Boeing Field Chevron

SHARP Report — Part 1 of 2

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• SHARP first SHARP	v2024.04.29	Ecology Info	
• SHARP rating	Low	ERTS	N19854
• SHARP date	07/16/2025	CSID	7030
• EJFlagged?	✔ – No Override	FSID	2551
• LD confidence level	low	VCP	N/A
• Cleanup milestone	cleanup implementation	UST ID	101796
• SHARPster	Olu Akeroro	LUST ID	5854

This section is blank if this is the first SHARP

SHARP Media	Scores	Confidence	Additional Factors	
Indoor air	D4	high	multiple chemical types	✔
Groundwater	C2	high	risk to off-site people	⊘
Surface water	D4	high	climate change impacts	⊘
Sediment	D4	high	plant/animal tissue data	⊘
Soil	C2	high		

Location and land use info

10805 Tukwila International Blvd , Tukwila, King County, 98168

Primary parcel	032304-9064
Land use	commercial
Responsible unit	NWRO

Sources reviewed

- Jun. 2025 Boeing Field Chevron Public Review Draft RI Rpt. Addendum
- Oct. 2020 Boeing Field Chevron RI Final Part 1
- Oct. 2020 Boeing Field Chevron RI Final Part 2
- Jan. 2024 Boeing Field Chevron SHA Notification
- Jan. 2024 Boeing Field Chevron Site Hazard Assessment

Primary census tract	Associated census tracts
53033026300	N/A

Local demographics comments

A zero was applied to all EJscreen parameters because the EJscreen website was not available at the time of rating.

Source/source area description

Based on the completed work, petroleum impacts (primarily Gasoline-Range Organics (GRO) and related benzene, toluene, ethylbenzene, and xylene (BTEX) compounds) remain present in soil and groundwater at the Site at concentrations exceeding Ecology's Model Toxics Control Act (MTCA) Method A cleanup levels. Separate-phase petroleum product also remains present intermittently in at least one of the monitoring wells at the Site (IP-7). (Continued in box 9 below)

Soil comments

no comments

Groundwater comments

no comments

Surface water comments

no comments

Sediment comments

no comments

Indoor air comments

no comments

Additional factors comments

no comments

Site history

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Service-station operations have been conducted on, or adjacent to, the Boeing Field Chevron property since at least 1941. During this period, the Site has been impacted by at least three separate releases of petroleum products. The first two of these consisted of unquantified releases of petroleum products associated with service-station operations through approximately 1984 (reported in 1990) and a minor release in 1996 of unspecified petroleum product discovered during the removal of an underground storage tank (UST). The most recent release of gasoline product was associated with a fuel-supply line leak, first reported to Ecology in 2003.

Three general phases of environmental assessment and remediation efforts have been conducted at the Site since 1990. The first phase of work was performed in association with releases reported in 1990 and 1996, and a second phase was performed as an initial response to the 2003 release. Following the execution of an Agreed Order, a third phase of activities were initiated for the Site.

Overflow - Site contamination and cleanup history

Based on compiled data, the impacts to soil and groundwater extend from a depth of 8 feet to 25 feet below the ground surface. Impacts appear to be greatest in the immediate vicinity of the western dispenser islands, which is consistent with the location of the 2003 release. Soil-gas samples detected petroleum hydrocarbons at concentrations less than MTCA subslab screening levels near the southern property boundary. Accordingly, the soil-vapor to indoor air pathway for buildings located on the south-adjacent property is not considered to be complete. Groundwater has been observed within two distinct saturated zones at the Site, the lower of which is tidally influenced. Petroleum contaminants have been found to exceed cleanup levels in both saturated zones. Groundwater sampling data, compiled from 2004 through 2019, indicate that groundwater contaminants are not migrating, and that concentrations are largely stable. GRO and BTEX concentrations have been detected above cleanup levels in soil and groundwater within the Lower Saturated Zone to the west of the Property. However, based on groundwater sampling data from borings and monitoring wells completed within Tukwila International Boulevard (TIB), these impacts do not appear to extend beyond TIB. Stormwater and catch-basin solids sampling indicate that Site contaminants are not migrating within the property-adjacent storm drain system. Site contaminants have not been detected within the backfill of the utility corridors along TIB.

Boeing Field Chevron

7030 Boeing Field Chevron 20250716
First SHARP
SHARP rating — Low

SHARP Report — Part 2 of 2

Conceptual site model
07/16/2025

SHARP