CSID 5749

SITE HAZARD ASSESSMENT (DRAFT)
WORKSHEET 1
SUMMARY SCORE SHEET

Site Name/Location (Street, City, County, Section/Township/Range, Facility ID #):

Auto Service Company
630 Westlake Ave N
Seattle, WA 98109
King County
T-25N, R-04E, Sec-30
Facility ID #: 24436664
Longitude: 122° 20′ 17.01″
Latitude: 47° 37′ 32.53″
Site assessed/ranked for August 17, 2004

Site Description (Include management areas, substances of concern, and quantities):

The Auto Service Company site is located on the southeast corner of Valley Street and Westlake Avenue North in downtown Seattle. The site extends south encompassing three parcels all owned by one owner. Commercial businesses surround the site including a 76 gas station located south of the site. The Auto Service Company site consists of two building structures. One of the building structures is a small office building located at the northwest corner of the site. The other building is an L-shaped building located southeast of the office. The L-shaped building had three service bays facing west occupied by Auto Service Company and three service bays and an office area facing north occupied by Downtown Automotive detail shop, a separate company subletting the space from Auto Service Company. Currently, both businesses have closed and the buildings are unoccupied. The current property owner of this site is the Vulcan Company. The Auto Service Company site is located in an area with municipal water and sewer systems.

On June 28, 1996, a complaint was called into the Washington State Department of Ecology (Ecology) by the Environmental Protection Agency (EPA) regarding the discharge of oil onto soil. In addition, the oil changing pit inside the shop where the oil was being collected and drained was leaking to the ground under the building. Sloppy waste handling was also an issue. Ecology referred the complaint to the King County Water and Land Resources Division Hazardous Waste Management Program (WLRD) on July 29, 1996.

On July 31, 1996, WLRD conducted the initial investigation and spoke with an employee who indicated that the owner, Jerry Stevenson, was not in at the time. WLRD conducted another site visit on August 5, 1996 and again was told that Mr. Stevenson was not available. During this second visit, WLRD observed an employee cleaning auto floor mats with a steam cleaner outside of the bays and the rinse water was flowing down the oil-stained driveway to what appeared to be an open, uncovered dead-end oil/water separator sump. There were two, unidentified sumps located at the north end of the property near Terry Street.

On August 20, 1996, WLRD conducted a third site visit and found Mr. Stevenson present. WLRD explained the purpose of their visit and was given permission to look around the business. Mr. Stevenson indicated that Basin Oil collected all of his waste oil. After looking around the site, WLRD determined that a more detailed inspection was in order and referred Mr. Stevenson to the On-Site Team (OST). WLRD also recommended that no work be done over the storm drains, that drip pans be used, and have absorbent pads available in case of a spill. Mr. Stevenson stated that he would contact OST. WLRD referred this site to OST for follow-up.

On October 18, 1996, OST contacted Mr. Stevenson to schedule a site visit for October 22, 1996. OST observed wastewater drain outside into two small catch basins from steam cleaning the vehicles. Mr. Stevenson explained that employees periodically shoveled out the collected sludge in the basins and placed the sludge in a barrel for proper disposal by Basin Oil Company. OST indicated the process was not sufficient and recommended they obtain catch basin inserts and check the basins on a daily basis. OST also observed containers that were mislabeled or lacking labels. OST recommended all containers be properly labeled identifying their contents. A compilation of OST's recommendations were listed in a November 13, 1996 letter to Mr. Stevenson.

On October 9, 1997, a complaint was called into WLRD regarding an oil pit that had a main cubbyhole that was filled with about 5,000 gallons of oil and oily sludge at the Auto Service Company site. The complainant indicated there was an oil sump with a valve on the bottom and when it was full, oil was discharged directly onto the ground. In addition to the oil, the complainant stated antifreeze was also dumped onto the ground and used oil filters were being placed in the dumpster. The complainant was concerned the soil beneath the cubbyhole was saturated with oil. According to the complainant, the property owner was aware of these improper practices.

On October 14, 1997, a Labor & Industries (L & I) Compliance inspector, Mac Davis, joined the WLRD investigator, Debra Liceaga, at the Auto Service Company site to conduct a site visit. They met the manager, Frank Rusk. Mr. Rusk explained that the business performed lube, oil, and filter changes. Mr. Rusk stated the oil filters were drained for 24 hours and then disposed by Spencer Oil, the company who also took their waste oil. The inspectors were given permission to look around and take photographs.

