



Port of Seattle

December 3, 1987

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101 Yesler Way
Seattle, Washington 98104

Reference: Terminal 115 Site Inspection,
Preliminary Assessment Screening--Follow-up Inspection
November 3, 1987

Robert Duffner:

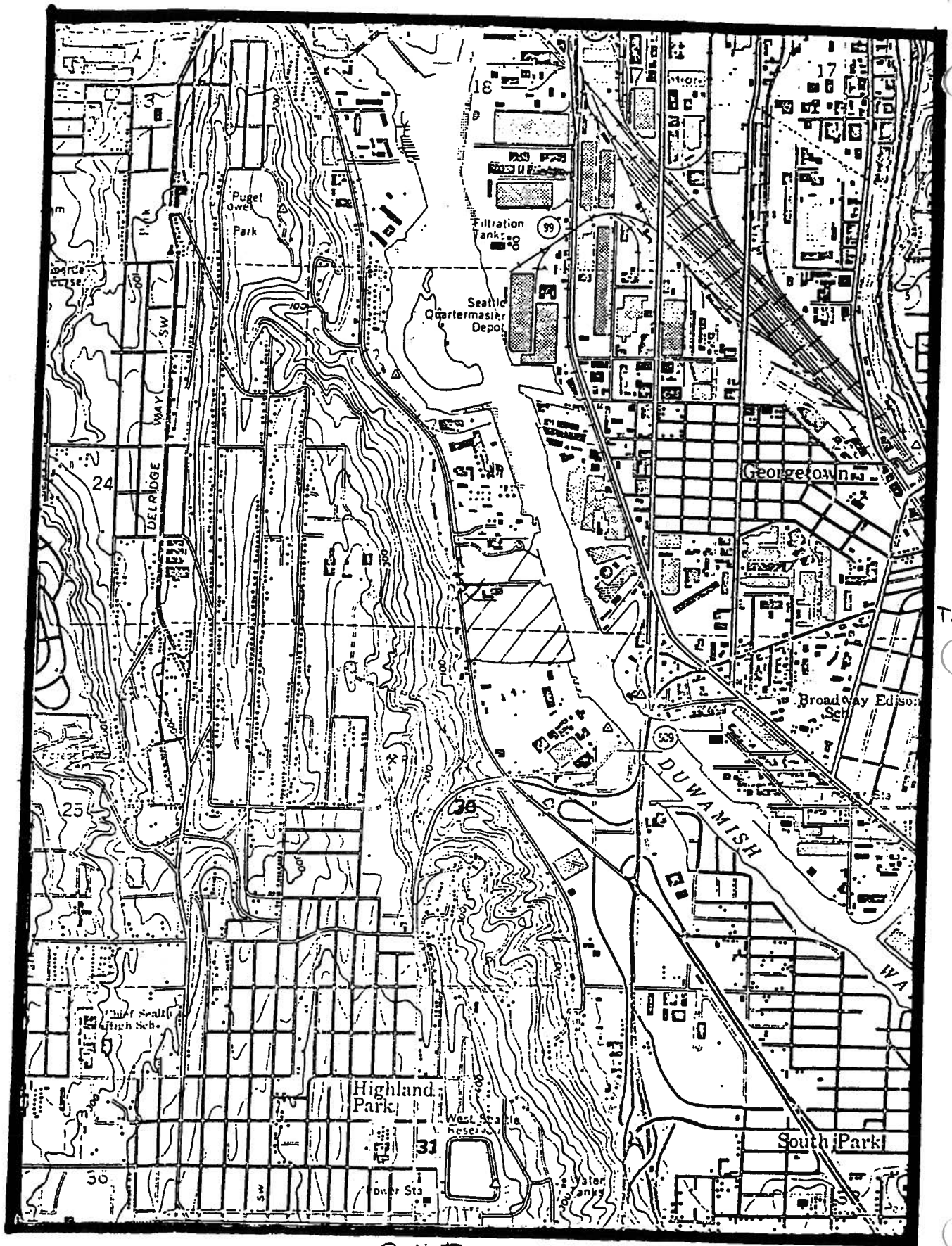
During your inspection of Terminal 115 on November 3, 1987, we discussed several data and information sources, in addition to materials provided during the inspection and included in your project file, that would be of use. Our discussion noted the following additional information needs: (1) plan view drawings indicating present development use at Terminal 115 and recent construction, (2) documentation of past alteration of the site, and (3) information describing historic land uses and development activities at the Terminal 115 site, including a list of tenants using Port facilities at Terminal 115 since its construction. The following presents data and information available to the Port concerning these items.

(1) Terminal 115, plan view drawings

Enclosed are two plan view drawings indicating present development at Terminal 115.

Drawing MF-28: This sheet describes existing development on the south portion of the terminal. Note that buildings A-6 and C-4 are used for office space and seafood processing, respectively. The structures labeled tenant buildings at the southeast corner of the terminal are vacant at present.

Drawing MF-29: This sheet depicts present development on the north half of the terminal. Note that all the buildings identified are occupied and in use for cargo handling and shipping activities, excepting buildings C-1 and C-2 which are vacant at present.



