

## **Phase I Environmental Site Assessment**

Rufus 2.0

Denny Triangle

Blocks 14, 19, 20, 18 and 21

Seattle, Washington

*for*

**Acorn Development, LLC**

June 7, 2012



**GEOENGINEERS**   
Earth Science + Technology



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# Phase I Environmental Site Assessment

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File No. 20434-001-01

June 7, 2012

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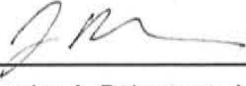
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### DECLARATIONS

- "I declare that, to the best of my professional knowledge and belief, I meet the definition of Environmental Professional as defined in Sec. 312.10 of 40 CFR Part 312."\*
- "I have the specific qualifications based on education, training, and experience to assess a property of the nature, history, and setting of the subject property. I performed and/or developed the all appropriate inquiries in conformance with the standards and practices set forth in 40 CFR Part 312."\*

\*A person who does not qualify as an Environmental Professional may assist in the conduct of all appropriate inquiries in accordance with ASTM E 1527-05, if such person is under the supervision or responsible charge of a person meeting the definition of an environmental professional when conducting such activities.

  
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JAR:DAC:lw

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## **ACRONYMS AND ABBREVIATIONS**

AAI – All Appropriate Inquiries

AST – aboveground storage tank

ASTM – ASTM International

CERCLA – Comprehensive Environmental Response, Compensation and Liability Act

Ecology – Washington State Department of Ecology

EPA – U.S. Environmental Protection Agency

ESA – Environmental Site Assessment

HREC – historical recognized environmental condition

LG – licensed geologist

MTCA – Model Toxics Control Act

PCBs – polychlorinated biphenyls

PCE – tetrachloroethylene

PE – Professional Engineer

ppm – parts per million

REC – recognized environmental condition

USGS – United States Geological Survey

UST – underground storage tank





## EXECUTIVE SUMMARY

This report summarizes the results of the All Appropriate Inquiries (AAI) Phase I Environmental Site Assessment (ESA) of the Rufus 2.0 property (Denny Triangle Blocks 14, 19, 20, and portions of Blocks 18, and 21) in Seattle, Washington.







The City parcels or blocks collectively do not comprise a single “Site,” however, the parcels and blocks are collectively identified in this report as the “Site” or the “Subject Properties.” The Subject Properties of this report comprise multiple parcels on five blocks grouped into two areas for discussion in this report. The five blocks are identified by city block number in this report. Blocks 14, 19, and 20 are to be acquired by Acorn Development, LLC and are identified as the “Acquisition Blocks”; Acorn Development, LLC also has an option to acquire Blocks 18 and 21, which are identified as “Option Blocks” in this report.

Based on the results of this Phase I ESA, we have identified the following recognized environmental conditions (RECs) for the subject property. RECs are color-coded to site uses shown in Figures 7 and 8.





### IDENTIFIED RECS AT SUBJECT PROPERTY ACQUISITION PARCELS (BLOCKS 14, 19 AND 20)

Potential REC	Site (Block and Lot)	Potentially Affected Media	Type of Potential Contamination	Comment
<b>Block 14</b>				
Past vehicle maintenance and/or repair (may include hydraulic hoists) 	Former Used Auto (lots 7-8, 1930s-1960s) Former Stoddard Motors (lots 9-10, 1930s-1960s) Former Budget Rent A Car (lots 11-12, 1960s-2000s)	Soil and groundwater	Petroleum hydrocarbons, paints, solvents, and metals	Subsurface impacts have not been identified at Lots 7-10 in previous reports.  Documented soil and groundwater contamination has been identified at former Budget Rent A Car site.
Past gas station 	Former gas station (lots 3-4, 1930s-1950s) Former Collins fuel (lot 7, 1920s) Former Budget Rent A Car and fueling facility (lots 11-1, 1960s-2000s)	Soil and groundwater	Petroleum hydrocarbons, metals	Lots 1-6 were redeveloped into the existing Sixth Avenue Inn.  Documented soil and groundwater contamination has been identified at a former Budget Rent A Car site. A fuel company business was addressed on Lot 7 in a 1925 city directory.



