The City of Seattle

Landmarks Preservation Board

700 Fifth Avenue • Suite 1700 • Seattle, Washington 98104 • (206) 684-0228

Landmark Nomination Form

Name: SPU South Transfer Station

Year Built: 1966

Street and Number: 8100 Second Avenue South

Assessor's File No.: 7328400005

Block: 6 & portions block 7, 17, 18

Plat Name: River Park 1st Addition

Lot: All

Legal Description: (Abbreviated) Lots 1 to 31, Block 6; Lots 13 to 34 and 39 to 60, Block 7; Lots 20 to 34 and 37 to 51, Block 17; Lots 30 to 34 and 37 to 46, Block 18, First Addition to River Park, according to the Plat thereof recorded in Volume 8 of Plats, page 65, records of King County, Washington. (For Full Legal Description see Attachment B)

Present Owner: City of Seattle**,** Seattle Public Utilities

Present Use: Storage and Transfer Warehouse

Address: P.O. Box 34018 Seattle, WA 98124-4018

Original Owner: Same

Original Use: Same

Architect: Durham, Anderson & Freed

Builder: Century Construction

Engineer: Seattle Engineering Dept., Roy W. Morse

Administered by
The Historic Preservation Program, Seattle Department of Neighborhoods

Per South Transfer Station Phase 2 Project Survey Basemap dated 9/16/15, Drawing Sheet 5 of 5

LEGAL DESCRIPTION:

VESTED OWNER: KING COUNTY, A POLITICAL SUBDIVISION OF THE STATE OF WASHINGTON, AS TO THAT PORTION, IF ANY, LYING WITHIN LOT 31, BLOCK 6, LOTS 34 AND 37, BLOCK 17, AND LOTS 34 AND 37, BLOCK 18, FIRST ADDITION TO RIVER PARK, AND VACATED STREETS ADJOINING; AND

CITY OF SEATTLE, A MUNICIPAL CORPORATION, AS TO THE REMAINDER

REAL PROPERTY IN THE COUNTY OF KING, STATE OF WASHINGTON, DESCRIBED AS FOLLOWS:

PARCEL A:

THOSE PORTIONS OF BLOCKS 6, 7, 17 AND 18, FIRST ADDITION TO RIVER PARK, ACCORDING TO THE PLAT THEREOF RECORDED IN VOLUME 8 OF PLATS, PAGE 65, IN KING COUNTY, WASHINGTON, LYING WESTERLY AND SOUTHWESTERLY OF THE WESTERLY AND SOUTHWESTERLY MARGIN OF THAT CERTAIN PROPERTY CONVEYED BY THE STATE OF WASHINGTON TO THE CITY OF SEATTLE FOR ROAD PURPOSES BY DEED RECORDED UNDER RECORDING NO. 9012260159; EXCEPT ANY PORTION THEREOF LYING WEST OF THE WEST LINE OF GEORGE HOLT DONATION CLAIM NO. 51; AND EXCEPT ANY PORTION THEREOF LYING WITHIN 2ND AVENUE SOUTH, CONVEYED TO THE CITY OF SEATTLE BY DEED RECORDED UNDER RECORDING NO. 4192618; AND EXCEPT ANY PORTION THEREOF LYING WITHIN SOUTH KENYON STREET;

TOGETHER WITH VACATED SOUTH MONROE, SOUTH ELMGROVE AND SOUTH SOUTHERN STREETS ADJOINING, VACATED PURSUANT TO CITY OF SEATTLE ORDINANCE NO. 96804 AND ATTACHING THERETO BY OPERATION OF LAW.

PARCEL B:

THAT PORTION OF GOVERNMENT LOT 4, SECTION 32, TOWNSHIP 24 NORTH, RANGE 4 EAST, W.M., IN KING COUNTY, WASHINGTON, DESCRIBED AS FOLLOWS:

A STRIP OF LAND, 60 FEET IN WIDTH, LYING BETWEEN LINES, THE WEST LINE BEING 60 FEET WEST OF, AS MEASURED AT RIGHT ANGLES TO AND PARALLEL WITH THE FOLLOWING DESCRIBED EAST LINE:

BEGINNING ON THE NORTH LINE OF SAID SECTION 32, 264 FEET EAST FROM THE NORTHWEST CORNER THEREOF; THENCE SOUTH 16^{0}31'06" EAST, 547.61 FEET;

THENCE EASTERLY TO INTERSECT A POINT ON A LINE DRAWN SOUTH 02^{0}03'26" WEST FROM A POINT ON THE NORTH LINE OF SAID SECTION, 73.81 FEET WEST OF THE WEST LINE OF GEORGE HOLT DONATION CLAIM NO. 51, SAID POINT BEING 516.36 FEET SOUTH OF SAID NORTH LINE;

THENCE CONTINUING EASTERLY ON SAID LINE TO THE WEST LINE OF SAID DONATION CLAIM AND THE TRUE POINT OF BEGINNING OF EAST LINE DESCRIPTION;

THENCE SOUTH ALONG THE WEST LINE OF SAID DONATION CLAIM TO AN INTERSECTION WITH A LINE DISTANT 30 FEET SOUTH OF AND PARALLEL WITH THE SOUTH LINE OF BLOCK 6, FIRST ADDITION TO RIVER PARK, ACCORDING TO THE PLAT THEREOF RECORDED IN VOLUME 8 OF PLATS, PAGE 65, IN KING COUNTY, WASHINGTON, AND THE TERMINUS OF EAST LINE DESCRIPTION.

PARCEL C

THAT PORTION OF GOVERNMENT LOTS 2 AND 4, SECTION 32, TOWNSHIP 24 NORTH, RANGE 4 EAST, W.M., IN KING COUNTY, WASHINGTON, DESCRIBED AS FOLLOWS:

A STRIP OF LAND, 30 FEET IN WIDTH, LYING BETWEEN LINES, THE SOUTH LINE BEING 30 FEET SOUTH OF, AS MEASURED AT RIGHT ANGLES TO AND PARALLEL WITH THE FOLLOWING DESCRIBED NORTH LINE:

BEGINNING AT THE INTESECTION OF THE WEST LINE OF GEORGE HOLT DONATION CLAIM NO. 51, WITH THE SOUTH LINE OF BLOCK 6, FIRST ADDITION TO RIVER PARK, ACCORDING TO THE PLAT THEREOF RECORDED IN VOLUME 8 OF PLATS, PAGE 65, IN KING COUNTY, WASHINGTON;

THENCE EASTERLY, ALONG THE SOUTH LINE OF SAID BLOCK 6, TO THE SOUTHEAST CORNER OF LOT 1, SAID BLOCK 6, AND THE TERMINUS OF NORTH LINE DESCRIPTION;

EXCEPT THAT PORTION THEREOF, IF ANY, LYING WITHIN 5TH AVENUE SOUTH.

TAX PARCEL NUMBER: 732840-0005-07

SITUS ADDRESS: 8100 2ND AVENUE SOUTH, SEATTLE, WA 98108

4. LIABILITY, IF ANY, TO ASSESSMENTS FOR GENERAL AND SPECIAL TAXES AND CHARGES. ALTHOUGH ASSESSOR'S LEGAL DESCRIPTION OF TAX PARCEL NO. 732840-0005-07 APPEARS TO INCLUDE A 20-FOOT BY 234-FOOT PORTION OF PARCEL B HEREIN, ASSESSOR'S MAP DIPICTION SHOWS THE STRIP AS A SEPARATE UNTAXED PARCEL LABELED 732840-TRCT (SEWER PURPOSES).

   SAID STRIP WAS TRANSFERRED TO THE JURIDSICTION OF THE CITY OF SEATTLE ENGINEERING DEPARTMENT BY ORDINANCE NO. 105330, DATED FEBRUARY 4, 1976.

5. THE LEGAL DESCRIPTION CONTAINED IN CITY OF SEATTLE ORDINANCE NO. 121306, AUTHORIZING TRANSFER OF LANDS TO THE JURISDICTION OF SEATTLE PUBLIC UTILITIES, APPEARS TO INCLUDE LANDS NOT INTENDED TO BE A PART OF THE TRANSFER.

   TREASURER'S DEED RECORDED UNDER RECORDING NO. 5947050, UNDER WHICH TITLE TO PARCELS B AND C HEREIN IS VESTED, IS LIMITED TO LAND “BETWEEN LINES AND LINES EXTENDED” LYING WITHIN THE THEN EXISTING TAX PARCELS 322404-9005, 9013, 9032 AND 9038. TAX PARCELS ARE NOW RECONFIGURED OR NONEXISTENT. THE TRANSFER ORDINANCE DESCRIBES PROPERTY “BETWEEN LINES AND LINES EXTENDED”, LIMITED ONLY BY THE BOUNDARIES OF GOVERNMENT LOTS 2 AND 4. THE DOCUMENT APPEARS TO INCLUDE STRIPS OF LAND THROUGH VARIOUS STREETS, ROADS, HIGHWAYS AND PRIVATELY OWNED PROPERTY LYING WITHIN GOVERNMENT LOTS 2 AND 4.

6. MATTERS DISCLOSED BY BOARD OF KING COUNTY COMMISIONERS DIRECTIVE, DATED APRIL 14, 1904 AND FILED IN VOLUME 14 OF COMMISIONERS' RECORDS, PAGE 481.

   THE BOARD DETERMINED THAT PORTIONS OF THE PLATS OF RIVER PARK ADDITION WERE “PLATTED INADVERTENTLY UPON THE LANDS OF PARTIES OWNING AND PAYING TAXES UPON PROPERTY ADJACENT TO RIVER PARK ADDITION, SAID PARTS OF SAID PLATS OF RIVER PARK ADDITION BEING IN ERROR, NO SUCH LANDS EXISTING, SAME BEING DOUBLE ASSESSMENT OF PLAT LAPPING OVER UPON ACREAGE ADJOINING.”

   THE BOARD FURTHER GRANTED THE PETITION FOR VACATION OF SAID PORTIONS OF THE PLATS AND DIRECTED THAT PROPER NOTIFICATION THEREOF BE MADE ON THE RECORDED PLATS.

   THE LEGAL DESCRIPTION, CONTAINED IN COMMISIONERS' RECORD IS, FOR THE MOST PART, ILLEGIBLE. HOWEVER, TITLE COMPANY RECORDS AND NOTATIONS ON THE RECORDED PLAT INDICATE THAT THE NONEXISTENT VACATED LOTS ARE:

   LOTS 31, 32 AND 33, BLOCK 6; LOTS 34 THROUGH 39, BLOCK 7; LOTS 34 THROUGH 37, BLOCK 17; AND LOTS 34 THROUGH 37, BLOCK 18.

7. ANY QUESTION OR CLAIM AS TO THE EXACT LOCATION OF THE WEST LINE OF THE GEORGE HOLT DONATION CLAIM NO. 51.

   WE NOTE DISCREPANCIES BETWEEN VARIOUS MAPS OF THE AREA, AS TO THE LOCATION OF SAID WEST LINE. ASSESSOR'S MAP DATED MAY 11, 2015 INCLUDES VACATED LOT 31, BLOCK 6, VACATED LOTS 34 AND 39, BLOCK 7, VACATED LOTS 34 AND 37, BLOCK 17, AND VACATED LOTS 34 AND 37, BLOCK 18 WITHIN THE BOUNDARIES OF TAX PARCEL NO. 732840-0005-07. HOWEVER, AS NOTED ABOVE, SAID LOTS WERE DETERMINED TO BE NONEXISTENT AND WERE VACATED

PURSUANT TO BOARD OF COMMISIONERS' DIRECTIVE. AN EARLIER ASSESSOR'S MAP DATED FEBURARY 2, 1994 EXCLUDES VACATED LOTS FROM THE PARCEL, DISCLOSING THE WEST LINE OF DONATION CLAIM TO BE THE EAST LINE OF VACATED LOTS. A SEARCH OF THE RECORD DISCLOSED NO MATTERS AFFECTING THE VACATED LOTS BETWEEN THE DATES OF MAPS.

