



August 15, 2002

Port of Seattle  
Environmental Services Group  
P.O. Box 1209  
Seattle, Washington 98111-1209

Historical Review Report  
First Avenue South Bridge  
Exchange Properties — Parcels D & E  
Seattle, Washington  
for  
The Port of Seattle  
File No. 0155-009

Attention: Ms. Kathy Bahnick

## 1.0 INTRODUCTION

Pinnacle GeoSciences, Inc. completed a historical review of two properties involved in a pending real estate transaction for the Port of Seattle. The properties, referred to as “First Avenue South Bridge Exchange Properties -- Parcels D & E”, are located at the northwest corner of the intersection of West Marginal Way and 1<sup>st</sup> Avenue Southwest in Seattle, Washington. Parcel D is presently unused and Parcel E is currently used for parking.

Our services were requested by Ms. Kathy Bahnick of the Port of Seattle’s Environmental Services Group. Our scope of services was limited to a review of historical records and a brief site visit. The purpose of our services was to evaluate whether readily available historical records provided evidence of the likelihood of hazardous materials having been handled or released on the subject site. Our scope of services did not include review of historical information on surrounding properties.

The two parcels are very close to one another, Parcel E is about 100 feet west of Parcel D. Parcel D is the larger parcel; it is roughly triangular in shape and it encompasses about 0.54 acres. Parcel E is very small, roughly triangular in shape and encompasses about 0.02 acres. Our estimation of site acreage should be considered very approximate as the measurements were drawn from a poor quality fax. The site is located near the current First Avenue Bridge as shown in Figure 1. In this report we refer to the two parcels collectively as “the site.”

## 2.0 HISTORICAL RECORDS REVIEW

Historical *Kroll's Atlas of Seattle* maps and *Polk's City Directories* were reviewed to assess site development history and to evaluate whether businesses with the potential to use hazardous materials occupied the subject property. Each of these information sources provides a view of information collected representing specific points in time. Property uses can vary rapidly year to year so this information should not be viewed as being a complete historical sequence of site usage.

Property boundaries and rights-of way can change substantially through time. Roadways in the vicinity of the subject site have changed significantly through the years. In the following discussion we refer to locations referenced by roadways that no longer exist. In those cases we append the notation "(historical)" to the address or street name to signify that the location reference no longer exists.

The results of the review of each of these data sources is described below.

### **KROLL'S ATLAS:**

Historical Kroll maps were viewed for the subject site for 1912, 1920, 1928, 1950, 1960, 1966 and 1987. These maps show property divisions, buildings or businesses existing on the properties, and other development activities such as planned or removed roadways or utilities. The results of the review showed the following:

- 1912:** The subject site is undeveloped, with no buildings indicated. Two large buildings, one designated a "machinery shop" and "brick building" are present northwest of the subject site across SW Michigan Street; the property directly north of these buildings is a shipbuilding plant. The areas adjacent to the west, south and east of the subject site are undeveloped.
- 1920:** The subject site is still undeveloped; the shipbuilding plant and adjacent property to its south have become the Boeing Airplane Co. No development or buildings exist around the subject property.
- 1928:** The area is generally unchanged from the 1920 map.
- 1950:** No development exists on the subject site. The street configurations around the subject site have changed, the Foss Building on the north side of Southwest Michigan Street is present, and there is a record of a "service station" to the east of the Foss Building.
- 1960:** The streets around the site have again changed configuration which appears to be related to changes with the First Avenue South bridge traffic scheme. Planned new roadway alignments are indicated directly to the south and west of the subject site but are not yet unconstructed. No other buildings or development are indicated on the subject or adjoining properties.

**1966:** The site is generally unchanged from 1960. The indication of a “service station” to the northeast in the 1950 map is gone. Some heavy industrial business has developed in nearby areas (an aluminum smelter west of the Boeing property, a metal works factory on West Marginal Way), but nothing has developed on properties directly adjoining the site.

**1987:** The subject site is undeveloped. The adjacent properties show no new development.

**Polk's Reverse City Directories** were checked for 1950, 1955, 1961, 1965, 1970 and 1990. These give names of businesses with phone numbers according to street address.

No businesses were listed on the subject site in any of the directories. The only listings for any adjacent or nearby properties during the period searched included the Boeing plant; an auto sales and service business at SW Michigan Street and 4<sup>th</sup> Avenue Southwest (historical) (1950); an auto wrecking business at the intersection of West Marginal Way and the 1<sup>st</sup> Avenue South (historical) (1955); and a gas station at the intersection of 4<sup>th</sup> Avenue SW (historical) and SW Michigan Street (1965). The site noted in the 1950 and 1960 Kroll Atlas map as a “service station” was not corroborated by any listing in the reverse directories.

