

# **APPENDIX B**

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**APPENDIX B-1**  
**Lower Duwamish Waterway**  
**RM 0.9-1.0 East (Slip 1)**  
**Historical Aerial Photograph Review**

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# **Appendix B**

## **Lower Duwamish Waterway**

### **RM 0.9-1.0 East (Slip 1)**

#### **Historical Aerial Photograph Review**

In an effort to more thoroughly understand and evaluate historical facility operations and development in the RM 0.9-1.0 East (Slip 1) source control area, SAIC reviewed historical aerial photographs from 1936 to 2004. At a minimum, these photographs represent conditions of roughly each decade. Additional photographs are available; however, if during a cursory assessment there were no apparent changes, photographs less than a decade apart were not included in this summary. The aerial photographs for the years 1936, 1946, 1956, 1969, 1977, 1990, 1999, and 2004 are described below.

#### **1936**

Slip 1 is already well defined and appears similar to the current size and shape. There is a floating pier or barge located along the eastern edge of the slip. A narrow dock extends at a northwestern angle from the southeast corner of the slip. Although it cannot be verified from the photo alone, it is possible that there is already a wharf constructed around the wetted edge of the slip as indicated by the straight, seemingly sharp edges of the slip and associated shadowing. A large building is present on the wharf along the north shore of Slip 1 (Building 1201).

The area north of Slip 1 (Federal Center South) was relatively undeveloped with the western side of the property remaining as floodplains and/or grassland. The eastern portion of the property has a large warehouse type building, assumed to be the Ford Motor Company Assembly Plant (Building 1201), and a smaller building to the south (Building 1206, the former Ford Oil House, currently housing the U.S. Department of the Interior [DOI] Bureau of Indian Affairs[BIA]).

Along the east side of the slip a building (currently referred to as Snopac) had already been constructed in its current day profile.

The property south of Slip 1 (currently referred to as the Manson property) appears to have been historically used as a lumber yard and associated storage for building materials as observed in the photo. The east shore of the LDW just south of Slip 1 was used as a temporary storage area for felled timber and might have been associated with the activity on the Manson property.

There appears to be relatively little use of the LDW for moorage or waterway use as the entire area is comparatively undeveloped and maintained in its natural state.

#### **1946**

This photograph documents the increased development taking place along the LDW. The initial stages of a large wharf construction (or reconstruction) project taking place along

the south side of Slip 1, adjacent to the northern edge of the Manson property, is visible. A small land mass, possibly fill, is located to the north of the construction wharf. The narrow dock extending out into the slip in a northwestern angle has been removed and it appears that a wider dock has been constructed over the east side of Slip 1, as indicated from increased distance between the Snopac building and associated shadowing. Several small boats or barges are stored in the southeastern corner of the slip, adjacent to the wider dock. The northern edge of the slip served as moorage for a large freighter-type boat.

The Federal Center South Property, underwent significant development. The area located to the west which was previously floodplains and/or grassland was developed into a large warehouse (currently identified as Building 1202). A long, narrow building (currently identified as building 1203) had been constructed to the west of the warehouse. A building located to the north of the Ford Assembly plant had been constructed and the northeast corner was developed into several smaller buildings with adjacent parking.

The Snopac property to the east of slip 1 underwent relatively little change with the exception of the aforementioned overwater dock development between the building and the slip.

The property located to the south (Manson) appears to be vacant and entirely related to the wharf construction process.

Both sides of the LDW shoreline, to the north of Slip 1, were observed having an increased amount of stored felled timber.

## **1956**

The southern wharf construction project had been completed. There appears to be a ramp extending off the wharf out into the LDW which may have served to load/unload barges and/or ships. It seems that there was a shift in the function of the slip towards increased industrial-type use. Unidentifiable barges or boats are moored along the eastern and southern edge of the slip and the south east tip of the slip appears to be filled in or covered by a pier.

A second, long narrow building has been constructed south of building 1203, otherwise the Federal Center South parcel appears to be unchanged.

The Snopac facility remained unchanged apart from what could possibly be the development of a long narrow building along the west side.

The Manson property to the south of the slip appears to serve as a more industrial type storage lot for cargo and/or equipment. A building was constructed on the east side of the property.

Both sides of the LDW shoreline, to the north of Slip 1, continue to serve as storage for felled timber.

## **1969**

What appears to be a narrow pier extending over half the length of the slip from roughly the middle of the east side in a westerly direction had been constructed. In addition, the north east corner of the slip appears to have undergone additional small boat slip and dock construction. A large barge is moored on the southern wharf as well as other miscellaneous barges and boats, including what appears to be a crane.

The Federal Center South facility underwent an expansion in the northwest corner which served as a parking area. A water tower was built in the southeast corner of the property.

The Snopac property underwent the construction of a building in the northwest corner of the property.

The Manson property remains unchanged; however, there is increased storage of industrial type equipment and material on the wharf, which extends out over the south side of Slip 1.

Both sides of the LDW shoreline, to the north of Slip 1, continue to serve as storage for felled timber.

## **1977**

Slip 1 served as moorage for more large freighters and barges and the small boat dock had been removed from the northeast corner.

A square building located on the Federal Center South property, to the north of the former Ford Assembly plant, appears to be undergoing demolition. The water tower located in the south east corner had also been removed.

The building located in the northwest corner of the Snopac parcel has been removed.

Several small out buildings to the west of the initial building have been added at the Manson parcel.

Both sides of the LDW shoreline, to the north of Slip 1, continue to serve as storage for felled timber.

## **1990**

A small dock located in the northeast corner was constructed paralleling the east edge of the slip.

The property to the north (Federal Center South) remained unchanged.

The dock on the east side of Slip 1 adjacent to the Snopac property appears to be in serious disrepair and/or stages of demolition and the lot seems to be vacant with no apparent activity taking place.

The Manson property remains unchanged; however, several more large barges and cranes are present along the south side of the slip.

The LDW appears to no longer serve as storage for felled timber and has undergone considerable development of the shoreline on both sides through the extent of the available photo.

## **1999**

Little change has taken place within Slip 1.

At the Federal Center South facility, the southern-most long narrow building located west of the building 1202 has been removed. In addition, all buildings in the northeast corner were removed and serve as parking.

The building on the Snopac parcel appears to once again be occupied by an unknown type or business.

Activities at Manson parcel appear to remain the same.

The nature and extent of activities along the LDW appear to have attracted various large barges and ships which are moored on both sides of the river.

## **2004**

Slip 1 remains dominated by barges that appear to be associated with Manson construction. The slip itself has undergone no significant changes.

At the Federal Center South no discernible changes have taken place.

The dock to the west of the Snopac property still appears to be in disrepair and is likely unusable.

Activities at Manson appear to remain the same with the addition of more large barges moored within Slip 1.

Activities along the LDW continue to attract numerous large barges and ships.