A SURVEY RECORDED UNDER RECORDING NO. 9709239004 DISCLOSES AN ADDITIONAL DONATION CLAIM BOUNDARY, PURSUANT TO KING COUNTY SUPERIOR COURT CAUSE NO. 14450. SAID CASE APPEARS TO HAVE BEEN DISMISSED WITHOUT REVISION OF BOUNDARY.

WE RESERVE FURTHER OPINION PENDING SUBMISSION OF MATERIAL FACTS.

8. TITLE TO THAT PORTION OF PARCEL A, IF ANY, LYING WITHIN LOT 31, BLOCK 6 AND LOTS 34 AND 37 IN BLOCK 17 AND 18, IS VESTED IN KING COUNTY PURSUANT TO A TAX FORECLOSURE UNDER KING COUNTY SUPERIOR COURT CASE NUMBER 2-435598. JUDGEMENT WAS ENTERED SEPTEMBER 25, 1951 IN FAVOR OF KING COUNTY. A SEARCH OF THE RECORD DISCLOSES NO SUBSEQUENT CONVEYANCES OF SAID LOTS.

9. TITLE TO THAT PORTION OF PARCEL A, IF ANY, LYING WITHIN LOTS 34 AND 39, BLOCK 7 IS VESTED IN THE CITY OF SEATTLE PURSUANT TO A CERTIFICATE OF SALE TO THE CITY OF SEATTLE RECORDED SEPTEMBER 5, 1919 UNDER RECORDING NO. 1341498. HOWEVER, A SEARCH OF THE RECORD DISCLOSES NO DEED OF CONVEYANCE OF SAID LOTS TO THE CITY OF SEATTLE.

11. EASTMENT, INCLUDING TEAMS AND CONDITIONS CONTAINED THEREIN:

GRANTED TO: GEORGETOWN WATER COMPANY
FOR: WATER PIPES
RECORDED: SEPTEMBER 19, 1905
RECORDING INFORMATION: 354066
AFFECTS: THE DESCRIPTION CONTAINED IN SAID INSTRUMENT IS NOT SUFFICIENT TO DETERMINE ITS EXACT LOCATION WITHIN GOVERNMENT LOT 4.

12. RELINQUISHMENT OF ALL EXISTING AND FUTURE RIGHTS TO LIGHT, VIEW AND AIR, TOGETHER WITH THE RIGHTS OF ACCESS TO AND FROM THE STATE HIGHWAY CONSTRUCTED ON LANDS CONVEYED BY INSTRUMENT:

RECORDED: NOVEMBER 14, 1958
RECORDING NO.: 4965541
IN FAVOR OF: STATE OF WASHINGTON

13. RELINQUISHMENT OF ALL EXISTING AND FUTURE RIGHTS TO LIGHT, VIEW AND AIR, TOGETHER WITH THE RIGHTS OF ACCESS TO AND FROM THE STATE HIGHWAY CONSTRUCTED ON LANDS CONVEYED BY INSTRUMENT:

RECORDED: JULY 27, 1961
RECORDING NO.: 5311070
IN FAVOR OF: STATE OF WASHINGTON

14. CITY OF SEATTLE ORDINANCE NO. 96804, DATED JUNE 11, 1968, AND THE TERMS PROVISIONS AND CONDITIONS THEREOF, INCLUDING, BUT NOT LIMITED TO, THE RIGHT TO MAKE ALL NECESSARY SLOPES FOR CUTS OR FILLS FOR ANY STREET ABUTTING UPON VACATED STREETS; AND THE RIGHT TO MAINTAIN AND OPERATE OVERHEAD OR UNDERGROUND UTILITIES WITHIN VACATED STREETS.

15. EASEMENT OR OTHER RIGHTS, TITLE OR INTEREST, INCLUDING TERMS AND CONDITIONS CONTAINED THEREIN:

GRANTED TO: CITY OF SEATTLE ENGINEERING DEPARTMENT
FOR: SANITARY SEWER, TOGETHER WITH TEMPORARY CONSTRUCTION EASEMENTS
DISCLOSED BY: CITY OF SEATTLE ORDINANCE NO. 105330 DATED FEBRUARY 4, 1976
AFFECTS: A 20-FOOT BY 234-FOOT LYING WITHIN PARCEL B

16. RELINQUISHMENT OF ALL EXISTING AND FUTURE RIGHTS TO LIGHT, VIEW AND AIR, TOGETHER WITH THE RIGHTS OF ACCESS TO AND FROM THE STATE HIGHWAY CONSTRUCTED ONLANDS CONVEYED BY INSTRUMENT:

RECORDED: JULY 14, 1989
RECORDING NO.: 8907140163
IN FAVOR OF: STATE OF WASHINGTON

17. COVENANTS, CONDITIONS AND RESTRICTIONS CONTAINED IN DEED.

EXECUTED BY: STATE OF WASHINGTON
RECORDED: DECEMBER 26, 1990
RECORDING INFORMATION 9012260159
REGARDING: LIMITATIONS ON ACCESS TO 5TH AVENUE SOUTH; AND LOSS OF LIGHT, VIEW AND AIR OCCASIONED BY THE LOCATION, CONSTRUCTION MAINTENANCE OR OPERATION OF STATE HIGHWAY

18. CONDITIONS, NOTES, EASEMENTS, PROVISIONS AND/OR ENCROACHMENTS CONTAINED OR DELINEATED ON THE FACE OF THE SURVEY RECORDED UNDER RECORDING NO. 9709239004.

19. CITY OF SEATTLE ORDINANCE NO. 121306, APPROVED OCTOBER 17, 2003, AND THE TERMS, PROVISIONS AND CONDITIONS THEREOF, INCLUDING, BUT NOT LIMITED TO, POSSIBLE LIMITATIONS ON USE OF THE LAND AND THE REQUIREMENT FOR MONETARY COMPENSATION PRIOR TO TRANSFER OF JURISDICTION TO SEATTLE PUBLIC UTILITIES.

20. PERMIT, INCLUDING TERMS AND CONDITIONS CONTAINED THEREIN:

GRANTED TO: SOUTH PARK DEVELOPMENT

FOR: USE AND OCCUPANCY FOR INSTALLATION AND MAINTENANCE OF GAS COLLECTION WELLS

DISCLOSED BY INSTRUMENT

RECORDED: SEPTEMBER 29, 2014

RECORDING INFORMATION: 20140929000775

TITLE REPORT:

FIRST AMERICAN TITLE INSURANCE COMPANY, ALTA COMMITMENT NO. 4209-2143477, DATED APRIL 1, 2015.

LEGAL DESCRIPTION:

KING COUNTY ASSESSOR ABBREVIATED LEGAL DESCRIPTION:

RIVER PARK 1ST ADD TO ALL OF BLK 6 & THOSE PORS OF BLKS 7 17 & 18 LY WLY OF PSH # 1 TGW VAC STS ADJ LESS STS TGW POR 60 FT STRIP ADJ WLY & POR 30 FT STRIP ADJ SLY PER ORD #121306

LEGAL DESCRIPTION PER TITLE REPORT ALTA COMMITMENT NO. 4209-2143477:

VESTED OWNER: CITY OF SEATTLE, A MUNICIPAL CORPORATION

REAL PROPERTY IN THE COUNTY OF KING, STATE OF WASHINGTON, DESCRIBED AS FOLLOWS:

THOSE PORTIONS OF GOVERNMENT LOTS 2 AND 4, SECTION 32, TOWNSHIP 24 NORTH, RANGE 4 EAST, W.M., IN KING COUNTY, WASHINGTON, DESCRIBED AS FOLLOWS:

A STRIP OF LAND, 60 FEET IN WIDTH, LYING BETWEEN LINES, THE WEST LINE BEING 60 FEET WEST OF, AS MEASURED AT RIGHT ANGLES TO AND PARALLEL WITH THE FOLLOWING DESCRIBED EAST LINE:

BEGINNING ON THE NORTH LINE OF SAID SECTION 32, 264 FEET EAST FROM THE NORTHWEST CORNER THEREOF; THENCE SOUTH 16°31'06" EAST, 547.61 FEET;

THENCE EASTERLY TO INTERSECT A POINT ON A LINE DRAWN SOUTH 02°03'26" WEST FROM A POINT ON THE NORTH LINE OF SAID SECTION, 73.81 FEET WEST OF THE WEST LINE OF GEORGE HOLT DONATION CLAIM NO. 51, SAID POINT BEING

516.36 FEET SOUTH OF SAID NORTH LINE;

THENCE CONTINUING EASTERLY ON SAID LINE TO THE WEST LINE OF SAID DONATION CLAIM AND THE TRUE POINT OF BEGINNING OF EAST LINE DESCRIPTION;

THENCE SOUTH ALONG THE WEST LINE OF SAID DONATION CLAIM TO AN INTERSECTION WITH A LINE DISTANT 30 FEET SOUTH OF AND PARALLEL WITH THE SOUTH LINE OF BLOCK 6, FIRST ADDITION TO RIVER PARK, ACCORDING TO THE PLAT THEREOF RECORDED IN VOLUME 8 OF PLATS, PAGE 65, IN KING COUNTY, WASHINGTON, AND THE TERMINUS OF EAST LINE DESCRIPTION;

ALSO

A STRIP OF LAND, 30 FEET IN WIDTH, LYING BETWEEN LINES, THE SOUTH LINE BEING 30 FEET SOUTH OF, AS MEASURED AT RIGHT ANGLES TO AND PARALLEL WITH THE FOLLOWING DESCRIBED NORTH LINE:

BEGINNING AT THE INTERSECTION OF THE WEST LINE OF GEORGE HOLT DONATION CLAIM NO. 51, WITH THE SOUTH LINE OF BLOCK 6, FIRST ADDITION TO RIVER PARK, ACCORDING TO THE PLAT THEREOF RECORDED IN VOLUME 8 OF PLATS, PAGE 65, IN KING COUNTY, WASHINGTON;

THENCE EASTERLY, ALONG THE SOUTH LINE OF SAID BLOCK 6, TO THE SOUTHEAST CORNER OF LOT 1, SAID BLOCK 6, AND THE TERMINUS OF NORTH LINE DESCRIPTION;

EXCEPT THAT PORTION THEREOF, IF ANY, LYING WITHIN 5TH AVENUE SOUTH. TAX PARCEL NUMBER: 732840-0005-07

SITUS ADDRESS: VACANT LAND, SEATTLE, WA 98108

SCHEDULE B EXCEPTIONS:

6. WATER PIPE EASEMENT, REC. 354066
   DESCRIPTION NOT SUFFICIENT TO DETERMINE EXACT LOCATION

SPU South Transfer Station Landmark Nomination

(Prepared August, 2008 / Revised September, 2008 / Updated April, 2016)

Prepared by: Beth Dodrill Consulting
Preservation Planning Services Seattle, WA

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Attachment A: King County Property Record Cards (6 pgs)
Attachment B: Full Legal Description/Site Survey/Property Data (2015) (2 pgs-11x17)
Attachment C: Site Plan (2008) (1 pg-11x17)
Attachment D: Building Plans (1965) (10 pgs-11x17)

Introduction

The Seattle Public Utilities (SPU) South Transfer Station facility, located in the South Park neighborhood, was constructed in 1966 for the transfer of solid wastes to outlying sanitary landfills. Its companion facility, the former North Transfer Station (demolished), located in the Wallingford neighborhood, was completed the following year in 1967. The North transfer station was of a similar design as the South station. The North and South Transfer Station facilities were designed and constructed under the direction of City Engineer Roy W. Morse. Morse directed the Seattle Engineering Department in carrying out the site planning, operational facilities design engineering and design of the foundation and below-grade facilities. The design of the above-ground architectural structure of the transfer station building was accomplished by the architectural firm of Durham, Anderson & Freed. Durham, Anderson & Freed also designed the original scale house and operations buildings for both the North and South sites. The South Transfer Station facility additionally includes a reinforced concrete block service garage, original to the site, which was designed by the Engineering Department. The Engineering Department also designed the 2-story office/storage building located inside the main transfer station building at the South facility.