**EDR Review:** We contracted a search of EDR's database of federal and state regulatory lists and records. These data search was reviewed to evaluate whether public records indicate the presence or potential presence of hazardous materials on the subject property.

The subject site did not appear on any lists. In the immediate area (within 1/8 mile of the site), the list designated one LUST (Leaking Underground Storage Tank) site, which was noted as having a cleanup in process, two ICR (Ecology Independent Cleanup Report) sites, and three RCRIS Small Quantity Generator sites. Numerous properties are listed within the one-mile radius of the data search.

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### 3.0 AERIAL PHOTOGRAPH REVIEW

We reviewed historical aerial photography of the site and surrounding area on file at Walker & Associates in Seattle. Aerial photographs were available for 1936, 1946, 1956, 1960, 1969, 1974, 1980, 1985, 1990, 1995 and 2000. Figures 1 through 6 show reproductions of aerial photography of the subject site for the years 2000, 1995, 1980, 1956, 1946 and 1936. The observations of site conditions shown in the photographs reviewed are as follows:

**1936:** The site is undeveloped. The site and surrounding area are covered with brush and occasional deciduous trees.

- 1946:** The site is undeveloped. The site and surrounding area are covered with dense vegetation comprised of a continuous stand of deciduous trees.
- 1956:** The site has been cleared of all vegetation. The site and surrounding appear to be cleared and graded as part of construction activities related to the right-of-way accessing the First Avenue South Bridge which is under construction. The property to north is used for parking.
- 1960:** Parcel D is occupied by a soil ramp which appears to be part of the nearby highway construction. Parcel E is bare and unused.
- 1969:** Same as 1960. Some scrub vegetation is present on Parcel D. Cars appear to be parked on the soil ramp.
- 1974:** Same as 1969. No cars are parked on the property.
- 1980:** Parcel D is overgrown with scrub vegetation. The soil ramp is still present. Parcel E is bare and unused.
- 1985:** Same as 1980.
- 1990:** Same as 1985. A row of deciduous trees is present on the south side of Parcel D.
- 1995:** The site is cleared for road construction activities with the exception of a narrow band of low vegetation along the north side of the west half of Parcel D. A soil stockpile may be present on the east side of Parcel D.
- 2000:** The site is undeveloped with low scrub vegetation with the exception of the east side of Parcel D where the parking lot to the north has been extended, encroaching on the parcel.
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## 4.0 SITE RECONNAISSANCE

On August 2, 2002 we visited the site to confirm the site location, observe site conditions and obtain photographs of the site. Parcel D is presently unused except for the small extension of the parking lot to the north which encroaches on the parcel. The soil ramp, probably related to past road construction, is still present on Parcel D. Parcel E is a very small gravel paved area which is used for incidental parking.

The property to the north of Parcel D is a paved parking area. Parcel D is bounded on the east by 1st Avenue Southwest. Both parcels are bounded to the south by West Marginal Way. The property across the street to the south is a large undeveloped area owned by the Department of Transportation. It is bermed and may have been used for dredge spoil disposal or for excess soil generated during nearby road construction.

Photographs of the site with brief descriptions are shown in Figure 7.

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## 5.0 CONCLUSIONS

Our review of historical records did not identify past uses of the First Avenue South Bridge Exchange Properties -- Parcels D & E likely to have resulted in hazardous materials being handled or released on the subject site. Through the entire period reviewed the two parcels comprising the site appeared to have been undeveloped or used for vehicle parking.

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## 6.0 LIMITATIONS

Pinnacle GeoSciences prepared this Historical Review for use by the Port of Seattle. This report may be made available to regulatory agencies and to other parties authorized by the Port of Seattle. The report is not intended for use by others and the information contained herein is not applicable to other sites.

Our review was limited to evaluation of records for the subject property only. We did not evaluate conditions on surrounding properties. Our services did not include a Phase One Environmental Site Assessment, environmental compliance audit, or an evaluation for the presence of asbestos or other regulated building materials or PCB equipment. Specific contamination evaluation procedures, such as soil or ground water sampling and chemical analysis, are not included in this scope of services.

Within the limitations of scope, schedule, and budget, our services have been executed in accordance with generally accepted environmental science practices for environmental services in this area at the time this report was prepared. No warranty or other conditions, expressed or implied, should be understood.

