Johnsons Auto Repair

SHARP Report — Part 1 of 2

Go to site contamination history

• SHARP first SHARP	v2024.04.29	Ecology Info	
• SHARP rating	Low	ERTS	734657
• SHARP date	11/25/2024	CSID	17162
• EJFlagged?	⃠ - No Override	FSID	46936387
• LD confidence level	low	VCP	none
• Cleanup milestone	initial investigation	UST ID	none
• SHARPster	Vance Atkins	LUST ID	none

This section is blank if this is the first SHARP

SHARP Media	Scores	Confidence	Additional Factors	
Indoor air	D4	high	multiple chemical types	⃠
Groundwater	D4	high	risk to off-site people	⃠
Surface water	D4	high	climate change impacts	⃠
Sediment	D4	high	plant/animal tissue data	⃠
Soil	D4	high		

Location and land use info

9418 35th Ave NE, Seattle, King County, 98115

Primary parcel	6844700005
Land use	commercial
Responsible unit	NWRO

Sources reviewed

2024, Dixon Environmental Services, Phase II Environmental Site Assessment:
Subsurface Investigation Report, King County Parcel #6844700005

Primary census tract	Associated census tracts
53033002200	53033002100 (adjacent west)

Local demographics comments

no comments

Source/source area description

A Site investigation completed in 2024 identified several potential contamination sources at the Site parcel associated with its use as an automotive repair facility. Two gasoline USTs and one waste oil UST were removed in 1990. Contaminated soil associated with gasoline UST product lines was removed and disposed of off-site. Additionals areas of concern observed on-site in 2024 included: three underground hydraulic hoists, floor drains, and a waste oil AST and drum storage area without secondary containment. In 2024, seven soil borings were completed at the Site parcel. Four borings were installed adjacent to floor drains, hydralic lifts, and the AST/drum storage area. Three borings were installed within or adjacent to former UST and soil remediation areas to confirm soil conditions. Soil samples were collected at depths of five to twelve feet below grade and analyzed for petroleum hydrocarbons, BETX compounds, and VOCs. Groundwater was not encountered during the soil investigation.

Soil comments

A total of 17 soil samples were collected from seven borings at depths of 5-12 feet below grade. Soil samples were analyzed for petroleum hydrocarbons, BETX compounds, and VOCs throughout the Site parcel. Contaminants of concern were either not detected, or were detected below cleanup levels, with the exception of tetrachloroethylene (PCE), which was detected in one sample at a concentration of 0.056 mg/kg vs 0.05 mg/kg MTCA soil cleanup level. Statistical analysis of eleven samples collected through the Site parcel indicated the 95% Upper Confidence Limit was below the MTCA soil cleanup level.

Groundwater comments

Groundwater was not encountered during the 2024 soil investigation or prior remedial activities. Area soil borings indicate that groundwater has not been encountered to depths of at least 30 feet.

Surface water comments

no comments

Sediment comments

no comments

Indoor air comments

Maximum known tetrachloroethylene (PCE) detection in Site soil 0.056 mg/kg.

Additional factors comments

no comments

Site history

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The Site parcel was initially developed as a residential property in the 1930s. The parcel was redeveloped as a fuel/service station in the 1950s, with redevelopment to the same use in the 1960s. The fueling infrastructure was decommissioned in 1990, and the Site parcel has been used solely as automotive service facility since that time. During UST removal in 1990, petroleum contamination was identified in three areas: a pump island, adjacent to former USTs removed in 1967, and at a drywell. Based on field screening and laboratory analyses, a total of 625 cubic yards of contaminated soil was removed from the Site. The Site received a No Futher Action from Ecology in 2012 (CSIDs 9340 and 9341).

This SHARP evaluates the non-UST issues addressed in 2024. Ecology concludes that no further action is required after successful remediation.

Overflow - Site contamination and cleanup history

No overflow

Johnsons Auto Repair

17162 Johnsons Auto Repair 20241125
First SHARP
SHARP rating — Low

SHARP Report — Part 2 of 2

Conceptual site model
11/25/2024

SHARP