Background

In 2008 SPU began planning for the replacement of both solid waste management facilities with more modern and efficient facilities, according to the agency's 2004 Solid Waste Facility Master Plan. At that time Landmark Nomination reports were prepared for both of the old facilities and were reviewed by the Seattle Landmarks Board. The board determined that neither facility met the designation standards for City of Seattle Landmark status (LPB 581 / 08). The old North Transfer Station was demolished in 2014 and the new facility is scheduled to re-open at the same site in 2016. The new South Transfer Station facility was constructed on a new site just north of the old South station and opened in 2013. The original South Transfer Station facility closed at that time until January 2014 when the North station closed for reconstruction. Since 2014 the original 1966 Transfer Station building has served as collection and transfer for organic and yard waste materials only. The Household Hazardous Waste collections and transfer shed on the site has remained in operation since it opened in 2009. Currently SPU is planning to re-develop the original South Transfer Station site to retain the existing Household Hazardous Waste facilities and to demolish the original Transfer Station building, Operations building, Scale House and Service Garage in order to develop new operations facilities on the site. This report has been updated and revised from the original report to provide updated information relevant to the review of the buildings on the site that are scheduled to be demolished per City of Seattle Landmark designation criteria per SEPA review process.

Physical Description

Setting (Figures 1-16)

The South Transfer Station facility is located in the Duwamish industrial area in the South Park neighborhood of Seattle, near the southwestern boundary of the Seattle City limits. An area of unicorporated King County lies approximately one mile south. The station is located at Second Avenue South and South Kenyon Street, and immediately west/adjacent to West

Marginal Way South/State Route 99. Fifth Avenue South serves as an access road situated along the east side of the facility parallel to West Marginal Way South/SR-99. The Duwamish Waterway is approximately three blocks to the east, Boeing Field is one mile to the east, and Interstate-5 is approximately 1.5 miles to the east. State Route 509 is a block to the west. SR-99, SR-509 and Interstate-5 are major north-south transportation corridors. South Cloverdale Street to the south and South Michigan Street to the north provide significant east-west transportation connections.

The Duwamish Waterway is characterized by industrial development along the east and west shores and adjacent areas, especially in the nearby unicorporated area, where the area is zoned industrial. A half-mile to the east of the transfer station, across West Marginal Way, the area is characterized by light industrial uses more concentrated near the transfer station, but farther east is a mix of single family homes, many dating to the turn of the century, interspersed with light industrial buildings. The area to the southeast contains more concentrated residential development and the commercial business center of the South Park neighborhood is located along South Cloverdale Street and 14th Avenue South, approximately one mile to the southeast.

In the immediate site vicinity, the Kenyon Business Park, an industrial park containing several warehouses dating from the 1960s and 1970s, is across Second Avenue South to the west of the site. To the north of the site is the new South Transfer Station facility which opened in 2014. Along the south and southwest perimeter of the transfer station site is a lot used for school bus maintenance and storage by First Student on the former landfill site. This area is bordered by South Occidental Street along west and South Sullivan Street to the south, along which are located several small industrial parcels. State Road 509 is beyond these to the west.

Site (Figures 5-6)
The South Transfer Station facility encompasses a 10.3 acre site. The north, east and southeast portions of the site, about three quarters of the overall site area, are relatively flat and at grade level with Fifth Avenue South. This portion of the site is dominated by the service yard and truck maintenance and parking areas and several office or service buildings. The southwest quarter of the site contains the main transfer station building and driving lanes and sits at a hirer elevation than the service yard in order to accommodate the bi-level arrangement of the building's upper tipping floor and lower loading level.

The entrance/exit is located at the southeast corner of the site at Fifth Avenue South. Both commercial waste collection trucks and self-haul trucks and cars enter the facility at this location and travel west on the one-way driving lanes toward the truck scale which is serviced by the scale house situated between the entry and exit lanes. The entry driving lane then turns north to the entry of the tipping level floor of the transfer station at the southwest corner of the building. Adjacent to the upper level entry of the transfer station, situated to the east, are two contemporary modular buildings that serve as warehouse / storage and an employee break room / locker room building.

The one-way traffic exits the building at the northwest corner and then the exit driving lane curves sharply towards the northwest and then south. The driving lane continues south along

the west side of the building and then turns southeasterly towards the scale house where the vehicle is weighed and the transaction is processed. The driving lane continues eastward to exit at the southeast corner of the site onto Fifth Avenue South.

At the northwest corner of the site is an entry from S. Kenyon Street. This entry originally served as the primary public access entry. This entry provides access to the household hazardous waste collections facility- a contemporary, partially enclosed shed. Immediately east of this structure is the administrative operations / crew building, composed of several contemporary pre-fabricated modular sections. Southeast of this building is the large truck yard, which provides room for storage and maintenance of transfer trailers, long haul trucks and other equipment. A small concrete truck maintenance garage, original to the facility, is located near the southwest corner of the yard. The original operations building is located south of the yard, and immediately adjacent to the building, on the west side, is a contemporary modular unit. On the west side of the service yard, adjacent to the transfer station building, is a truck access lane that allows trucks access to the loading level of the transfer station to remove and replace collection trailers.

Site Alterations
In 1989, the public entrance was re-located from the northwest corner at South Kenyon Street to the southeast corner at Fifth Avenue South. This was to accommodate traffic revisions related to the construction of a new off-ramp from SR-99, which emptied traffic into the intersection of South Kenyon Street and Fifth Avenue South. To accommodate this change, the scale house and the scales were re-located from the north portion of the site, near the original entrance, to the south portion of the site. The driving lanes were re- aligned to their current location. Originally the entry driving lanes, beginning at the northwest entrance, directed traffic south along the west side of the transfer station, then turned southeasterly, circumnavigating a large planted traffic island at the southwest corner of the building, to be directed north into the transfer station building at the southwest corner of the building. The driving lane exited at the northwest corner of the building and continued north past the scale house and exited at Kenyon Street. To accommodate the changes, portions of the site were re-graded, new asphalt surfaces and roadways were added, and planting beds and vegetation were removed. Also at least four buildings have been added to the site since 1989. At least two of these appear to have been added in conjunction with the re-alignment of the driving lanes in 1989. Two others were later additions. These buildings and their locations are briefly described in another section of this report.

Transfer Station (Figures 16-26)
The transfer station is a reinforced concrete structure. The foundation and building below the tipping floor level is of conventional reinforced concrete, while the portion of the structure above the tipping floor is precast, prestressed concrete consisting primarily of tee-beams for structural members. The roof features prestressed tee-beams 128 feet long and 8 feet wide. Walls consist of tee-beam columns and tee-beam panels. The flat roofed, rectangular building is 122 feet wide from north to south and 241 feet long from east to west with a 25 foot high ceiling height at the interior tipping floor level.

The exterior east and west facades at the upper level present repetitive vertical panels arranged

in 15 modular 16-foot bays. Each structural bay is composed of two tee-beam columns with three tee-beam panels placed alternately between the columns and spaced apart to allow oblique openings for air ventilation. The north and south facades are composed similarly, but each consisting of only 7 structural bays, while the exterior wall surface pattern of both the north and south walls is interrupted at one end by an opening equaling the width of three bays, that allows traffic flow through each end of the tipping floor. The lower level, east façade presents a blank concrete wall that is interrupted by a large blue metal canopy addition along the western two-thirds of the exterior, which houses a compactor unit. There is a truck bay opening at the north end, immediately north of the compactor unit, to allow access to an open-top transfer trailer at that end, and another opening at the east end of the lower north facade allows access to two additional open-top transfer trailers, as well as the compaction pit.
The roof structure is made up of precast concrete tee beams 128 feet long and 8 feet wide. The beams extend 3 feet beyond the roof-wall junction along the east and west facades, creating an overhang. Openings between the roof beams along most of the length of the façade, create a distinctive rhythm in the horizontal banding across the top of the wall. The roof-wall connection on the north and south walls are smooth, with the full length of the end beam abutted to the top edge of the wall frame.

Interior Features ***(Figures 22-26)***
The tipping floor interior is an expansive open space with the driving lane along the west side and collection bays and an open pit with unload stalls along the east side of the tipping floor. The large compaction pit, located at the lower level but open to the tipping floor above, is located near the southeast corner of the building and takes up almost a quarter of the total building area. An open-top trailer bay is situated at the south end of the pit for loading compacted material into an open-top transfer trailer. Approximately a dozen tipping stalls along the west side of the pit are available for use by vehicles dumping non-recyclable materials. To the north of the compaction pit are two smaller diagonally aligned collection bays that empty directly into open-top transfer trailers. Each of these collection bays host at least four tipping stalls and they are currently used for the collection of compostable materials. These stalls were originally used for collection of compacted solid wastes tipped by commercial collector/compactor trucks. Although not part of the original design, a large area along the west wall of the building has been partitioned with large concrete blocks for the separation and collection of recyclable metal and other containers are placed along the wall for the collection of recyclable cardboard and other materials. An enclosed two-story office and storage mezzanine is located along the middle of the east side of the building, immediately north of the compaction pit.

Alterations to the Transfer Station
In 1991 the building was significantly altered by the addition of a large metal shed attached to the east façade at the lower level near the south end ***(Fig. 21)***. The shed houses a compactor unit necessary to accommodate the use of intermodal transport containers. On the interior, a hole was cut into the side of the east wall, creating an opening between the compaction pit below the tipping floor and a hopper above the new compacter unit. Materials from the compaction pit are pushed by bulldozers through the opening and into a hopper that feeds the compactor unit. After the waste is compacted inside the unit, it is discharged by a ram into an intermodal container. The traditional transfer trailers, used for the original design of the

building, were top-loading, whereas the intermodal containers that are used today are designed for end-loading.

No other alterations have been made to the building other than discreet mechanical, electrical upgrades, sewer and roof repairs, acoustical insulation on the ceiling, a misting system, and other minor modifications. No significant additional changes have been made to the building since 2008.

Scale House (Figures 27-30)
The scale house was designed by Durham, Anderson & Freed. The scale house is a small steel frame and curtain wall structure measuring approximately 11'x20' and is characterized by its flat roof, exposed structural steel framing and glass and solid panel wall units that make up the modular design components. These characteristics made the original design distinctively modern in appearance. Solid curtain wall panels that are original to the building are asbestos board. Some exterior wall panels that were originally glass have been infilled. The additions of a large HVAC unit on the roof (2003) and two small door vestibules on the north and south elevations of the building (2006) significantly altered the original appearance of the scale house. The scale house was relocated from the north side of the transfer station to the southeast portion of the site in 1989, but is still in use as the scale house. Changes to the building have significantly altered its original appearance. No significant additional changes have been made to the building since 2008.

Original Operations Building (Figures 31-35)
The original operations building, designed by Durham, Anderson & Freed, is a 20'x30' rectangular modular steel frame and curtain wall building similar in form and design as the original scale house. It is modern in character, with a flat roof and exposed structural steel framing and glass and solid panel curtain walls, including wraparound corner windows. It has a single door on the front, east elevation. A double aluminum sliding- glass door has been added to the south elevation. Along the north side a wooden ramp leads to an adjacent modular trailer that is situated immediately to the rear, west of the building. Some exterior glass panels have been replaced with plywood. This building and the adjacent modular unit, currently serve as an office. The adjacent trailer was installed in 1985. The rooftop HVAC unit was installed in 2002. This and other changes have altered the original appearance of the building. No significant additional changes have been made to the building since 2008.

Service Garage (Figures 36-37)
The service garage, which is original to the site, was designed by the Engineering Department. It is a single-story concrete block building set on a reinforced concrete slab and measures approximately 48'x21' in size. It has a flat roof and a narrow canopy extension on the north side. There are two rollup garage doors a single door and a window on the east elevation, a single door on the north elevation, a single window on the south elevation and on the west elevation is single door and a very small addition (approximately 2'x 2') protrudes from the façade immediately south of the door where there once was a window opening. This addition and the roof canopy are the only visible alterations. No significant additional changes have been made to the building since 2008.

Contemporary Buildings (Figures 38-40)
Several contemporary modular pre-fabricated buildings were added to the site between 1989 and 1996. They are briefly described below for informational purposes only.

- Employee Locker Room / Break Room Building ***(Fig. 40)***

Located to the southeast of the transfer station, this building is composed of 3 prefabricated modular trailer units and was originally installed in 1996. These units were replaced with similar modular units of the same size and configuration in 2009.