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Terminal 115

The total upland area at Terminal 115 is approximately 95 acres, with an additional 2.8 acres of pier structure and 1.7 acres of aquatic area controlled by the Port.

(2) Past alteration of the terminal area

Enclosed are photocopies of materials describing the development of the Terminal 115 site.

Item 1: Copy of a U.S. Geological Survey map prepared in 1980, indicating the historic course of the Duwamish River and the location of the present river channel. Note that the area occupied by Terminal 115 was formerly the main channel of the river, with the river following the present alignment of West Marginal Way Southwest at the west margin of Terminal 115 before extensive dredging and filling of adjacent areas.

Item 2: Photograph dated 1932 (oriented south) depicting navigational improvements in the Duwamish Waterway. Note that the "Boeing Airplane" site is the location of Boeing Plant Number One (attached is a print indicating the Boeing facility layout--the principal structures were in place by the early 1930s). The area north of the Boeing plant remains intertidal wetland, with the former primary channel of the river on the west margin of the remaining marsh area and the new navigation channel on the east. Note that the cement plant is not present at the north margin of the area.

Item 3: Early 1963 photograph (oriented east) indicating the Boeing plant at the south margin of the present terminal site. McLaughlin's Slough, a vestige of the former river channel, separates the Boeing site from landfill operations in the remaining intertidal marsh areas. The foreground shows the Seattle Ready-Mix (Greystone Division) plant and a lumber storage yard adjacent to the north. Note that the meander of the former river channel (in the vicinity of West Marginal Way Southwest) is entirely filled.

Item 4: Late 1963 photograph (oriented north) depicting the remaining intertidal area at the site being filled with hydraulic dredged material. The diked areas are dewatering basins constructed to receive sediments dredged from the Duwamish channel. The dredged material disposal areas were later covered with several feet of clean, select fill material brought to the site via barge. The light colored area separating the dredged material disposal sites is cement kiln materials imported to the Terminal 115 construction site for use as fill material. Note the M and T Chemical Company is present at the north margin of the present Terminal 115 site. The M and T Chemical Company "sludge" de-watering basin is visible east of the company's building.

Item 5: 1964 photograph (oriented north) illustrating additional landfill. Note the fill area adjacent to M and T Chemical has been extended and the first "lifts" of dredged material in the center of the future terminal area have dewatered. The cement batch plant and the lumber yard remain at the site.

Item 6: 1965 photograph (oriented north) indicating fill and dredging at the north end of the site. Two open sludge ponds are visible at M and T Chemicals.

Item 7: 1966 photograph (oriented southeast) showing a containment dike under construction at Terminal 115. The area between the dike and the existing west shoreline was elevated with select fill. Note that dredged material (two dredged material disposal pond cells) is being used to elevate a parcel of shoreline area west of M and T Chemicals. The Boeing plant is still in place, bordered on the north by the remaining aquatic area of McLaughlin's Slough.

Item 8: 1972 photograph (oriented south) indicating the finished fill area at Terminal 115. Note that the ready-mix cement plant and the lumber yard have been removed in order to construct the terminal area. The Boeing facility remains in operation and fill has been placed southeast of the Boeing area in order to expand upland area for development use.

Item 9: Photograph from 1975 (oriented north) indicating new warehouse construction at Terminal 115. Note the Boeing plant has been demolished, excepting the administration building (constructed in 1929).

Item 10: Another 1975 photograph (oriented north) depicting the terminal yard area. Note the open pit area just north of Southwest Michigan Street, approximately 300 feet east of West Marginal Way Southwest. This is a remnant of McLaughlin's Slough. A storm drain is under construction to provide discharge from this area and area southwest of the site to the Duwamish Waterway near the present barge loading dock area.

In summary, this series of photographs indicates the development of uplands at Terminal 115 from fill material placed in former intertidal area of the Duwamish River.

(3) Past land uses at the Terminal 115 Site

North Portion: As indicated in (2) above, the north area of the terminal was developed from placement of fill material, beginning with intensive filling in the early 1960s. M and T Chemical Company occupied the north margin of the site in the early 1950s. The Port purchased the M and T site concurrent with development of the terminal area in 1965. The MRI metal recycling operation now occupies the M and T Chemical Company site and continues operations begun by M and T. The remainder of this portion of Terminal 115 has been used as a marine terminal area for marshalling and shipping of cargo since its development. Item 8 (photo discussed above) illustrates the early use of the area for cargo handling, including containerized shipments, import automobiles, and steel and lumber shipments.

Central Portion: As with the north area of the terminal, this portion of the site was developed from tidelands in the mid 1960s. The west margin of the terminal was occupied by a lumber shipment firm and a ready-mix cement plant prior to purchase of the area by the Port during consolidation of Port ownership at Terminal 115. The upland area has been the site of marine cargo shipment since its development, beginning in 1966.