Potential REC	Site (Block and Lot)	Potentially Affected Media	Type of Potential Contamination	Comment
<b>Block 14 (continued)</b>				
Presence of current or previous USTs 	Former Budget Rent A Car (lots 11-12, 1960s-2000s)	Soil and groundwater	Petroleum Hydrocarbons	Documented soil and groundwater contamination has been identified at Former Budget Rent A Car site
Possible past presence of dry cleaner 	Former Westlake Cleaners (lot 11, 1944)	Soil and groundwater	Solvents	Cleaners identified in a 1944 city directory. No details known.
Adjacent site use 	Former photo engraving (west of Block 14, 1950s) Former paints and dye works (south of Block 14, 1950s) Former gas stations (west of Blocks 14, 1950s)	Soil and groundwater	Petroleum hydrocarbons, metals, solvents	Upgradient adjacent former site uses identified on Sanborn maps and city directories; adjacent sites have been redeveloped.
<b>Block 19</b>				
Past vehicle maintenance and/or repair 	Construction office (Former Anderson Buick, lots 3-4, 1950s) Former auto repair (lot 11, 1950s)	Soil and groundwater	Petroleum hydrocarbons, paints, solvents, and metals	Subsurface assessment has not previously been conducted at Block 19
Possible past presence of gas station 	Former Chas Fuel (lot 6, 1920s)	Soil and groundwater	Petroleum hydrocarbons, solvents, metals	Fuel company identified in a 1925 city directory. Site has been redeveloped into King Cat Theater.
Adjacent site use 	Former gas station (west of Block 19, 1930s)	Soil and groundwater	Petroleum hydrocarbons, metals, solvents	Upgradient adjacent former site uses identified on Sanborn maps and city directories








<b>Block 20</b>				
Current and former vehicle maintenance and repair 	Current Toyota of Seattle (Former VW and Chevrolet, lots 7-10, 1960s-present) Former Gray Line Auto Tours (lot 11, 1920s-1960s) Former Tire shop (lot 12, 1920s-1960s)	Soil and groundwater	Petroleum hydrocarbons, paints, solvents, and metals	Subsurface assessment has not previously been conducted at Block 20
Possible past presence of gas station 	Former gas station (lot 2, 1940s) Current and former auto sales and service (lots 9-10, 1960s-1980s) Former Gray Line Tours (lots 11, 1940s)	Soil and groundwater	Petroleum hydrocarbons, solvents, metals	Based on historical maps, fire department information and/or signage visible on historical resources.
Possible past presence of oil burners 	Former apartment building (lot 4, 1940s-1960s) Former Therm Gas Co Oil Burners (lot 12, 1940s-1960s)	Soil and groundwater	Petroleum hydrocarbons	As indicated by tax archive documents and/or city directories. The possible past presence of oil burners cannot be ruled out for many past residential buildings on the property.
Evidence of current or former USTs (vent pipes and/or fill ports) 	Toyota of Seattle (lots 7-10, 1960s-1990s) Concrete pad on lot 6	Soil and groundwater	Petroleum hydrocarbons	Incomplete information available regarding removed Toyota property USTs.  No information to confirm reported presence of UST on lot 6 was identified by this report.

**IDENTIFIED RECS AT SUBJECT PROPERTY OPTION PARCELS (BLOCKS 18 AND 21)**

Potential REC	Site (Block and Lot)	Potentially Affected Media	Type of Potential Contamination	Comment
<b>Block 18</b>				
None identified	n/a	n/a	n/a	n/a



<b>Block 21</b>				
Past vehicle maintenance and/or repair 	Current Budget Rental (Former Nash Auto, lots 1-2, 1950s)	Soil	Petroleum hydrocarbons, paints, solvents, and metals	Includes washing areas, drains, and/or hydraulic hoists.
Possible past presence of oil burners 	Current Budget Rental (Former Nash Auto, lots 1-2, 1950s-1990s)	Soil and groundwater	Petroleum hydrocarbons	Noted on archived building plans
Possible past presence of paint company 	Hurricane Café (Former General Paint Co, lot 6, 1940s)	Soil and groundwater	Petroleum hydrocarbons, solvents, and metals	Paint company noted on city directory
Presence of active and/or unused sumps 	Hurricane Café (lot 6, 1950s-present) Budget Rental (lots 1-2, 1950s-present)	Soil and groundwater	Petroleum hydrocarbons, solvents, metals	Minimal information available regarding sump purpose and maintenance.
Evidence of current or former USTs (vent pipes and/or fill ports) 	Hurricane Café (lot 6, 1950s-present) Budget Rental (lots 1-2, 1950s-present)	Soil and groundwater	Petroleum hydrocarbons	Minimal information available regarding UST condition and status. No documented leaks, spills or releases have occurred. According to building plans, USTs associated with the Budget Rental building are located under the basement floor.