- Warehouse Building ***(Fig. 40)***

Located to the southeast of the transfer station, immediately north of the Employee Locker / Break Room building, this prefabricated metal building was installed in 1989.

- Household Hazardous Waste Collection Shed ***(Fig. 39)***

This prefabricated metal shed structure, which is not fully enclosed, shelters the area used for collection of household hazardous wastes that are dropped off by individual householders as self-haul. It is located in the northwest corner of the site, near the South Kenyon Street entrance. It was constructed in 1990 and has been in continuous operation since that time.

- Administrative Operations / Crew Building ***(Fig. 38)***

This building is located in the northwest corner of the site near the South Kenyon Street entrance, and is composed of modular trailer units. It formerly served as the primary operations office. It was originally installed in 1989 and replaced with similar units of same size and configuration in 2009.

STATEMENT OF SIGNIFICANCE

Historical Overview of South Park

The Duwamish River Valley was first settled by Euro-Americans around 1851. Settlers took advantage of the fertile river valley soil and developed small farms. The McNatt and Donovan families were amongst the early settlers in the area west of the Duwamish that would become South Park and the settlement was sometimes referred to as Donovan Place or McNatt Place. Other early monikers for the settlement included South Duwamish Station and Station South. Nearby, across the Duwamish to the northeast, the town of Georgetown was developing.

In 1889, I. William Adams purchased the Donovan farm and platted it as the town of South Park. South Park attracted immigrant farmers and soon hosted a large Italian immigrant population. Italian farmers were joined by Japanese farmers and the Grant Street Electric Railway was extended from Seattle, making it possible for farmers to sell their produce to vendors in Seattle. South Park farmers had a large presence in the Pike Place Market when it opened in 1907, which provided farmers with the economic advantage of a direct market to the burgeoning consumer population of the thriving metropolis of Seattle.

The same year that Pike Place Market opened, South Park, which had incorporated as a fourth class city in 1905, was annexed to the city of Seattle. Although many immigrants prospered in

farming, others worked in the lumber mills and other manufacturing businesses that developed along the river, predominately concentrated along the east side in Georgetown. The Duwamish River provided a significant water transport link to Elliott Bay and construction on the Seattle and Walla Walla Railroad began in 1874 at a location in what would become Georgetown. The Northern Pacific Railroad arrived in Seattle from Tacoma, via the Duwamish Valley, in the late 1880s. Newell's Mill was one of the early industries in the South Park area and was the largest employer in the area by 1907.

The Duwamish Waterway and Industrial Development (Figures 1-2)
Early dredging activity along the east side of the Duwamish began in 1895 as part of an anticipated South Canal project to connect Lake Washington and Elliott Bay. Although this plan was later abandoned, thus began the filling of the tidelands just south of Pioneer Square. Additional dredging of the Duwamish created Harbor Island at the mouth of the river and efforts to channelize the Duwamish further south were begun in earnest around 1913. Manufacturing and industry moved south from Pioneer Square to South Seattle's tidelands and Harbor Island, and continued south from the east and west waterways along the Duwamish Waterway. By 1920, the Duwamish Waterway had been extended to a depth of 50 feet for 4½ miles and could accommodate ocean going ships and barges. The straightening of the once meandering river, created 66 acres of new land in the Georgetown and South Park areas and South Park was raised two feet above sea level. As was typical, the dredging and fill activity in the tidelands and the Duwamish also included the addition of sanitary fill in some places as part of land reclamation efforts. In addition to the waterway, the area was served by three railways and the new acreage was prime location for industrial development. Additionally, the city acquired the right of way to develop both East and West Marginal Ways. East Marginal Way was planned to be 1,200 feet from the waterway and run parallel to it. The space in between was set aside for the use of the railroads.

One of the most significant industries to anchor the area was the Boeing Airplane Company. William E. Boeing relocated his Pacific Aero-Products Company, formed in 1916, from Lake Union to a former shipyard on the east side of the Duwamish River in 1917 and reincorporated the firm as the Boeing Airplane Company. These actions were undertaken when the firm was awarded a military contract to supply the U.S. Navy with airplanes as the United States entered World War I. In 1928 Boeing Field/King County Municipal Airport, which had previously been a test airstrip, was developed along the east side of the Duwamish. That same year a new bascule bridge replaced an older Spokane Street Bridge, improving transportation across the West Waterway. In 1935 Boeing opened Plant #2 immediately west of Boeing Field and by 1938 the company employed almost 3,000 people.

During World War II, areas along the Duwamish were flooded with activity related to the war effort. The Boeing Company, shipbuilders and iron works all attracted war workers to the area. After the war, the farming community began to shift more towards industry. The Boeing South Park plant was built in the 1950s and transit access across the Duwamish Waterway was improved when the modern First Avenue South Bridge replaced the older bridge in 1955. This transit improvement was also linked to significant networks that were further added or improved in the 1950s and 1960s including SR- 99/West Marginal Way, SR-509 and the Alaskan Way Viaduct.

After World War II, the farming community was giving way to more industrial activity, assisted by the Seattle City Council move to zone the area to transition to industrial areas along the Duwamish and some parts northwest of the central South Park business district had earlier been zoned for manufacturing but some residential areas remained interspersed. In the 1960s some areas were zoned to industrial, but residents protested and the zoning was changed to low-density residential. When the South Transfer Station was constructed in 1966, it was built on top of a former open burn dump/sanitary fill that had been in use since at least the early 1950s and had reached its maximum capacity. Its former use and the location near major transit routes made the site suitable for location of a waste transfer facility to serves the south area of the city.

In the 1970s South Park began to deteriorate. An early neighborhood institution, the Our Lady of Lourdes Church, closed and was later demolished. The community was concerned about rising crime and the highways that ran through the area, primarily the extension of SR-99/West Marginal Way, had broken up the continuity of the neighborhood fabric. Some revitalization began in 1989, when a community center was built. In the 1990s and recent years, a new health center, a library and new parks were constructed and the historic Concord School in South Park was renovated. Today it is a diverse community of artists and of Southeast Asian and Hispanic immigrants. Although the neighborhood is characterized by the industrial areas that surround it and the highways that cross through it, it still retains a vibrant neighborhood business district supporting a small residential district.

Roy W. Morse, Engineer (1906-2002)

Roy W. Morse held the position of Seattle City Engineer from 1957 to 1971. Before his appointment as City Engineer, he had served as Seattle City Water Superintendent. His most noted public works achievements have been overseeing the construction of I-5 and I-90, the creation of the Seattle Center after the 1962 World's Fair, and major water projects including the construction of the Tolt River Boundary Dam and development of the watershed's hydroelectric facilities, water supply lines and construction of water reservoirs in the city's north suburbs.

Morse was born in Seattle in 1906 and was the son of Chester Morse, who served as the city Water Superintendent from 1938 until his death in 1949. The senior Morse had managed the development of the Cedar River Watershed projects. Roy Morse succeeded his father as Water Superintendent upon his death. Roy graduated from the University of Washington and did graduate work at Harvard University. He worked at Boeing for many years, beginning either around 1935 or 1939, before joining the city water department.
Morse served as president of the national and state chapters of the American Public Works Association (APWA) and received many honors during his career, including being named the Engineer of the Year in 1965 by the American Society of Civil Engineers. The Washington State chapter of the APWA designated an annual leadership award in his name, the Roy Morse Award. He was 96 years old when he died on November 18, 2002.

As City Engineer and Chairman of the Board of Public Works, Morse oversaw the Seattle

Engineering Department's numerous public works divisions, including the sewer utility division, solid waste utility division, traffic operations division, and the street use and permits division. In 1997, the Seattle Engineering Department was abolished and its functions were divided between the Seattle Public Utilities (SPU) and Seattle Transportation (later known as SDOT) departments. The Engineering Services office, which serves both City departments and outside agencies, is housed within the department. Today SPU oversees three public utility divisions: the Water Utility division, which manages the water supply for the city and some areas of King County, the Drainage and Wastewater utility division, which manages sewage and stormwater collection and disposal, and the Solid Waste Utility division, which manages the collection, disposal, and recycling of residential and commercial wastes, including management of the city's North and South Transfer Station facilities. The current director of SPU is Ray Hoffman.

Durham, Anderson & Freed, Architects (1954-1975)
(Figures 41-44)

The firm of Durham, Anderson and Freed (DAF) was established in 1954 by the principals Robert L. Durham, FAIA, David R. Anderson, AIA and Aaron Freed, AIA.

Robert Durham (1912-1998) grew up in Tacoma Washington and earned his degree in architecture from the University of Washington in 1936. He worked as a draftsman in the office of B. Dudley Stuart and then spent several years as a cost-estimator for the Federal Housing Authority. He re-joined Stuart to establish the firm of Stuart and Durham in 1941. Upon Stuart's retirement, Durham practiced as Robert Durham and Associates from 1951-1954. Among many other professional honors, Durham was made a fellow of the American Institute of Architects (AIA) in 1959, by which time he had served terms as both Seattle and Washington State AIA chapter president. In 1967-68 he served as the AIA national president. In 1985, he received the AIA Seattle Medal in recognition of his outstanding lifetime achievement. As an expert on religious architecture, Durham also served as a board member and vice president of the Guild for Religious Architecture. He additionally served terms on several municipal boards and commissions. As the senior partner in the DAF firm, Durham managed the firm's client and public relations and the overall administration of the firm and its design projects.

David R. Anderson received his architecture degree from the University of Michigan in 1949. Anderson's role as a principal in the firm of Durham Anderson and Freed was primarily as a project manager and contracting and permitting coordinator. Aaron Freed was a 1942 graduate of the American Academy of Art, Chicago, and received his Bachelor of Science in Architecture from the University of Illinois in 1948. Freed was also involved in the Guild for Religious Architecture and had studied ecclesiastical architecture in Europe. Freed was primarily responsible for overseeing project design work in the DAF firm. It is notable that in 1965, associates Richard V. Peterson, AIA and Harold K. Roe, S.E., C.E. were made partners in the firm, adding building technology and engineering expertise to the top level of the firm's management and design team.

Richard Peterson was a technical specialist in building materials, specifications and codes. As a structural and civil engineer, Roe coordinated engineering analysis and design. In 1974 the

firm became associated with the international architecture and engineering firm Henningson, Durham and Richardson, based in Omaha, Nebraska, and the office became Durham Anderson & Freed/HDR. Durham retired in 1980, closing his office. Today HDR continues to maintain an office in the Seattle area.

Durham Anderson & Freed is primarily known for their religious architecture, designing over 200 churches from the 1950s through the 1970s. Notable church and/or religious building designs include the following Washington State Chapter AIA award winners: Fauntleroy Congregational Church (1952), the Forest Lawn Mausoleum (1954), and Bothell Methodist (1959). At least nine church designs won awards from the Guild for Religious Architecture between 1954 and 1965, including St. Elizabeth's Episcopal Church in Burien (1956) ***(Fig. 41)***. Also notable is the Ezra Bessaroth Synagogue, Seattle (1969).

Although their church designs were more widely published and honored with awards, the firm was also skilled in the design of residential buildings, schools, office buildings, banks and civic structures. Washington State Chapter AIA honors were awarded for the Skyline House apartment building, Seattle (1956), and the Southwest Branch of the Seattle Public Library (1961). Also notable is the Seattle Fire Station #5 ***(Fig. 43 / *Seattle Landmark)***, an all concrete building that received an award from the Prestressed Concrete Institute in 1964. The firm was very proficient in the use of reinforced concrete building technologies and experimented in the use of new concrete technologies.

Additional significant works include the Shilshole Marina (1961 demolished) ***(Fig. 42)***, the Associated General Contractors (AGC) Seattle Northwest and Mountain Pacific Chapters headquarters building, Seattle (1965), the Evergreen College Master Plan, Olympia (1968) and the Evans Library (1971) ***(Fig. 44)*** on the Evergreen Campus. The firm also prepared campus plans for the Seattle Pacific College and designed numerous buildings on the campus. Individual school buildings were designed for the Seattle, Renton and Mercer Island school districts. Their preparation for the Jackson Park Housing at the Naval Shipyard in Bremerton Washington received several commendations and citations in 1967 and the firm designed several other military housing complexes in Washington. The firm also designed numerous residential retirement facilities, including Horizon House (1971) in Seattle's First Hill neighborhood.