South Portion: The principal use at the south end of Terminal 115 was the former Boeing Plant Number One. The Port acquired the Boeing site in the mid 1960s and completed demolition at the site in 1975. Select fill was imported to the site to match elevations with the terminal area to the north. The Port constructed a 210,000 square foot seafood processing facility (Building C-4, drawing MF-28) on area formerly occupied by the Boeing plant in 1976-1977. The Port also acquired area northeast of the intersection of South Road and West Marginal Way Southwest in 1965. Buildings at the site remain from the purchase of the area (identified as Buildings A-4, W-4, and M-2 on drawing MF-29). The site was formerly used as a small scale aluminum smelter and recycling plant, receiving aluminum wastes and packaging materials and producing molded ingots for re-use.

In summary, since its development Terminal 115 has been used as an operating marine cargo facility since its development in 1965-1966. An operating terminal remains open to movement of a variety of general cargo on a short-notice basis. In addition, the Port has leased portions of the terminal for the following uses:

- (1) Auto importing: During the period 1967 to 1977, using a variable amount of upland area for interim storage and preparation of imported autos for shipment inland. Note that Buildings C-1 and C-2, indicated on drawing MF-29, were constructed for this purpose. Autos are not received at Terminal 115 at present; however, a small number of domestic vehicles are stored at the terminal for loading to rail cars and subsequent barge shipment to Alaska.
- (2) Barge cargo handling: Beginning in 1967 and continuing to the present, approximately 14 acres at the southeast corner of the terminal have been used for transshipment of barge cargo. Two barge shipment companies have used this area for receiving, packing, and loading barge cargo (including piers A, B, and C, container freight building W-1, Maintenance Building M-2, and Office Building A-3, refer to Drawing MF-29).
- (3) Shipment packing: Area at the southwest margin of the terminal, buildings A-4, W-4, and M-2, has been used since 1967 for cargo packaging, crating, and container loading. Note that these buildings were the site of a metal recycling use prior to acquisition by the Port. Following purchase of the area, the site has not been metal recycling activities.

Please contact me at 728-3194, if you require additional data or information.