The main concern was the oil pit as stated in the complaint so Mr. Davis used a confined space meter prior to entering in the oil pit. The oil pit was located in the most northern bay and operated by Auto Service Company. The oil pit measured three feet wide, four feet deep, and ten feet long. Cars were parked over the pit and staff worked in the pit to do the oil changes. A metal, 30-gallon drum with a large funnel was positioned in the pit to catch the oil from the cars. The floor of the pit was covered with plywood. Mr. Davis lifted a corner of the plywood and pressed a finger down on the surface below it. The surface sunk about an inch down and oozed oil as he pressed. In the southern wall of the pit was the cubbyhole indicated in the complaint. The cubbyhole had containers, oil filters, and oily sludge on the floor. Approximately a foot into the cubbyhole was another cubbyhole to the right that was smaller and contained the same items as the first. After exiting the oil pit, Mr. Davis indicated before he left that L & I would conduct another site visit regarding the worker safety issues he observed.

Ms. Liceaga quickly observed the remaining two service bays. She was unable to determine if an actual floor existed in the bays due to the buildup of oily sludge on the floor. Outside the building to the north was a large shipping container that held steam cleaning equipment and hoses. Gary Bajema, owner of the detail shop, joined her as she walked towards the shipping container. Mr. Bajema stated the engine steam cleaning was done here regularly. A hoist was situated north of the container. Ms. Liceaga observed a darkly stained, gravel surface which seemed to be a bit lower than the surrounding surfaces leading her to assume that the run-off water from the steam cleaning drained towards that area.

Mr. Bajema showed Ms. Liceaga a monitoring well on the property and stated that a huge gasoline spill from the Unocal/76 station to the south occurred a long time ago and the entire area was contaminated. Mr. Bajema indicated the property was owned by the City of Seattle and they inspect this site annually.

On October 16, 1997, Ms. Liceaga sent a letter to Ecology regarding her findings during her last site visit. On October 28, 1997, the property owner, Betty Johnson, who is the ex-wife of Mr. Stevenson, contacted Ms. Liceaga. Ms. Johnson indicated that she was interested in cleaning up the site. Ms. Liceaga directed Ms. Johnson to contact Ecology to report that she suspected her own property to be contaminated and wanted to pursue in the Voluntary Cleanup Program. The letter also indicated all the observations and recommendations from the site visits that were conducted earlier. On the same day, Ms. Liceaga sent a letter to Ms. Johnson documenting their phone conversation and also sent another letter to Ecology indicating that Ms. Johnson was interested in cleaning up her property.

Due to the information provided from WLRD regarding the environmental issues at the Auto Service Company site and the lack of any cleanup report submitted for this site, Ecology recommended this site to be added onto Ecology's Integrated Site Information Systems (ISIS) list of confirmed and suspected contaminated sites on June 24, 1998. The Auto Service Company site was listed for suspected metals and petroleum products in the surface water and soil media. On June 25, 1998, Ecology sent an Early Notice Letter to the City of Seattle since they were the site owners at the time regarding the listing of the property. An Early Notice Letter was also sent to Ms. Johnson, but it was returned with no forwarding address.

On August 19, 1998, Joe Garcia from the City of Seattle Executive Offices called Ecology to update Ecology on the Auto Service Company site. Mr. Garcia stated the Seattle Transportation indicated there was no funding to clean up the site at the time, but they did plan to assess for cleanup of the property in a few years. At the time, the property would remain vacant until then. The Auto Service Company site was also within the Seattle Commons area and would eventually be evaluated again for that project.

On August 31, 1998, Paul Barry from the City of Seattle Executive Services Department called Ecology to discuss why the site was listed. According to Mr. Barry, the adjacent Unocal spilled approximately 125,000 gallons of gasoline in the soil back in the 1980s. The spill also contaminated groundwater in the surrounding area including the Auto Service Company site. Mr. Barry described the site to be an old arterial fund site, but the property had deteriorated due to the detail shops that were formerly operating there. Mr. Barry stated the groundwater is ten feet deep in old fill and fluxes around two feet per year from the effects of Lake Union. Unocal tanks were removed on the southern adjacent property, but groundwater contamination remained. City of Seattle had long range plans of making this site into an above and underground parking lot. Mr. Barry stated that they would be cleaning up the site when that occurs.