The firm's designs for the North and South Transfer Stations do not appear to have garnered interest from the construction or architectural design professional journals when they were designed and constructed and did not receive any awards at that time, nor did the DAF firm include the project in a 45-page promotional brochure about the firm that was published sometime between 1968 and 1971. However, the North Transfer Station was selected by a panel of Seattle Chapter AIA members and the Seattle Post Intelligencer to be featured in a series of articles about "significant" architecture in Seattle in 1971. The article characterized the building as an outstanding example of the new trend towards building utilitarian structures with esthetic values in addition to designing for functional needs. The article states," What makes a garbage transfer station architecturally significant?" The answer, according to the selection committee, is that the building is extremely functional, yet "you hardly know it is there." Durham, who served as the AIA coordinator for the "War on Community Ugliness," in

1964 and in 1965, was quoted in the article as stating that screening of the facility was one of the design criteria and added that "utilitarian structures can be attractive too." (PI, April 18, 1971.p.28).

Architectural Form and Construction Methods of Industrial Buildings/ Transfer Stations

Transfer sheds and warehouses are a common industrial building type found wherever industrial activity occurs. Location of manufacturing and industry is dependent upon transit networks, such as railways, waterways and roadways, for the transportation of raw materials and of the goods produced. Transfer warehouses serve the important function of temporarily storing bulk goods or other materials and providing a sheltered space in which to coordinate the collection and loading of bulk quantities of materials or goods onto the transport vehicle, whether it is a railcar, truck or ship.

An industrial shed generally functions to provide a large volume of space either to shelter goods or to shelter the activity of manufacturing such goods. Typically this form is a single-story building with interior space that is an undivided volume formed by repetitive structural bays that allowed for expansion of the building. Early shed type buildings in the 19th century used various roof forms to allow for clerestory windows, and roof-top skylights for day lighting of workspaces. Ventilation and fireproofing were also concerns. These were typically constructed of timber wood frames with wood or metal siding or riveted frames with brick bearing walls. Early 20th century forms included steel sheds with steel siding and various framing methods, including timber, wood truss, steel or concrete, which were also used to support poured in place concrete sheds.

After improvements in artificial lighting and development of mechanical ventilation, the industrial building forms were simplified further. Roof forms were more typically flat and windows were often eliminated altogether.

Because an industrial shed is simple in form, and industrial uses make stylistic considerations relatively insignificant, the building type lends itself to experimental use of new building construction technologies and materials, especially when experimental processes are aimed at allowing more speed and economy in construction. For example, the need to produce facilities quickly for war-related industries fostered the development of standardization of processes and parts to produce pre-manufactured building kits for use during World War I. Engineering firms led the way in design and development of new materials and construction methods for producing industrial buildings to meet functional needs.

The employment of reinforced concrete in the construction of industrial buildings was common in the early 20th century, but as concrete technology evolved, new methods and uses for concrete construction were explored. Shortages of steel during World War II additionally encouraged the development of technology for the use of concrete.

Manufactured pre-cast concrete building components were used by the military during World

War II. Precast concrete was an emerging technology of the post-war era. Its early use was similar to the more common use of tilt-up concrete construction, predominately as an exterior wall panel used in curtain wall fashion with cast-in place framework. The use of exposed aggregate as a surface finish for decorative effect became common in the production of panels, eliminating the need to add decorative cladding. Later, prestressing and postensioning technologies allowed greater structural capacity and precast structural components began to be more widely integrated into the building system. A 1956 article in Progressive Architecture noted:

> In recent years there has been a general trend throughout the construction industry toward more acceptance and use of precast, prestressed-concrete structural members. In the United States today, there exist more than 5000 precast-concrete plants, many of which are equipped to do the prestressing work in conjunction with precasting work. (PA, v. 37 no.4, pg. 130)

The article discusses the development of standard structural members, including typical tee-beam roof panels. Other typical floor and roof systems included various channel slab types. The article notes that the use of such systems made the construction of warehouses, schools, garages and other buildings at a relatively low initial cost. The use of precast structural components was not uncommon by the late 1960s. Advances in prestressing and postensioning technology allowed for greater spans of structural members, making it suitable for industrial warehouses where a large volume of space was required.

These qualities likely made the technology attractive for the construction of the North and South Transfer Stations in the late 1960s. The DAF firm had been using various forms of reinforced concrete in their designs for many years. For example, the Shilshole Marina (1961), employed structural precast double-tee floor panels on pre-cast concrete girders with a cast-in-place reinforced concrete folded-plate roof. Concrete technology in prestressing and postensioning continued to rapidly evolve. The transfer stations employed structural tee-beams spanning 128 feet. Although tee-beams were standard structural members that were employed rather commonly after the late 1950s, these were thought to have achieved the widest span to date in such construction at that time.

Nationwide, construction methods used particularly to house solid waste transfer stations and the architectural form of these structures varied widely. A transfer station in Detroit, constructed in 1967, was described in a public works professional journal as "housed in an attractive brick building," (American City, vol. 83, no. 2, pg. 100). The King County Houghton facility, constructed in 1965 ***(Fig. 48)***, incorporated structural steel with a concrete floor slab. The structure was only partially enclosed using corrugated aluminum siding. The King County Bow Lake facility, constructed in 1977 (replacing a 1960s-era facility), used a cantilevered steel truss system with reinforced concrete supports and substructure ***(Fig. 51)***.

Contemporary transfer stations are most often constructed using pre-manufactured steel components, which are typically less expensive than engineered concrete structures. The new King County Shoreline Solid Waste Transfer Station was completed in 2008 and incorporates recycled steel in its construction. Numerous other "green" practices were incorporated into its

design and construction and it is the first transfer station built in the United States that is registered with the U.S. Green Building Council.

Transfer Stations and Solid Waste Management
(Figures 45-52)

The use of transfer stations in the collection and management of solid wastes in the United States was first implemented in the 1930s in Washington D.C. During the 1940s, transfer of solid wastes was not uncommon in major metropolitan cities such as Chicago, Indianapolis, Detroit, New York City, Philadelphia, Boston and San Francisco. It was most often employed where garbage and refuse were separated and garbage was transported to outlying farms for use as hog swill. However it was still not common to have a specialized transfer collection facility until the 1960s and transfer methods and vehicles varied ***(Fig.47).***

Transfer methods included transferring materials from a smaller truck or wagon to a larger transfer trailer hauled by a truck, or directly onto scows and barges (typically uncovered) for marine transport, or loaded into rail cars for rail transport ***(Fig. 46).*** Rail, truck and marine transport, or in many cases a combination of these methods, continue to be used today for transportation of solid wastes. New technologies in more efficient collection and storage vehicles and containers have continued to evolve.

The use of transfer stations to haul wastes to outlying sanitary landfills helped to solve many problems in waste management that had begun to concern both public works officials and public health officials beginning in the 1950s and escalating in the early 1960s, as in-city landfills were rapidly meeting their maximum capacities. New sanitary landfill sites had to be operated further from the urban areas where the waste was collected. Residents and businesses are often reluctant to take the time to haul their waste long distances; therefore, the lack of an in-city transfer facility would lead to an unsanitary accumulation of waste once the in-city landfills were closed. Also, because transporting small waste loads over longer distances was inefficient, the transfer station became significant in reducing management costs by increasing the capacity of the haul vehicle.

One of the earliest transfer stations to be constructed after the facility in Washington D.C. was the 1957 construction of the Los Angeles County Sanitation District transfer station. The transfer station was for the long-haul transfer of materials to a sanitary landfill located 22 miles away. Santa Monica, California soon followed in 1961, when it constructed the first station to implement the use of a stationary compaction mechanism in the collection and transfer process. The significant savings in operations costs demonstrated at this facility spawned the new construction of transfer stations in both urban municipalities and in suburban areas. By the end of the 1960s, there were approximately 60 facilities located throughout the United States.

Significant events during this time period included:

- The American Society of Civil Engineers published the standard guide to sanitary landfilling in 1959. To guard against rodents and odors, the guide suggests compacting the refuse and covering it with a new layer of soil each day.

- The American Public Works Association (APWA) published Refuse Collection Practices in 1958 and Municipal Refuse Disposal, funded in part by the US Dept of Public Health Service, in 1961.

- The Solid Waste Recovery Act was enacted in 1965. Although the measure did not impose any regulatory controls, it provided funding for research and for state grants related to research and management of solid wastes at the state and local government level, including constructing new or improved solid waste disposal facilities.

- A second edition of Municipal Refuse Disposal was published in 1966. The field of solid waste management was evolving rapidly and the technology and practices employed in the profession were constantly shifting.

Relevant scientific research on the environment was also evolving during the 1960s. The increasing public concerns over the state of the environment resulted in the formation of the Environmental Protection Agency in 1970. The Bureau of Solid Waste Management was placed within the agency to oversee federal policy and programs related to Solid Waste Management.

Today environmental issues are constantly in flux, and new engineering and mechanical technologies develop rapidly to meet shifting environmental demands.

Solid Waste Management in Seattle

Seattle faced the same challenges as other cities across the United States in determining how to manage solid wastes disposal. Numerous studies were undertaken in the 1950s and 1960s by a variety of institutions and individual public works agencies to evaluate disposal practices. Common practices in the U.S. included:

- Onsite Incineration-(by homeowners and businesses) this was a huge source of uncontrolled air pollution and both federal and local governments moved to ban it in the 1950s.

- Central Incineration-Typically sited in an urban area and considered economical where land values were too high to create landfill dumps. These varied greatly in efficiency and in the quality of environmental control of the release of air pollution. The combustion technology was complicated by the constantly evolving composition of refuse materials, especially in the post-war era when new materials were being put to use in building construction and in production of new consumer goods.

- Landfills/Sanitary landfills- Public health officials worked hard to institute the practice of sanitary landfilling, which had been initiated in the 1940s. Although this practice, which involved covering wastes daily with soil was adopted nationwide, open dumps were not banned by federal legislation until the 1970s. They remained relatively common through the 1950s and continued in use, illegally, through the 1980s.

- Swine Feeding-The practice of using swine to recycle garbage was a source of environmental health problems, especially prior to the 1960s when swine were fed raw garbage. The concern over trichinosis by public health agencies initially resulted in garbage being cooked first, but this method was eventually abandoned in the 1970s.

Composting was not widely used in the U.S., but was common in Europe and Asia. Studies of these facilities were conducted by U.S. engineers, but the practice was not considered viable and has only adopted as a solid waste management practice here more recently.

Seattle had a long history of landfill practices. In an area such as Seattle, the filling of tidal areas, floodplains and wetlands to create usable land was common. Although large- scale fills were accomplished primarily through large-scale earth moving projects such as the numerous regrades and the excavation of the Lake Washington Ship Canal, garbage and refuse were also added to these fills. The use of these sites for dumps was both part of cultural practice and intentional land-reclamation efforts. The City Engineering Department constructed four incinerator plants between 1907 and 1912, as part of a larger more ambitious plan to develop 14 such facilities. This was due to public health concerns, in part heightened by the deaths of three people in 1907 from bubonic plague. The plague did not spread and concerns dissipated over time. Eventually the expensive cost of operating the incinerators relative to the availability of cheap land for low-cost fill operations, combined with public complaints about smoke, led to their abandonment in a relatively short period of time. One of these incinerators was located near the north shore of Lake Union at the foot of Wallingford Avenue in the Edgewater District, on a site formally used as an open dump. The incinerators had been designed based on a study of European models. This method was much more widely used and the technology continued to be developed in Europe where land was scarce.

By the 1950s, the situation in the U.S. had changed dramatically. Land was no longer readily available within urban areas and concerns about disposal needs were escalating in sync with the rapid rise in the quantity of solid wastes created by the consumer culture of the post-World War II era.