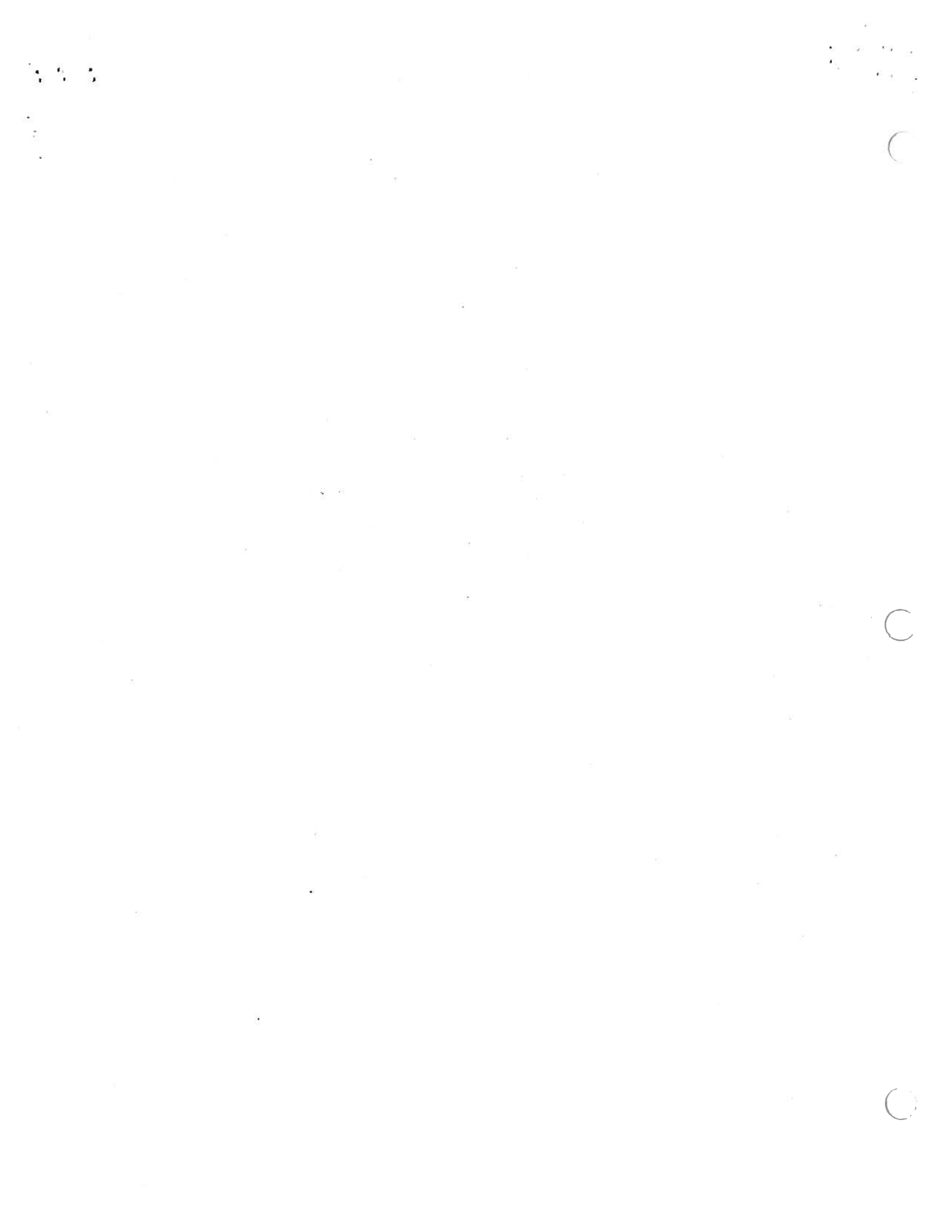
George Blomberg

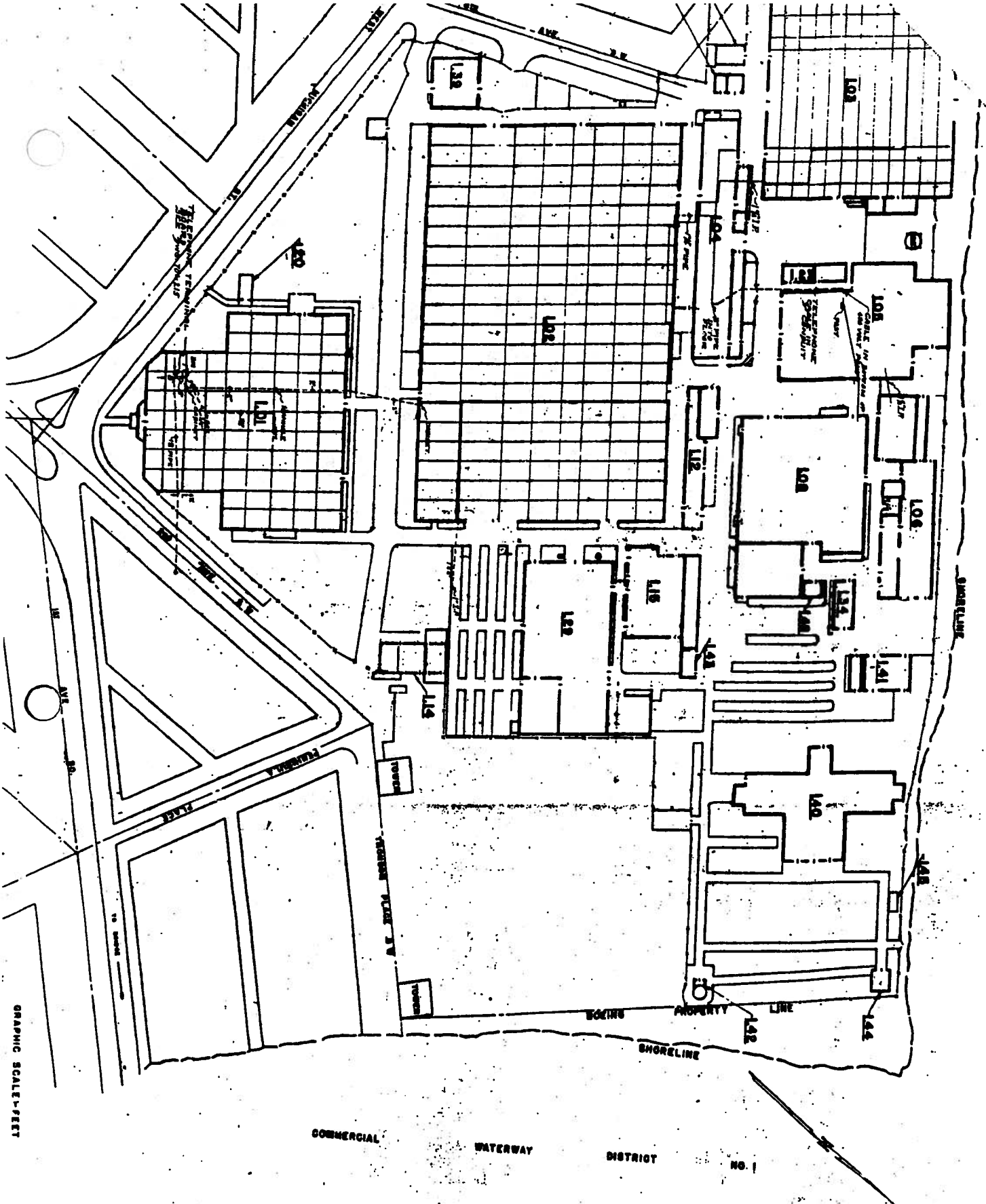
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UNITED STATES GEOLOGICAL SURVEY
WASHINGTON, D.C.

