



INITIAL INVESTIGATION FIELD REPORT

LUST ID: 2712

FS ID: 94766722

Site ID: 6270

SITE NAME Bell St Terminal Pier 66

SITE LOCATION INFORMATION

Contact Person Name	Title	Phone Number	
Mailing Address		City Zip + 4	
2201 Alaskan Way		Seattle 98121	
Site Location		Closest City County	
2201 Alaskan Way		Seattle	
Quarter-Quarter	Section	Township	Range
Latitude:	Degree	Minute	Second
Longitude:	Degree	Minute	Second

INSPECTION INFORMATION

Inspection Date	Inspection Time	Type of Entry Notice
Photographs Yes No	Weather: Clear	Partly Cloudy Overcast
Videotape Yes No	Precipitation	Temperature
Samples Yes No	Wind Direction	Wind Speed

RECOMMENDATION

No Further Action:

Maybe. Major excavations conducted for re-development. Needs a thorough review.

Release or threatened release does not pose a threat

Site Hazard Assessment

No release or threatened release

Interim Action

Educational Mailing

Emergency Action Plan

Refer to another program/agency

Independent Cleanup Action

In Progress

Completed

CONTAMINANT(S) (See Page 3 for details)

Soil	Yes	Gas, BTEX, diesel, oil, PAHs, metals
Groundwater	Yes	

DEPARTMENT REVIEW

Investigator	Date
Approved by	
Unit Supervisor <i>[Signature]</i>	Date 2/15/11
Section Manager	Date

COMMENTS

The history of this site is long and include auto freight, gasoline stations, a landfill, automotive repair and shipping warehousing, and spills from train derailments. The site was re-developed as a Cruise ship Pier, world class Conference center, Maritime Museum, and private mooring Pier. The earliest documents in the file pertain to a geotechnical study conducted pre-redevelopment in 1992. In the study, two soil borings were advanced within the former Pier 66 Triangle Parcel and Pacific Coast Feather. Soil samples from these borings were analyzed for TPH, VOCs, PAHs, PCBs, and total and metals. Results



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indicated that detected metals were below MTCA, PCBs were ND, cPAHs were slightly above MTCA, PCE and 111-TCE were slightly above MTCA, and TPH were ND at the Triangle parcel but were above MTCA for gas and diesel at the Pacific Coast Feather property. GW samples collected from the monitoring wells installed in these borings indicated that PCBs and VOCs were ND, arsenic, chromium, lead and several cPAHs were above MTCA. Similarly, several sediment studies identified impacts to the Bay. One gas UST was removed from the east side of Alaskan Way in 1991. Approximately 100 cy of PCS was overexcavated but residual soil impacts remained in place due to building foundations and utilities. Remaining soil concentrations above MTCA were 680 to 970 ppm gas and 5,100 ppm diesel, while BTEX and lead were below. Subsequent subsurface investigations in 1992 and 1993 confirmed soil and GW impacts with gas, diesel, and oil range TPH above MTCA. Two gas USTs were removed from a fueling area on the west side of Alaskan Way. It is unknown if any PCS was removed but confirmation soil samples collected from the excavation were all below MTCA for gas and BTEX, and no GW was encountered during the excavation. Three HO USTs were removed from three buildings in the upland side (east) of Alaskan Way in 1992. Approximately 122 tons of PCS were overexcavated from these sites and disposed off-site. Only one of the three locations showed evidence of a leak and confirmation soil samples from all three locations were below MTCA for TPH and BTEX. GW was encountered and soil impacts appeared to extend to GW but was not assessed. The site re-development started in 1994 and several documents were observed in the file documenting cleanup of known areas of impacts as the 1991 gas tank area (2930 tons of PCS overexcavated and disposed off site), and the heating oil UST east of Alaskan Way. Also documented was the discovery of a large concrete box housing fuel oil and associate cleanup during site excavation an construction. A 1994 GW Assessment report indicated levels of arsenic, cadmium, lead, and some PAHs were above MTCA and were likely the result of the former USTs. The report concluded that GW impacts were unlikely to impact the Bay, were not a risk to HH since water in the area was not used as drinking water, that using marine water criteria as cleanup levels for upland areas was appropriate b/c of closeness to the Bay, and that the maximum contaminant concentrations did not exceed acute or chronic criteria. The site's TCP file includes numerous documents of sediments and habitat evaluation studies regarding the Sediment cap at Pier 66 which were not reviewed.