The City of Seattle Department of Engineering conducted numerous studies to resolve the waste management issues during the 1950s and 1960s. A study of waste management practices in the United States was undertaken in 1952. The study surveyed incinerators and other waste disposal methods in 27 municipalities in the United States. At the time Seattle's refuse and garbage was disposed of in four landfill sites within the metropolitan area. Sites were located in West Seattle, Interbay, Montlake/University ***(Fig. 45)*** and South Park, which is the location of the current South Transfer Station. These landfills also incorporated open burning of combustible materials, which was to be discontinued due to air pollution, thus the city was interested in the feasibility of using incinerators to dispose of combustible materials in order to decrease the amount of materials deposited in the landfill. Most landfills were expected to reach capacity in the mid-1970s. Debates over the efficiency and economics of incinerators were ongoing nationally and in Seattle. Public concerns over air pollution were always tied to the debate over incinerators. Several additional studies followed.

A 1960 study prepared under the direction of City Engineer Roy Morse recommended the construction of an incinerator as well as construction of a transfer station and continued use of sanitary landfill for refuse disposal. At that time, the transfer station was primarily conceived of as a place to transfer materials from the north part of Seattle to the proposed incinerator in the south. The incinerator was proposed to be constructed on city-owned property on the Duwamish Waterway at East Marginal Way and West Oregon Street next to an existing sewage treatment plant. Numerous factors suggested the desirability of the location, including that it was city-owned, it was in an industrial area where the operations would not cause public concerns, and the facility was easily accessible from SR- 99 and the proposed Interstate-5. It was also suggested that the location on the waterway would make it feasible to use marine transport in the future, if necessary. The north shore of Lake Union was identified as a recommended location for the transfer station. The exact desired location for the transfer station is not clarified, but the proposal to acquire the land for its construction by 1962 is noted in a suggested timeline. Existing fills included South Park, Genessee, West Seattle, Interbay and the University landfills. It was noted that no other locations for fill were available in the city limits. At the same time, the University of Washington, in response to pressures from neighbors, announced that the University landfill would be closed in 1964, at least 8 years earlier than anticipated.

Before any action was taken, yet another study, this time by an engineering consulting firm, Black & Veach, was undertaken and completed in 1963. It basically confirmed the conclusion of the previous study. However, the plan for the construction of an incinerator was defeated by public concern over air pollution. Eventually, after the Engineering Department conducted a study of transfer station facilities in the United States and Europe, Seattle moved forward to construct two transfer stations. The North and South transfer stations were completed in 1966 and 1967. As all of the landfills in metropolitan Seattle became filled, ten years earlier than had been anticipated in early studies, the city purchased landfill sites in Midway and the Kent Highlands.

In the meantime King County had acquired the Cedar Hills regional disposal site, in Maple Valley Washington, in 1960 and was ahead of Seattle in developing transfer stations. The ambitious King County plans included development of 8 transfer stations and closure of several landfills that had reached capacity. Many of the new transfer stations were built at the location of former landfills. The King County Sanitation Department began operating the Houghton transfer station in June 1965 ***(Fig.48)***. King County had 7 stations in operation by 1971. At that time the King County operation was the largest in the nation. Orange County California, with only 3 stations was next, while Seattle, Detroit, Michigan, and Hempstead, New York each had 2 stations in operation.

The State of Washington's Department of Ecology completed the state's first Solid Waste Management Plan in 1972 and by 1974 the King County Solid Waste Management Program, under the River Basin Coordinating Committee of the Municipality of Metropolitan Seattle had been completed. Included in the plan were recommendations for feasibility studies and demonstration projects for recovery of energy and materials from the solid waste stream (recycling). The environmental movement initiated a nationwide interest in the recycling of materials. Collection of recyclable materials, on a voluntary, self-haul basis, was added to

existing facilities in Seattle during the 1970s.

In the 1980s, Seattle completed filling disposal sites at Midway and the Kent-Highlands landfills and began using the King County Cedar Hills disposal site. Seattle's 1989 solid waste plan outlined a new direction in waste management that focused on waste reduction and recycling. Expanded recycling efforts, including curbside pickup of yard wastes and recyclables, once again impacted how the existing facilities were used. Despite the added complexities, the implementation and results were extremely successful. Similar shifts in waste management practices have occurred nationwide. The successful plan was re-affirmed in a 1998 plan with more ambitious reduction and recycling goals.

In 1991, the Seattle facilities incorporated the use of intermodal shipping containers, combined with new compaction machinery, to improve hauling capacity and increase efficiency in using diverse transport methods to transfer waste to yet more distant disposal sites. In this process, a third step is added. Trailer trucks transport intermodal storage units from the transfer station to the railyard where a top-pick lift transfers the container to the rail cars. By 2008, Seattle was typically spending more than $20 million a year to transport more than 400,000 tons of municipal solid waste by rail to a landfill near Arlington, Oregon.

Also around that time, private landfill operators on the West Coast, including at least one located in Oregon, were competing for contracts for the disposal of solid wastes to be sent via marine transport from Hawaii.

Since then, recent local and national trends in solid waste management include upgrading older facilities with new compaction technologies and transport methods to handle higher volumes and collection of various recyclable materials more efficiently. Locally, the King County Solid Waste Division has replaced at least two outdated facilities in recent years. A new Shoreline Transfer Station facility, replacing one constructed in the 1960s, opened in 2008 ***(Fig. 52)*** and the King County Bow Lake transfer station in Tukwila, which was constructed in 1977 ***(Fig. 51)*** to replace a 1960s-era facility, was replaced more recently with a new transfer station in 2012. Currently a new King County Factoria Transfer Station is under construction to replace a 1960s-era facility. The new Tacoma Solid Waste Management Recovery and Transfer Center opened in 2010, replacing outdated facilities from the 1960s. The construction of the new Seattle South Transfer Station facility, to replace the old facility that is the subject of this report, was completed and opened in 2013. The new Seattle North Transfer Station is scheduled to open in Summer 2016.

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"Plans & Facilities"

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Online image database: http://content.lib.washington.edu/cdm-ayp/search.php

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Maps/Aerial Photos:

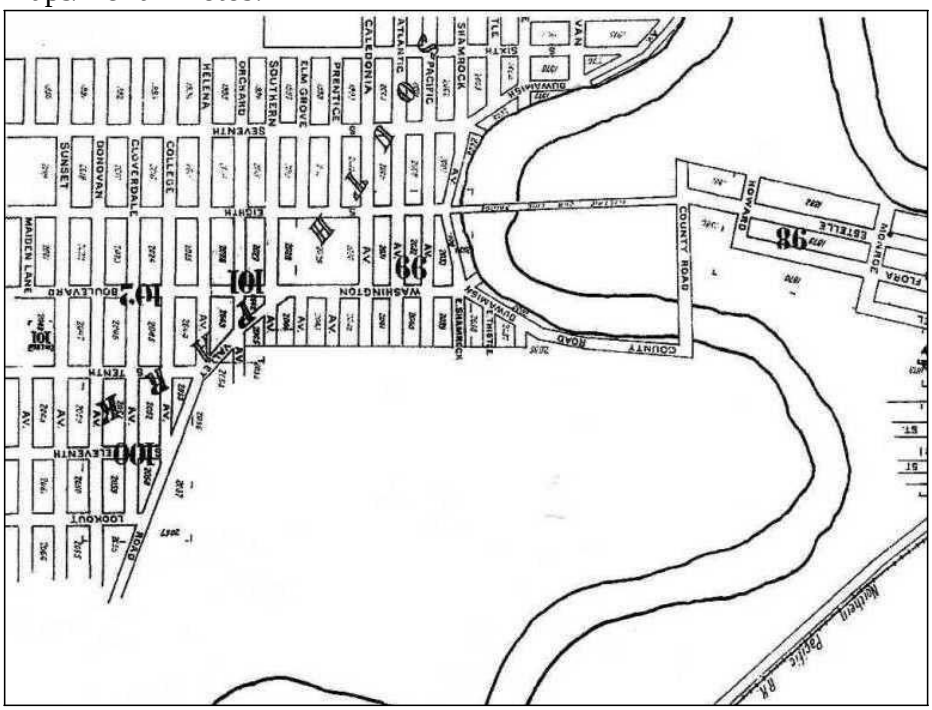

Fig. 1: Map showing South Park near the Duwamish River, c.1904, before it was channelized [North is right] (SPL/ Digital Sanborn Maps, Seattle: 1904-1905, Vol. 1, Key 0d)

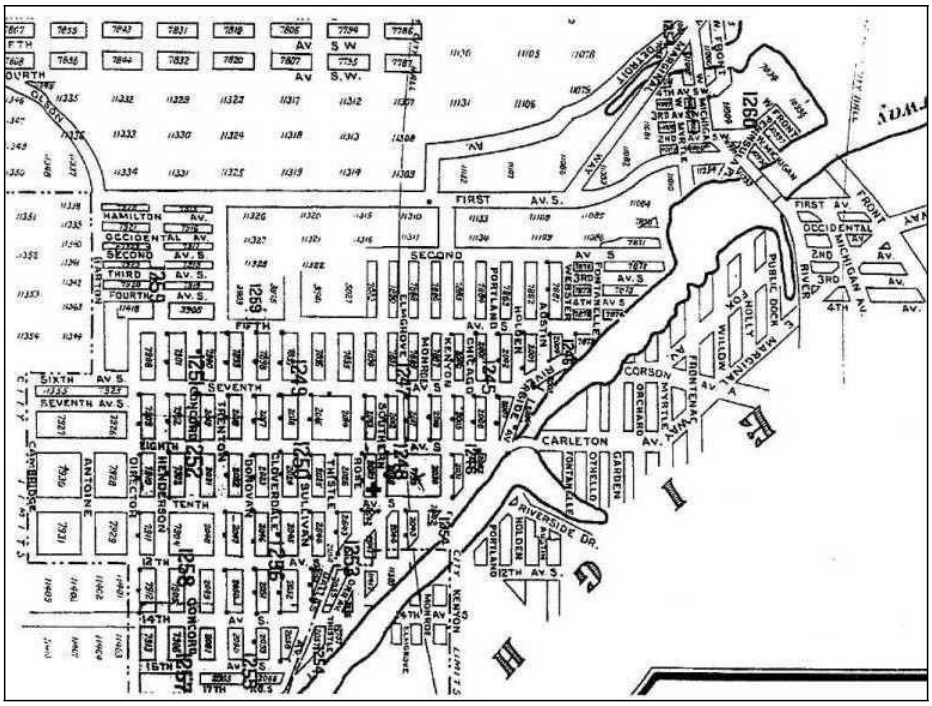

Fig. 2: Map showing South Park, c. 1929-1950, after the Duwamish was channelized[North is right] (SPL/Digital Sanborn Maps, Seattle: 1929-1950, Vol. 7, Sheet 0d)

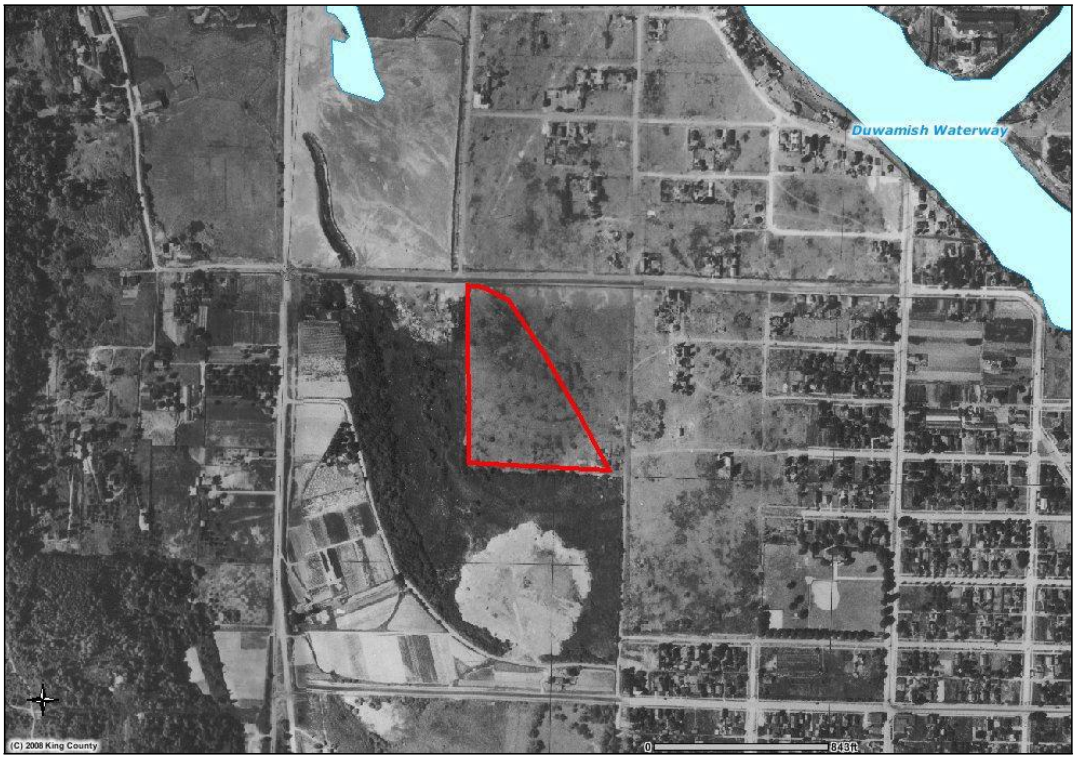

Fig. 3:This 1936 aerial photo pre-dates the construction of SR 509, to the west of the site, and the extension of West Marginal Way/Highway 99 to the east of the site. (King County GIS Map Center)