On March 10, 2004, Ecology sent a notification letter indicating that Yolanda Pon from Public Health - Seattle & King County (PHSKC) was going to conduct a site hazard assessment on the Auto Service Company site. On March 12, 2004, PHSKC conducted a site visit and discovered two monitoring wells on the site. One monitoring well was located just north of the office in the northwest corner of the lot. The other monitoring well was located at the south end of the parcel in the parking lot. The buildings that were occupied by the auto service and custom detailing businesses appeared to be vacated for awhile.

On April 14, 2004, PHSKC contacted Mr. Barry regarding the status of the site. Mr. Barry indicated that the property had been sold to the Vulcan Company as part of a 17-parcel project to further develop the surrounding area. According to Mr. Barry, 800 cubic yards of contaminated soil was removed in the mid-1990s from the Auto Service Company site. However, that documentation may be in the Unocal file with Ecology from the 76 station located just south of the site.

On May 18, 2004, PHSKC went to the Vulcan Company and obtained a business card with a phone number to contact them. The next day, PHSKC called the number and was told to fax the notification letter to their real estate division. On May 21, 2004, PHSKC called the number again to try and locate the property manager for the site and requested a phone call in return.

On June 2, 2004, Stacy Amrine from the Trammell Crow Company, property manager, contacted PHSKC and discussed the status of the site. Ms. Amrine indicated that there was some testing of contaminated soil on the Auto Service Company site performed by Hart Crowser in 2001 and 2002. Based on the February 19, 2003 report from Hart Crowser, the results from two soil samples taken from the test pit located on the Auto Service Company site showed levels of Northwest Total Petroleum Hydrocarbons-Gasoline (NWTPH-Gas), Benzene, Toluene, Ethylbenzene, and Xylenes exceeding their respective Model Toxics Control Act (MTCA) Method A cleanup levels as shown in the table below in parts per million (ppm).

TEST PIT #12	NWTPH-Gas	Benzene	Toluene	Ethylbenzene	Xylenes
Sample #3	21	n/a	**430**	**76**	**1,600**
Sample #7	**2,400**	**460**	**20,000**	**17,000**	**120,000**
MTCA Method A Cleanup Level	30 with benzene	0.03	7.0	6.0	9.0

n/a = not available

On June 15, 2004, Harry Goren from PBS Environmental contacted PHSKC and indicated the most recent activity at the Auto Service Company site was the removal of six 55-gallon drums and the contaminated soil that was tested earlier. The project to remove the contamination was conducted from February to May of 2003. According to an April 11, 2003 letter from Kleen Environmental Technologies, Inc. (KET) to Trammell Crow Company, KET removed 28.5 tons of combined contaminated soil and asphalt on March 31, 2003 off of the Auto Service Company site to TPS Technologies, Inc. for thermal treatment.

After the contaminated soil from the test pit was removed, no confirmatory samples were collected to prove that the Auto Service Company site was free from soil contamination by the above constituents. On the basis of this SHA, completed by the PHSKC's Environmental Health division, this site will only be scored for the groundwater route.

Special Considerations (Include limitations in site file data or data which cannot be accommodated in the model, but which are important in evaluating the risk associated with the site, or any other factor(s) over-riding a decision of no further action for the site):

Due to the significant contamination documented on-site being primarily subsurface, the surface water and air routes are not applicable for WARM scoring for this site, thus only the groundwater route will be scored.

ROUTE SCORES:

Surface Water/Human Health: n/a

Surface Water/Environ.: n/a

Air/Human Health: n/a

Air/Environmental: n/a

Ground Water/Human Health: 21.4

OVERALL RANK: 5

WORKSHEET 2
ROUTE DOCUMENTATION

1. SURFACE WATER ROUTE - Not applicable/not scored

List those substances to be considered for scoring: Source:

Explain basis for choice of substance(s) to be used in scoring.

List those management units to be considered for scoring: Source:

Explain basis for choice of unit to be used in scoring. Source:

2. AIR ROUTE - Not applicable/not scored

List those substances to be considered for scoring: Source:

Explain basis for choice of substance(s) to be used in scoring.

