive resource for telling the WWII Home Front story
- Visitors can explore the ship as part of the historic shipyard ensemble

Interpretive Context

The ship is part of a historic ensemble that includes not only the vessel, but the extant structures of Shipyard No. 3 — six buildings (four repurposed and in active use), the graving basins, and the whirley crane. This ensemble conveys the authentic setting of WWII shipbuilding.

4 NPS PREFERENCE FOR RED OAK VICTORY LOCATION

NPS PREFERENCE

Rationale for Maintaining Current Location at Shipyard No. 3

- Ship is part of historic ensemble including extant Shipyard No. 3 structures
- Location provides authentic context — visitors experience a WWII shipyard setting
- Bay Trail and Canal Boulevard extend to southern tip of Shipyard No. 3
- Location offers adequate parking
- Interested in continued pursuit of General Plan Policy NP1.2 (Access to Resources)
 - Support the expansion of transportation options;
 - Prioritize access by public transit, bicycling and walking

NPS Authority on Location:

NPS expressed an interpretive preference for ship location in the park GMP and incorporated in Richmond's General Plan. However, NPS may not direct physical management or relocation — that authority rests with City/RMA as owners.

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NPS RESPONSIBILITY & AUTHORITY

Cooperative Framework Under P.L. 106-352

RESPONSIBILITIES: Shipyard 3, ROV

City of Richmond / Port

- Ownership and primary stewardship of Shipyard No. 3 assets
- Prevent demolition by neglect (Municipal Code 6.02)
- Ensure development compatible with historic preservation
- Maintain public access
- Implement GMP commitments

National Park Service

- Interpretation and education
- Technical assistance on preservation
- Joint planning and review within cooperative agreement framework
- Collaborate with City to implement GMP
- Consulting party for federal undertakings

NPS MAY NOT: spend appropriated funds to operate, maintain, or preserve the ROV

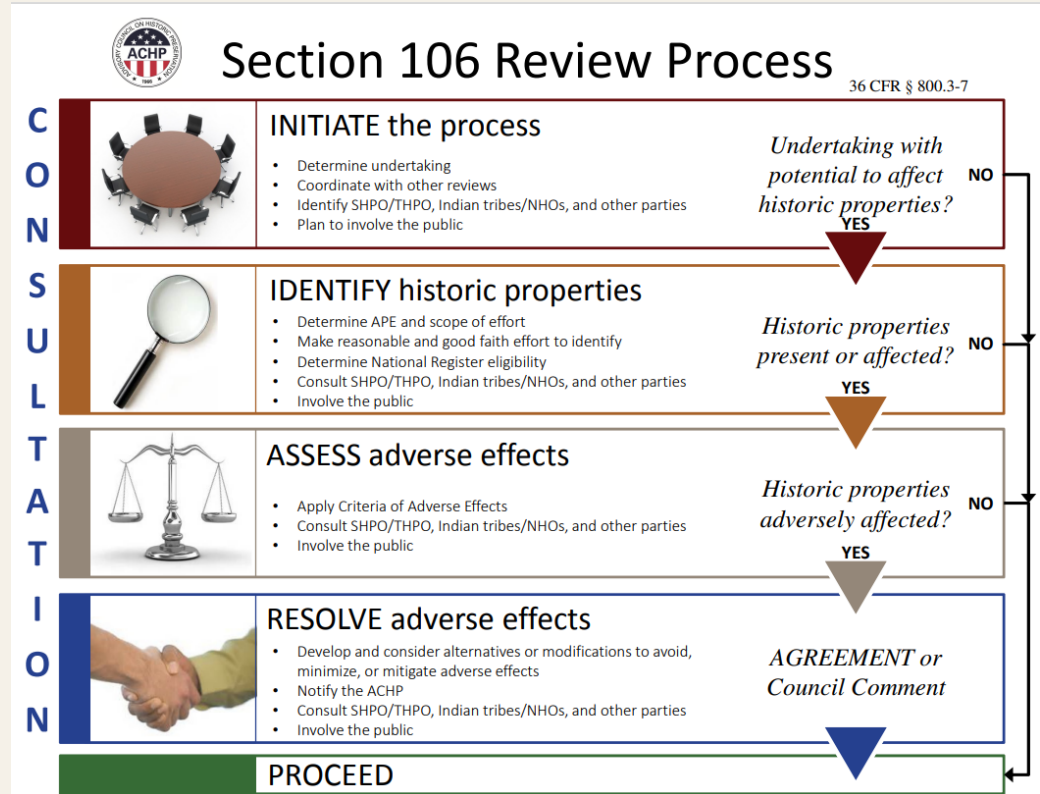
NHPA SECTION 106

When Section 106 Applies

- When a federal “undertaking” is involved (federally- funded, -permitted, -licensed, -approved)
 - Must identify historic properties; assess effects; consult with SHPO, tribes, other parties; and resolve adverse effects

What Section 106 Does NOT Do

- Give NPS regulatory authority over City-owned assets
- Require City/RMA to seek NPS approval for non-federal actions



TOGETHER

- Supporting the stewardship of this nationally significant landscape
- Ensuring the public can experience the WWII Home Front story
- Confirm preservation and access commitments under existing policy
- Evaluate how future actions align with plans and partnership agreements

**AD.1 Contract with Liftech
Consultants for Planning and
Design Services for the Relocation
of the SS Red Oak Victory**

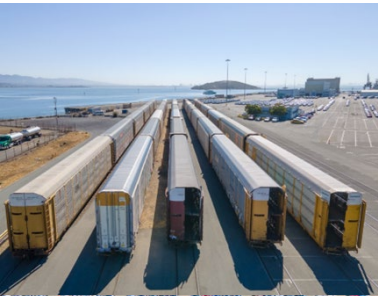
**Charles Gerard
Port Director
April 28, 2026**

Recap of Questions from February 3rd

- Can the Port move the ship without Richmond Museum Association (RMA) consent?
 - Yes, the Port can decide on the ship move.
- RMA is supportive of the study, but are they supportive of moving the ship?
 - Like the Port, RMA wants to understand the cost and effort required (permits, etc.) before making that decision.
- What would the timeline look like to move the ship?
 - Assuming a funding path is identified, approximately five (5) years for planning, permitting, construction, and ship move logistics.

Red Oak Provided: Cost-Benefit Analysis

Annual Revenue Generating Activity	Current Location (2025)	Ford Point Location (Estimate)	Notes or other relevant data...
Visitors	\$21,000	\$400,000 to \$600,000	20,000 to 30,000 for the first 3 years. This is predicated on \$20 a visitor
Store Sales	\$15,000	\$100,000 to \$150,000	Store sales historical average is 25% of Admissions. The ROV currently is at 65%
Community/Private events	\$42,000	\$100,000	Increase due to change of location and increased Marketing
Development/Grants and Fundraising	75,000	\$350,000	Funds from Federal, State, and relevant Foundations, individual donations, and Business entities
TOTALS	\$153,000	\$950,000 to \$1,200,000	These estimates are modeled on Rosie the Riveter Museum attendance whose attendance ranges from 40,000 to 60,000



THANK YOU

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