Fig. 4: Contemporary aerial view, 2013. (King County GIS Map Center)

Fig. 5: This 1985 aerial photo, viewing north, shows the original configuration of the circulation and facilities on the site. The original public entrance was on the north end at South Kenyon St. (Seattle Public Utilities)

Fig. 6: This 2014 aerial photo shows the current configuration of the site features. The top of the photo is North. The main entrance was re-routed in 1989 and is now at 5th Ave South at the southeast corner of the site, while the north entrance provides direct access to the Household Hazardous Waste shed. (Google maps / SPU)

Context Views:

Fig. 7: Viewing north from 5th Avenue South towards West Marginal Way South access road, which is parallel to and immediately west of West Marginal Way South/SR 99. The Transfer station main entrance is on the left. (September, 2008)

Fig. 8: Viewing south from West Marginal Way South access road. The road becomes 5th Avenue South at the curve. Transfer station main entrance is on the right. (September, 2008)

Fig. 9: Viewing north on West Marginal Way South. (September, 2008)

Fig. 10: Viewing south on West Marginal Way South/SR 99. (September, 2008)

Fig. 11: Viewing south at South Kenyon Street from the West Marginal Way South/SR 99 exit, showing the transfer station entry (Gate 3) for the hazardous waste disposal facility, which is located at the north end of the site. The West Marginal Way access road to the main entrance is on the left of the photo. (September, 2008)

Fig. 12: Viewing west along South Kenyon Street from the West Marginal Way/SR 99 exit. An industrial warehouse park is on the left at 2nd Avenue South/ South Kenyon Street. (September, 2008)

Fig. 13: Viewing south along 2nd Avenue South from South Kenyon Street. Transfer Station is on the left, an industrial warehouse park is on the right out of view. (September, 2008)

Fig. 14: Viewing north on 2nd Avenue South. The Transfer Station hazardous waste collection shed is visible on the right. (September, 2008)

Fig. 15: Viewing southwest from the 2nd Avenue street end to vacant land parcel (former South Park landfill site) to the west of the Transfer Station. (September, 2008)

Buildings:

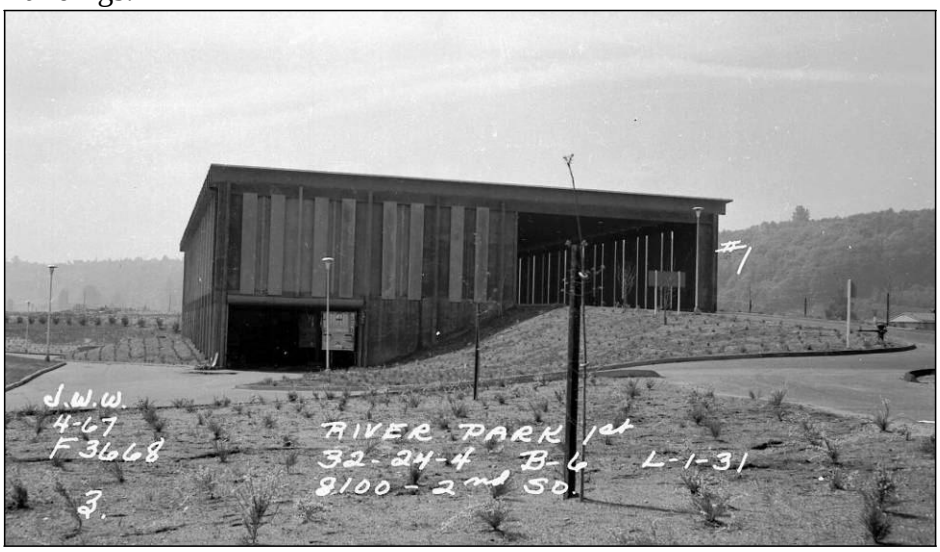

Fig. 16: Above:Historic 1968 tax assessor's file photo of the transfer station, viewing south, showing the north façade. (Puget Sound Regional Archives)

Fig. 17: Below: Historic 1968 view of the north and west facades (APWA Reporter)

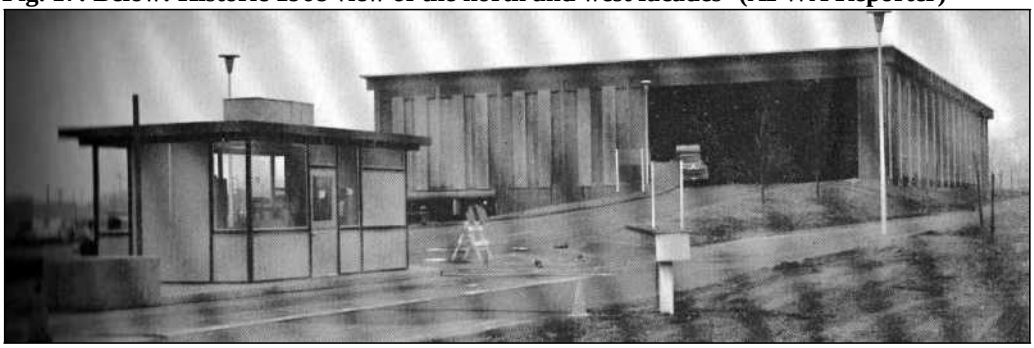

Fig. 18: View of the north façade. The tipping floor exit is at the upper level on the right. Truck entry to the loading level is on the lower left side. (March, 2008)

Fig. 19: The south facade, showing the entry of the tipping floor. The building to the right is a storage building. (March, 2008)

Fig. 20: West façade, viewing southwest. The adjacent driving lane is one-way south bound. (March, 2008)

Fig. 21: East façade. The metal shed houses a compactor unit that was added in 1991. (March, 2008)

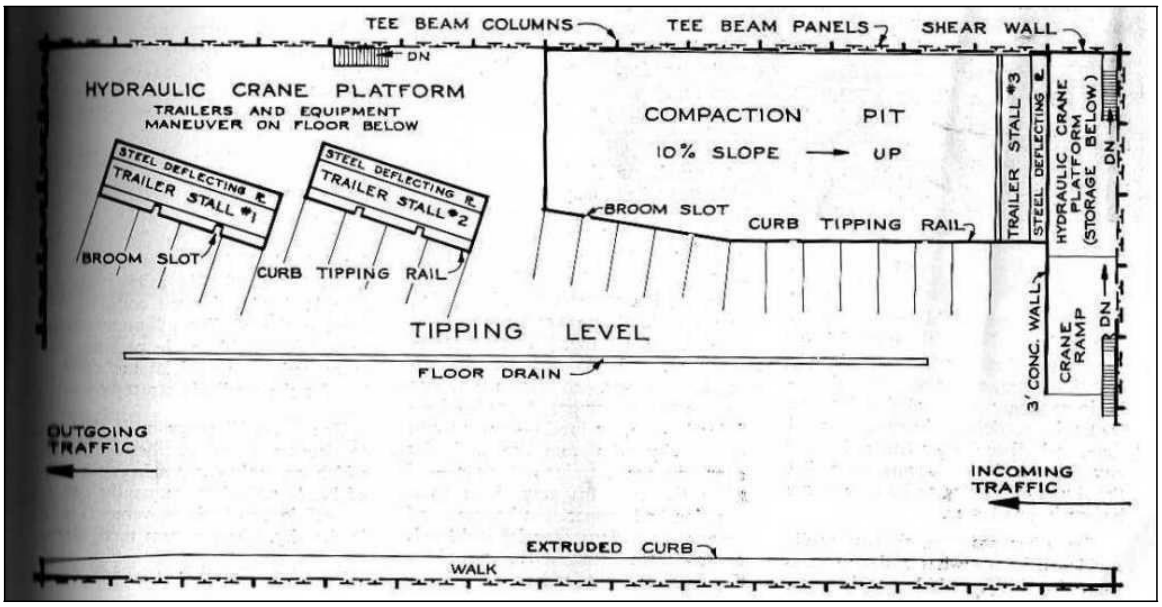

Fig. 22: Diagram showing the basic interior configuration of the tipping floor. Also note the configuration of the structural tee-beams and panels. (APWA Reporter, v.34, no.5; June 1967 p. 11)

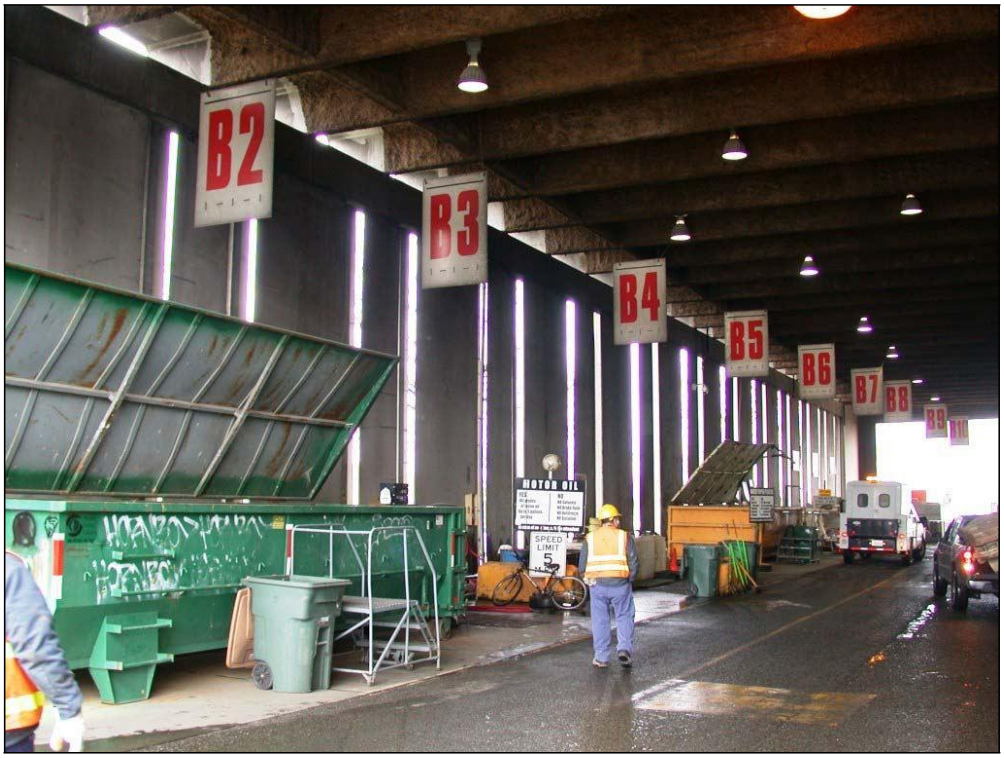

Fig. 23: Viewing north at the tipping floor entry showing the interior east elevation of the west wall. Containers for recyclable materials are on the left, along the west side of the driving lane. (March, 2008)

Fig. 24: Viewing east towards the interior west elevation of the east wall and the tipping stalls that receive yard waste/compostable materials. The office/storage building is beyond. (March, 2008)