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Ms. Kathy Bahnick  
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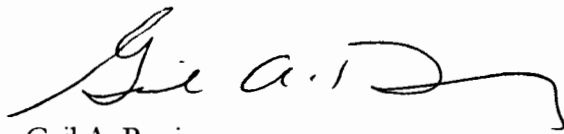
## 7.0 CLOSING

Pinnacle GeoSciences appreciates the opportunity to provide these environmental consulting services to the Port of Seattle. Please call if you have any questions concerning this report.

Sincerely,  
Pinnacle GeoSciences, Inc.



Stephen C. Perrigo  
Principal

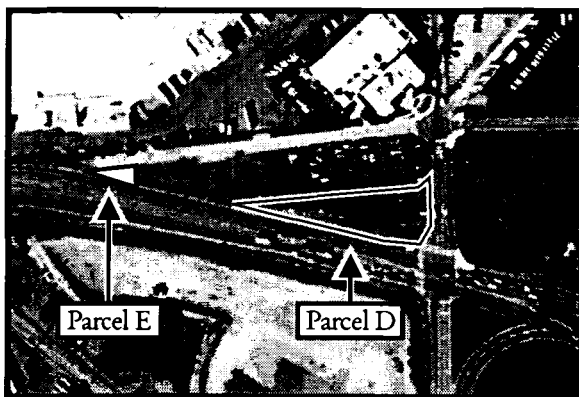


Gail A. Perrigo  
Staff Historian

cc: Ms. Isabel Safora, Port of Seattle (2 copies)



Aerial Photographs by Walker & Associates  
No Scale

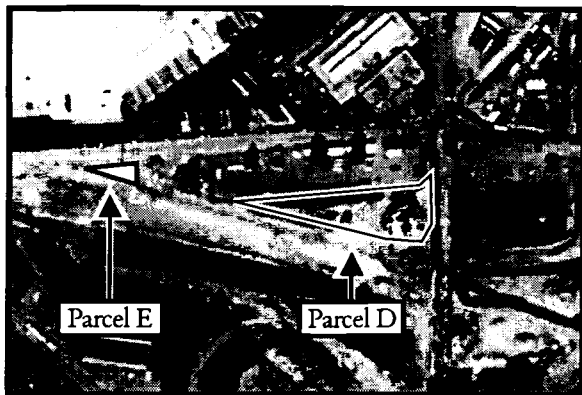


Approximate location of subject property  
for reference on larger map, above.

**Figure 1**  
**Aerial Photography - 2000**  
**1st Avenue Bridge Exchange**  
**Properties -- Parcels D & E**  
**Port of Seattle**  
**Seattle, Washington**  
**Pinnacle GeoSciences**



Aerial Photographs by Walker & Associates  
No Scale

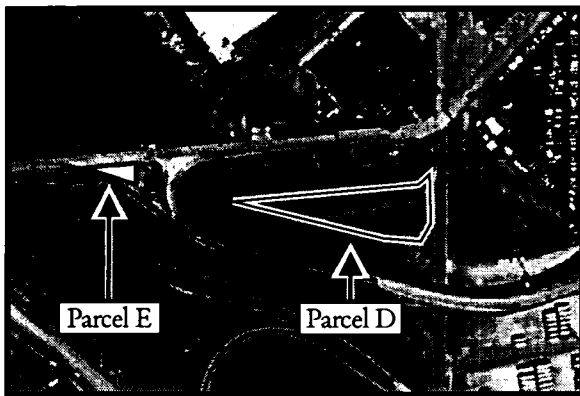


**Figure 2**  
**Aerial Photography - 1995**  
**1st Avenue Bridge Exchange**  
**Properties -- Parcels D & E**  
**Port of Seattle**  
**Seattle, Washington**  
**Pinnacle GeoSciences**





Aerial Photographs by Walker & Associates  
No Scale



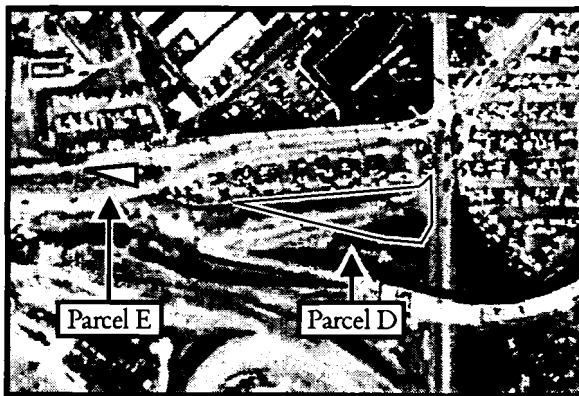
Approximate location of subject property  
for reference on larger map, above.