From: Department of the Interior
U.S. Geological Survey
"Historical Changes of Shoreline and
Wetland at Duwamish River and Elliott
Bay, Washington"
Hydrologic Investigations
Atlas HA-617 (Sheet 7) 1980







TURNING BASIN

SHORELINE

PROPERTY LINE

COMMERCIAL WATERWAY DISTRICT NO. 1

GRAPHIC SCALE- FEET

NO. 117

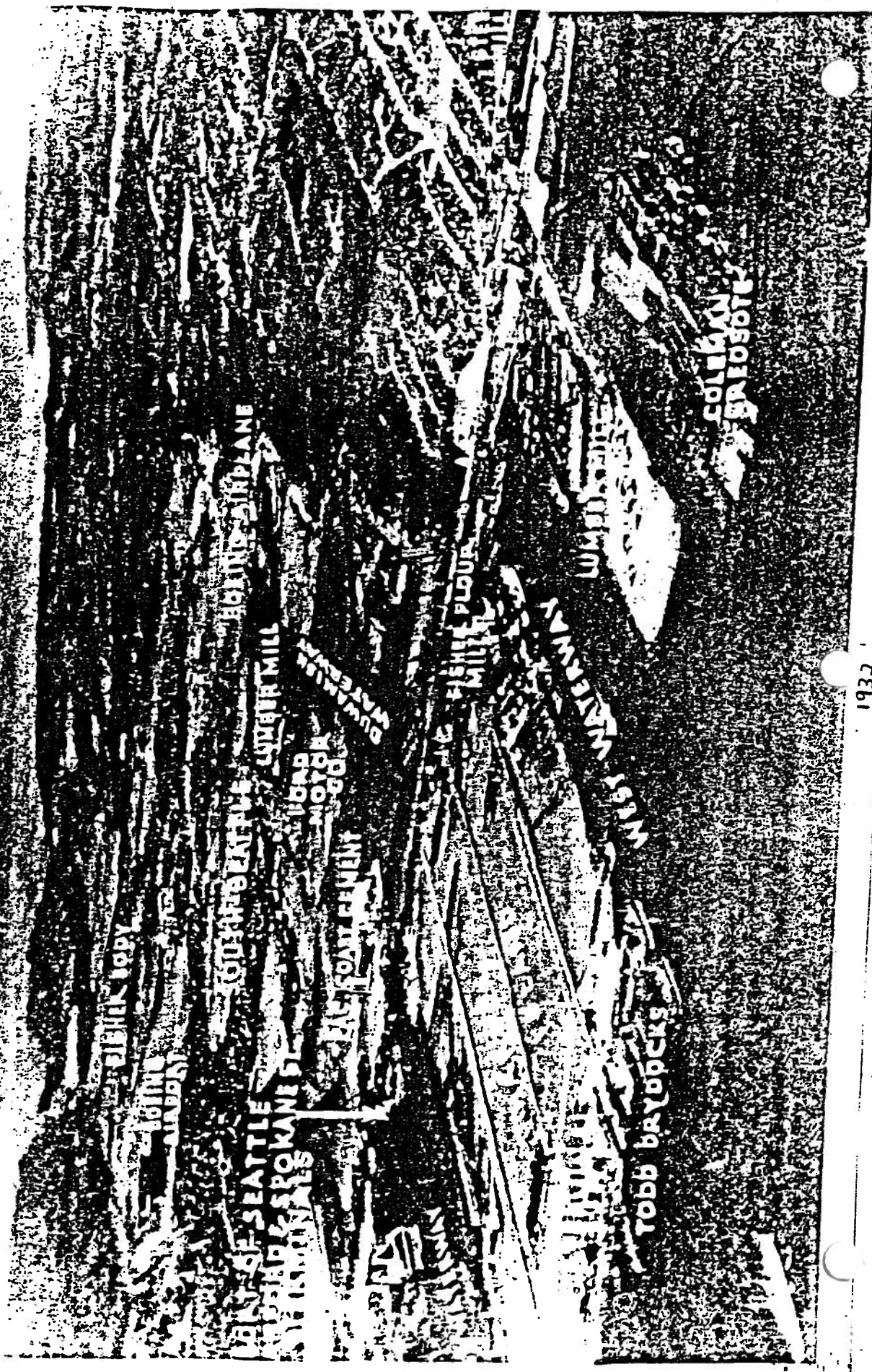
BUILD

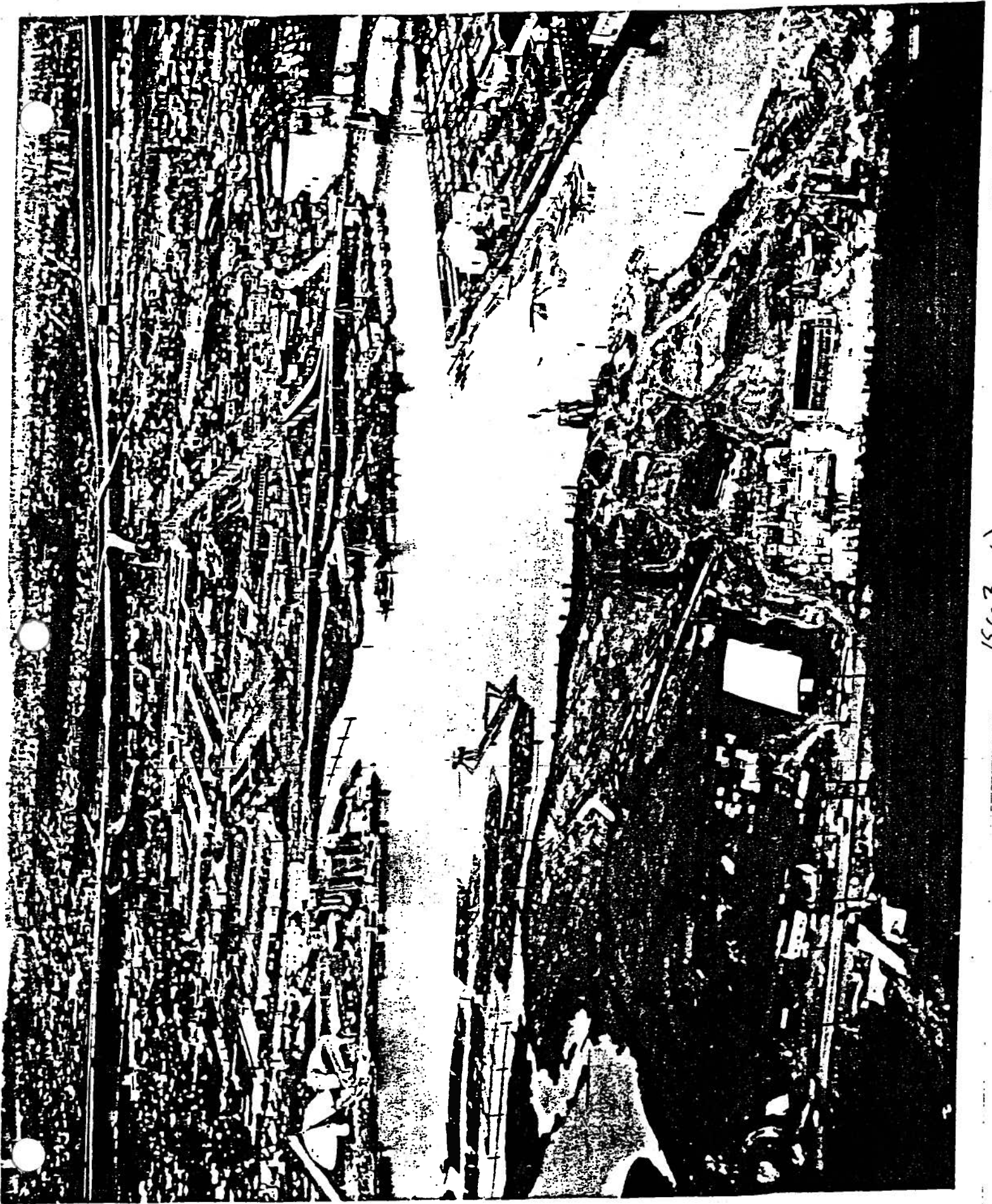
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- 1.02 MAIN FACTO
- 1.03 ASSEMBLY B
- 1.04 FINISHING &
- 1.05 MAINTENAN
- 1.06 STRUCTURA
- 1.08 OLD ASSEW
- 1.12 PARTS STO
- 1.14 TIME OFFIC
- 1.16 HEAT TREA
- 1.20 SONIC TEST
- 1.23 PAINT STOR
- 1.25 MAINTENAN
- 1.29 HAMMER SH
- 1.32 MAINTENANI
- 1.34 TEST BUILD
- 1.39 COMPRESSOI
- 1.40 STATIC TES
- 1.41 TEST SHED
- 1.42 INCINERATO
- 1.43 TOILET BUI
- 1.44 SAND GLAS
- 1.45 ACID TEST
- 1.48 TEST SHED