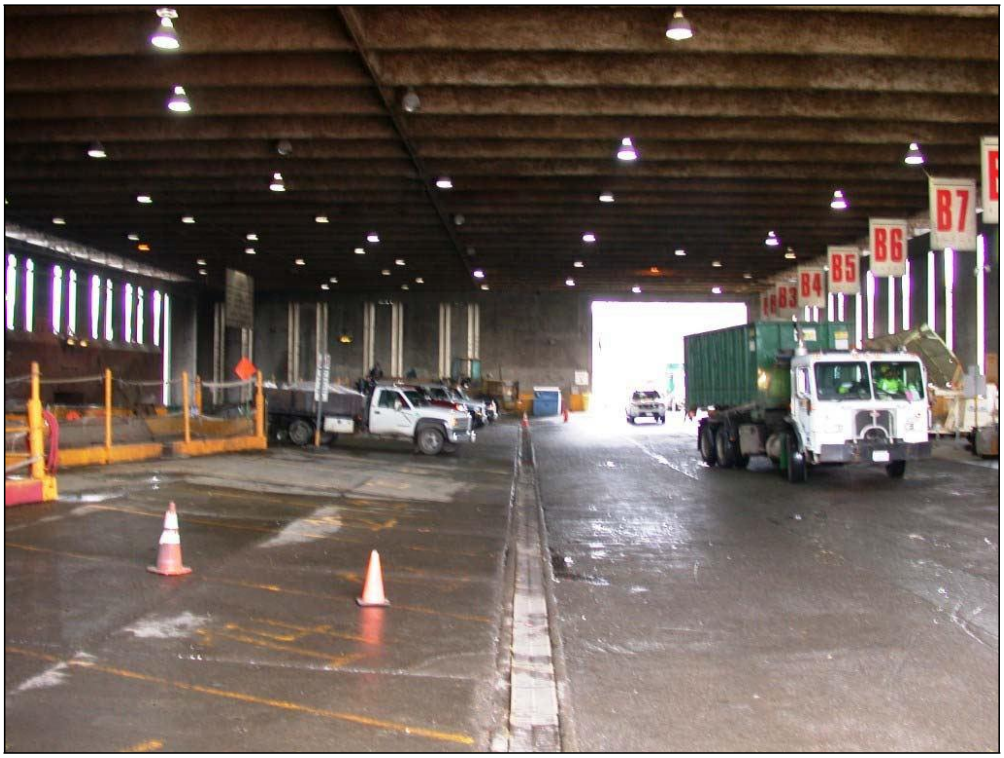

Fig. 25: Viewing south towards the entry. Tipping bays are on the left (east) and the driving lane is on the right (west). (March, 2008)

Fig. 26: Bulldozer pushing materials through a hole in the interior east side of the west wall into the hopper above the hydraulic compactor unit. This wall was altered to accommodate the new use of intermodal shipping containers in 1991. (March, 2008)

Fig. 27: Historic Tax Assessor file photo of the Scale House, 1967, showing the east elevation. (Puget Sound Regional Archives)

Fig. 28: The current south elevation of the Scale House. The building was re-located and re-oriented in 1989. (March, 2008)

Fig. 29: The west and south facades of the Scale House. (March, 2008)

Fig. 30: The south and east facades of the Scale House. (March, 2008)

Fig. 31: Historic Tax Assessor file photo of the Operations Building, 1967, south and east facades.

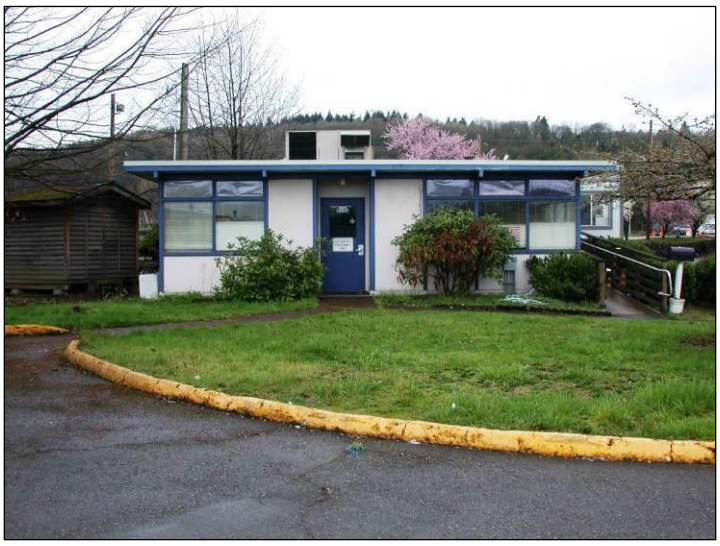

Fig. 32: East elevation of the original Operations Building. (March, 2008)

Fig. 33: The original Operations Building, north elevation. The modular trailer unit was added on the west side in 1985. (March, 2008)

Fig. 34: South and partial east facades of the original Operations Building. The sliding glass doors are not original. (March, 2008)

Fig. 35: Detail of the rear, west façade of the original Operations Building. (March, 2008)

Fig. 36: Historic Tax Assessor File photo of the Service Garage, 1967, showing the east elevation. (Puget Sound Regional Archives)

Fig. 37: Contemporary photo of the Service Garage, showing the north and east facades. (March, 2008)

Contemporary Buildings on the Site:

Fig. 38: Current Administrative Operations building, south and west facades. (March, 2008)

Fig. 39: Household Hazardous Waste Collection Shed, south and east facades. (March, 2008)

Fig. 40: Viewing northwest, showing south and west facades of Employee Locker Room/ Break Room building in the foreground. View of the partial south façade of the Warehouse/ storage building is beyond. Behind the storage building is the top of the Transfer Station's south façade. (March, 2008)

Projects by Durham, Anderson & Freed:

Fig. 41: St. Elizabeth's Church, Durham Anderson & Freed, (1956) (UW Special Collections, Art Hupy, photographer)

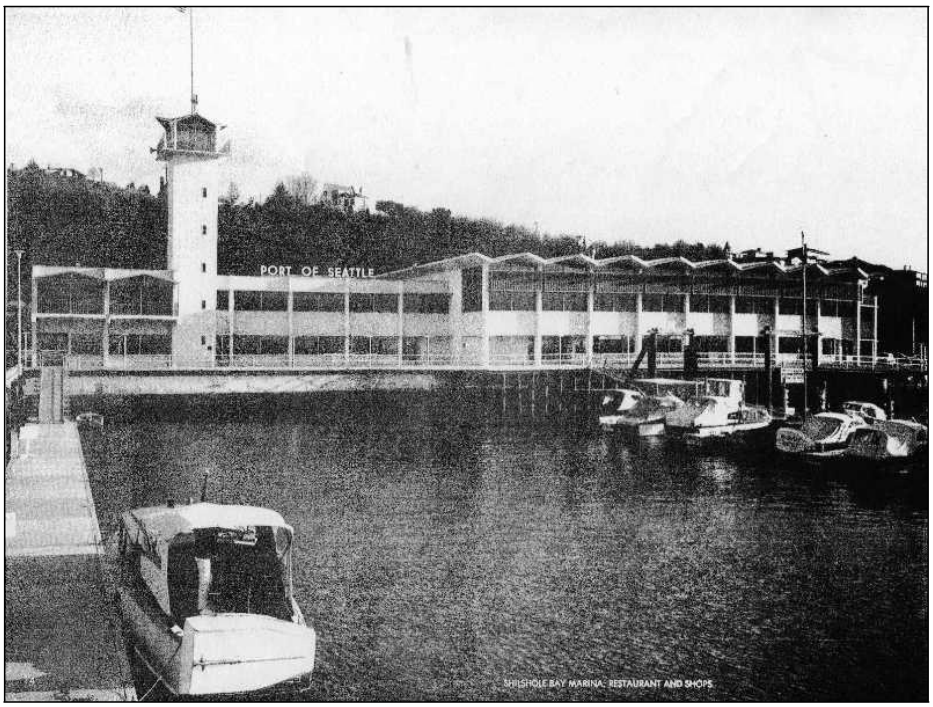

Fig. 42: Port of Seattle Shilshole Marina (1961) (UW Special Collections, Architect's Files: DAF)

Fig. 43: Fire Station#5 (1963), Durham, Anderson & Freed. This building was awarded a citation from the Prestressed Concrete Institute and is a Seattle Landmark. Contemporary view. (DAHP/DoCoMoMo.WeWa)

Fig. 44: Evans Library, Evergreen State College, Olympia; Durham Anderson & Freed, (1971) (University of Washington Special Collections, Art Hupy, photographer)

Solid Waste Management and Transfer Stations:

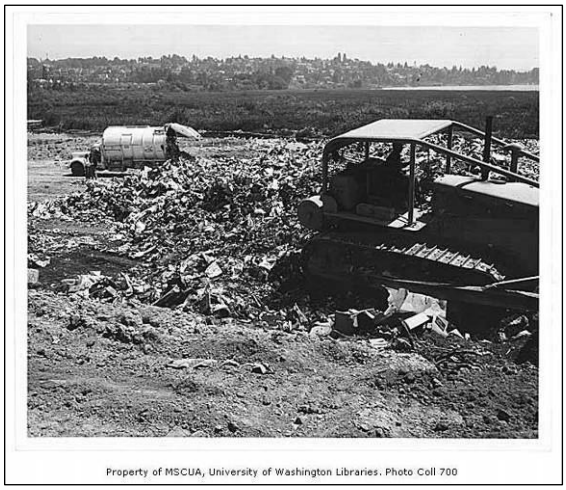

Fig. 45: Montlake Landfill, viewing southeast, 1959 (University of Washington Special Collections, Photo Collection 700)

Fig. 46: Early Transfer Methods, c. 1941 (Hickman, p.92)

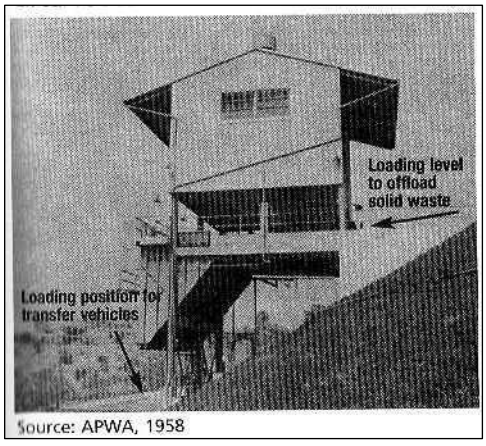

Fig. 47: Early Transfer Station, c. 1958 (Hickman, p.147)

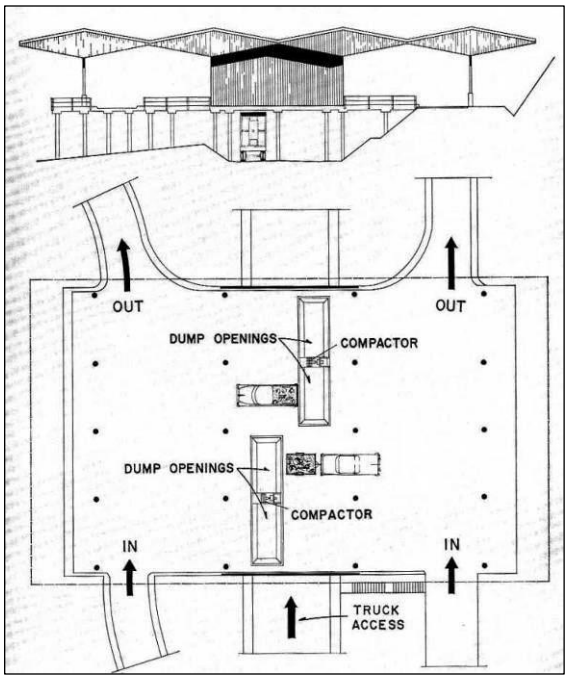

Fig. 48: Illustration of the King County Houghton Transfer Station constructed in 1965. (Public Works, v. 99 n.5, p.84)

Fig. 49: King County Transfer Station-Vashon, constructed in 2001. (King County Solid Waste Division)

Fig. 50: King County Transfer Station-Renton, constructed in 1966 (King County Solid Waste Division)

Fig. 51: King County Transfer Station-Bow Lake, constructed in 1977. (King County Solid Waste Division)

Fig. 52: Shoreline Recycling and Transfer Station Facility (2008) (King County Solid Waste Division)