In our opinion, there is a high potential for some level of soil and groundwater contamination resulting from most of the above conditions, however, the potential for subsurface contamination is lowered at sites that were redeveloped following a use of potential concern. This is because impacted soil would have been removed and likely transported offsite. Further evaluation of this potential would require additional research and/or explorations, sampling or testing of soil, groundwater, or surface water.

*This Executive Summary should be used only in the context of the full report for which it is intended.*



## 1.0 INTRODUCTION

This report summarizes the results of our Phase I Environmental Site Assessment (ESA) of the Project Rufus 2.0 property comprising City of Seattle Denny Triangle city blocks 14, 19, and 20 and portions of block 18 and 21. The property is referred to herein as the “subject property.”

The City parcels or blocks collectively do not comprise a single “Site,” however, the parcels and blocks are collectively identified in this report as the “Site” or the “Subject Properties.” The Subject Properties of this report comprise multiple parcels on five blocks grouped into two areas for discussion in this report. The five blocks are identified by city block number in this report. Blocks 14, 19, and 20 are to be acquired by the Client and are identified as the “Acquisition Blocks;” Acorn Development, LLC also has an option to acquire portions of Blocks 18 and 21, which are identified as “Option Blocks” in this report.

To assist the reader with the multiple Subject Properties referenced in this study and report, Table 1 below presents a cross reference of the City’s individual block names with corresponding parcel numbers, addresses and primary current uses.

**TABLE 1. SUBJECT PROPERTIES BLOCK AND BUILDING IDENTIFICATION**

Block Name	Tax Parcel and Lot Number(s)	Current Address(es)	Approximate Size (Acres)	Current Block Use(s)
<i>Acquisition Blocks</i>				
Block 14	065900-0775 (Lots 1-6) 065900-0860 (Lots 7-8) 065900-0870 (Lots 9-10) 065900-0880 (Lots 11-12)	2000 6 <sup>th</sup> Avenue	1.8	Lots 1-6: Sixth Avenue Inn, a four-story masonry hotel. Lots 7-12: Commercial parking
Block 19	066000-0165 (Lots 1-2) 066000-0176 (Lots 3-4) 066000-0195 (Lots 5-6) 066000-0205 (Lots 7-8) 066000-0215 (Lot 9) 066000-0220 (Lots 10-12)	2112 6 <sup>th</sup> Avenue (Lots 3-4) 2130 6 <sup>th</sup> Avenue (Lots 5-6)	1.9	Lots 3-4: Two story masonry office building currently used by construction company Lots 5-6: King Cat Theater, a two story concrete theater building. Lots 1-2, 7-12: Commercial parking



Block Name	Tax Parcel and Lot Number(s)	Current Address(es)	Approximate Size (Acres)	Current Block Use(s)
Block 20	066000-0270 (Lots 1-5) 066000-0275 (Lot 6) 066000-0280 (Lots 7-9) 066000-0320 (Lots 10-12)	1212 8 <sup>th</sup> Avenue (Lots 7-10)	1.86	Lots 7-10: Single story masonry automobile sales and service building used by Toyota of Seattle  Lots 1-6, 11-12: Parking for Toyota
<i>Option Blocks</i>				
Block 18 (Lots 7-12 only)	066000-0130 (Lots 7-8) 066000-0150 (Lots 9-12)	2229 7 <sup>th</sup> Avenue (Lots 7-8) 2205 7 <sup>th</sup> Avenue (Lots 9-12)	0.9	Lots 7-9: Masonry retail building formerly used for auto parts sales, now vacant.  Lots 9-12: Four-story, wood-frame hotel building now used as Cornish College dormitory
Block 21 (Lots 1-2, 4-12)	066000-0325 (Lots 1-2) 066000-0340 (Lot 4) 066000-0345 (Lots 5-6) 066000-0355 (Lots 7-10) 066000-0375 (Lots 11-12)	2200 7 <sup>th</sup> Avenue (Lots 1-2) 2230 7 <sup>th</sup> Avenue (Lots 5-6) 2213 8 <sup>th</sup> Avenue (Lots 7-10)	1.9	Lots 1-2: Two-story masonry retail building, now used by Budget Car Rental  Lots 5-6: Two-story masonry restaurant building, now used by Hurricane Café  Lots 7-10: Three-story, masonry hotel building now used as Cornish College dormitory  Lots 4, 11-12: Commercial parking