REFERENCE
NO. 117-118 PLAN ALSO
TELEPHONE CALL

NOTE: 3 BROWN
SOLID LINES IN THE OPEN
DASH LINES IN UNDERGROUND

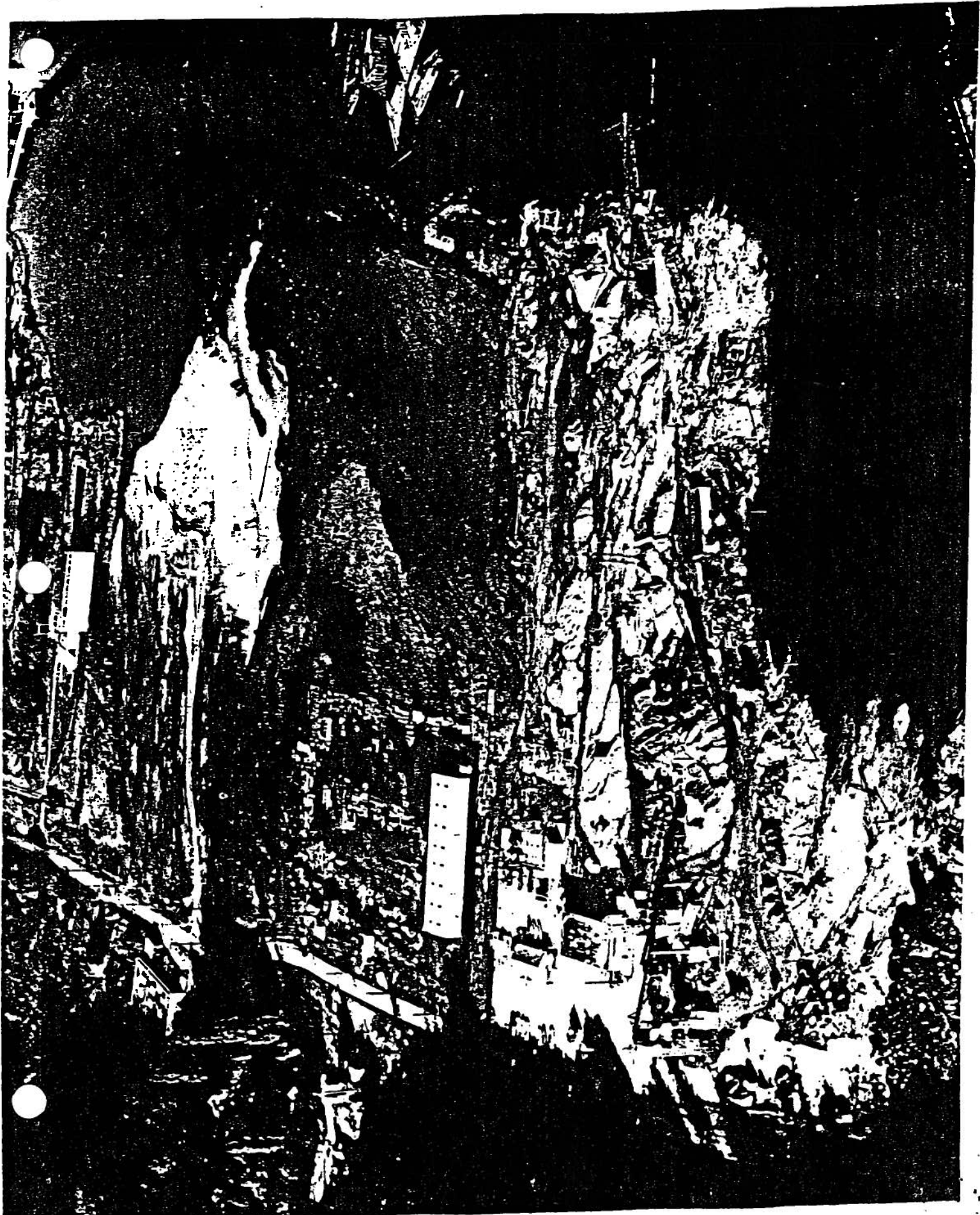
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2	W. H. HARRIS	DESIGNED
3	W. H. HARRIS	DESIGNED
4	W. H. HARRIS	DESIGNED
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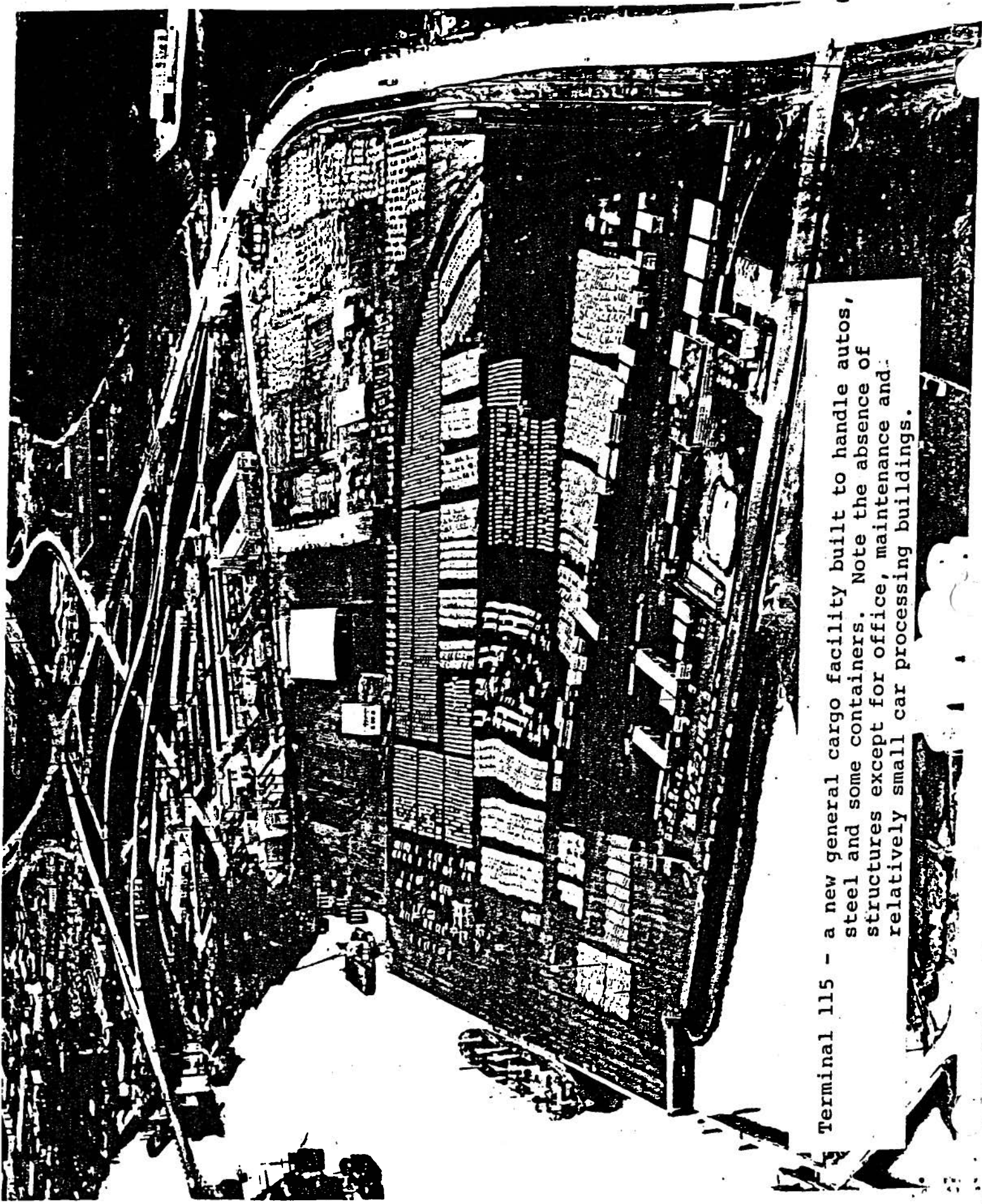