List those management units to be considered for scoring: Source:

Explain basis for choice of unit to be used in scoring. Source:

3. GROUND WATER ROUTE

List those substances to be considered for scoring: Source: 2

Toluene, Ethylbenzene, Xylenes (mixed of m,p and o), NWTPH-Gas, Benzene

Explain basis for choice of substance(s) to be used in scoring.

All of the above substance concentrations are above MTCA Method A cleanup standards.

List those management units to be considered for scoring: Source: 3

Subsurface soil contamination from Test Pit #12, Sample #7.

Explain basis for choice of unit to be used in scoring.

Site has contaminated soil capped with no containment.

WORKSHEET 3
GROUND WATER ROUTE

1.0 SUBSTANCE CHARACTERISTICS

1.1 Human Toxicity

Substance	Drinking Water Standard (ug/l)	Val.	Acute Toxicity (mg/kg-bw)	Val.	Chronic Toxicity (mg/kg/day)	Val.	WOE	Carcino-genicity PF*	Val.
1.Toluene	2000	2	5000	3	0.2	1	X	-	-
2.Ethylbenzene	700	4	3500	3	0.1	1	X	-	-
3.Xylene (mixed)	10000	2	50	10	2	1	X	-	-
4.NWTPH-Gas	5	8	3306	3	-	ND	A	.029	5
5.Benzene	5	8	3306	3	-	ND	A	.029	5

*Potency Factor

Source: 1,2
Highest Value: 10 (Max.=10)
+2 Bonus Points? yes
Final Toxicity Value: 12 (Max.=12)

1.2 Mobility (Use numbers to refer to above listed substances)
Cations/Anions: 1 = n/a; 2 = n/a; 3 = n/a; 4 = 1.8E+3(3); 5 = 1.8E+3(3) Source: 1 **Value: 3** (Max.=3)

OR

Solubility(mg/l): 1 = 5.4E+02(2); 2 = 1.5E+02(2); 3 = 2.0E+02(2); 4 = n/a; 5 = n/a

1.3 Substance Quantity: at a min. volume < 1.3 cu yds Source: 3 **Value: 1** (Max.=10)
Explain basis: unknown quantity

2.0 MIGRATION POTENTIAL

2.1 Containment Source: 3 **Value: 5** (Max.=10)
Explain basis: no liner (3), impervious cover (0), no leachate collection system (2)

2.2 Net Precipitation: 24.6 - 5.9 = 18.7 inches Source: 5 **Value: 2** (Max.=5)

2.3 Subsurface Hydraulic Conductivity: silty sand Source: 3 **Value: 3** (Max.=4)

2.4 Vertical Depth to Ground Water: 0 - 25 feet Source: 3 **Value: 8** (Max.=8)

WORKSHEET 3 (CONTINUED)
GROUND WATER ROUTE

3.0 TARGETS

3.1 Ground Water Usage: ground water not used, but usable — Source: 8 — **Value: 2** (Max.=10)

3.2 Distance to Nearest Drinking Water Well: >10,000 ft — Source: 8 — **Value: 0** (Max.=5)

3.3 Population Served within 2 Miles: √pop.= √0 = 0 — Source: 8 — **Value: 0** (Max.=100)

3.4 Area Irrigated by (Groundwater) Wells within 2 miles: 0.75 √no.acres = 0.75 (√ 0 acres) = 0 — Source: 7 — **Value: 0** (Max.=50)

4.0 RELEASE

Explain basis for scoring a release to ground water: contamination extends into water table — Source: 3 — **Value: 5** (Max.=5)

SOURCES USED IN SCORING

1. Washington Ranking Method Toxicological Database
2. Analytical results for Auto Service Company site, HartCrowser, February 19, 2003 and Kleen Environmental Technologies, Inc., April 11, 2003.
3. Site Hazard Assessment, Public Health - Seattle & King County, August 17, 2004
4. National Weather Service Data
5. Isopluvials of 2-YR, 24-HR precipitation, NOAA Atlas 2, Vol.IX
6. Sensitive Areas Coverage, King County Geographic Information System Data
7. Washington State Department of Health Public Water Supply Listing via GIS
8. Washington State Water Use Data