**Figure 3**  
**Aerial Photography - 1980**  
**1st Avenue Bridge Exchange**  
**Properties -- Parcels D & E**  
**Port of Seattle**  
**Seattle, Washington**  
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Aerial Photographs by Walker & Associates  
No Scale

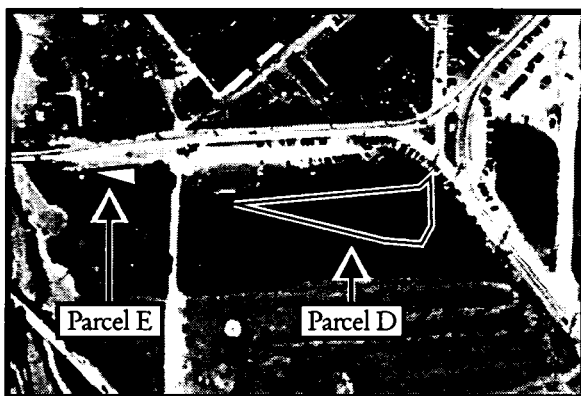


Approximate location of subject property  
for reference on larger map, above.

**Figure 4**  
**Aerial Photography - 1956**  
**1st Avenue Bridge Exchange**  
**Properties -- Parcels D & E**  
**Port of Seattle**  
**Seattle, Washington**  
**Pinnacle GeoSciences**



Aerial Photographs by Walker & Associates  
No Scale

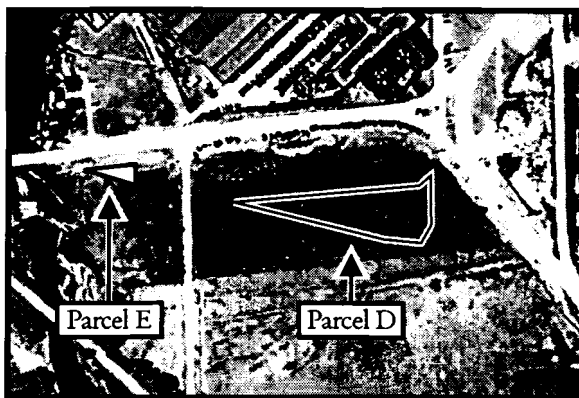


Approximate location of subject property  
for reference on larger map, above.

**Figure 5**  
**Aerial Photography - 1946**  
**1st Avenue Bridge Exchange**  
**Properties -- Parcels D & E**  
**Port of Seattle**  
**Seattle, Washington**  
**Pinnacle GeoSciences**



Aerial Photographs by Walker & Associates  
No Scale



Approximate location of subject property  
for reference on larger map, above.

**Figure 6**  
**Aerial Photography - 1936**  
**1st Avenue Bridge Exchange**  
**Properties -- Parcels D & E**  
**Port of Seattle**  
**Seattle, Washington**  
**Pinnacle GeoSciences**



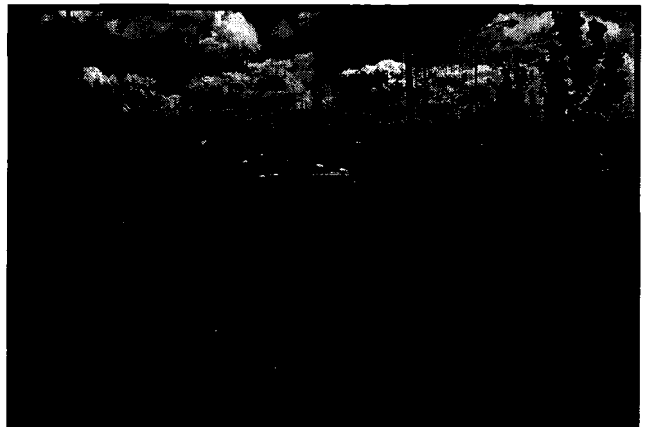
View of the Parcel D from the west on the sidewalk on the south side of West Marginal Way. Parcel D is occupied by the vegetated raised mound on the left.



View of the Parcel D from the northwest. Parcel D is occupied by the vegetated raised mound behind the cars.



View of the Parcel D from the east on the sidewalk on First Avenue South.



View of the Parcel E from the west on the sidewalk on West Marginal Way. Parcel E is the gravel covered area in the foreground.



View of the Parcel E from the southwest. Parcel E is the gravel covered area in the foreground.

**Figure 7**  
**Site Photographs**  
**1st Avenue Bridge Exchange**  
**Properties -- Parcels D & E**  
**Port of Seattle**  
**Seattle, Washington**  
**Pinnacle GeoSciences**