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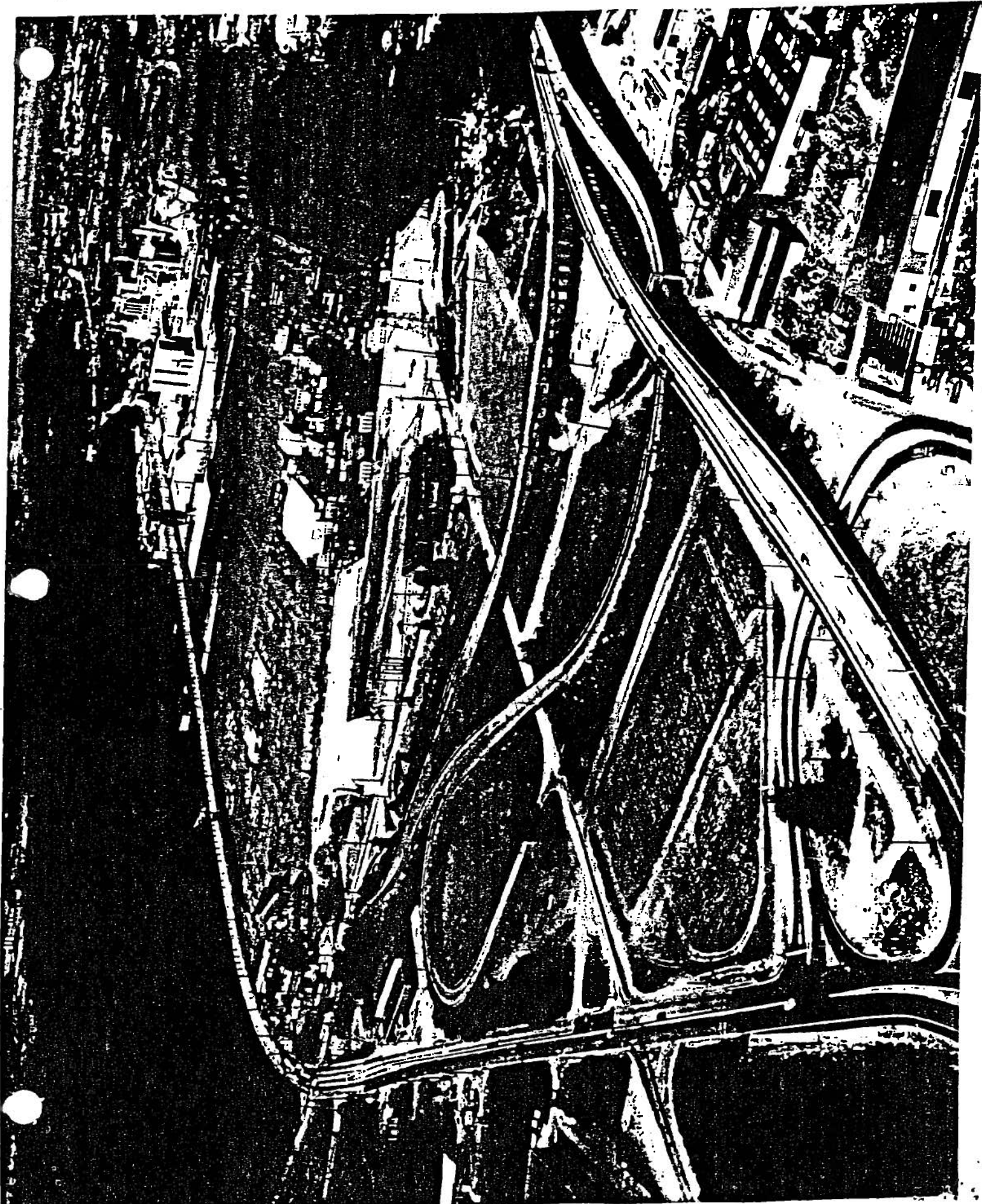


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Terminal 115 - a new general cargo facility built to handle autos, steel and some containers. Note the absence of structures except for office, maintenance and relatively small car processing buildings.



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