**Note:**

Table 1 shows subject property addresses currently at use at the existing buildings indicated. Historical building addresses and site use is summarized in following sections of this document.

The Subject Properties are contiguous. The Subject Properties are shown relative to surrounding physical features in Figure 1. The layout of each subject property block is shown on the Site Plans, Figures 2 through 6. Preliminary RECs identified at the Acquisition Blocks and Option Blocks are shown graphically in Figures 7 and 8, respectively. GeoEngineers also recently completed geotechnical and subsurface assessment studies for the subject property, reported separately. Our study was completed on behalf of Acorn Development, LLC (“User” as defined in ASTM E 1527-05) to document the historical development of the Subject Properties and potential environmental concerns for interested parties.



## 1.1 Phase I Scope of Services

The purpose of this Phase I ESA is to identify recognized environmental conditions<sup>1</sup> (RECs) in connection with the subject properties. Our scope of services is in general accordance with ASTM International (ASTM) Standard E 1527-05 for Phase I ESAs and the U.S. Environmental Protection Agency's (EPA's) Federal Standard 40 CFR Part 312 "Standards and Practices for All Appropriate Inquiries (AAI)," which are intended to permit a user to satisfy one of the requirements to qualify for the innocent landowner, contiguous property owner or bona fide prospective purchaser limitations on liability under the Comprehensive Environmental Response, Compensation and Liability Act (CERCLA). The standard outlines the practice that constitutes "all appropriate inquiry into the previous ownership and uses of the property consistent with good commercial or customary practice" as defined by 42 U.S.C. §9601. Our services, described below, were completed in general accordance with our proposal dated February 8, 2012. These services were completed by, or under the direction of, an environmental professional as described in 40 CFR Part 312.

Our specific scope of services for this Phase I ESA was as follows:

1. Review readily available geotechnical reports, environmental reports and/or other relevant documents pertaining to environmental conditions at the subject property.
2. Review the results of a federal, state, local and tribal environmental database search provided by an outside environmental data service for listings of properties with known or suspected environmental concerns on or near the subject property within the search distances specified by ASTM. Our database and file review search also included a review of EPA and Washington State Department of Ecology (Ecology) websites for readily available information (publications and reports) concerning areawide soil and groundwater contamination on or adjacent to the subject property. Evaluate the possibility for a vapor encroachment condition on the property generally as outlined in ASTM Standard E 2600-10 and state our opinion regarding possible vapor encroachment conditions where noted.
3. Review regulatory agency files regarding listed properties of potential environmental concern relative to the subject property.
4. Identify a key site manager with specific knowledge of past and present property use and request that the key site manager meet a GeoEngineers' representative on-site for an interview during the visual site reconnaissance and/or an interview by telephone if he or she is not available during the site reconnaissance. We also identified and interviewed others familiar with the use and history of the subject property, as available and appropriate, including representatives of current occupants that likely use, store, treat, handle or dispose of hazardous substances now or in the past.

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<sup>1</sup> Recognized environmental conditions are defined in ASTM E 1527-05 as "the presence or likely presence of any hazardous substances or petroleum products on a property under conditions that indicate an existing release, a past release, or a material threat of a release of any hazardous substances or petroleum products into structures on the property or into the ground, groundwater or surface water of the property. The term includes hazardous substances or petroleum products even under conditions in compliance with laws. The term is not intended to include de minimis conditions that generally do not present a material risk of harm to public health or the environment and that generally would not be the subject of an enforcement action if brought to the attention of appropriate governmental agencies."



5. Interview current owners or occupants of neighboring properties as necessary to gather information or fill property use data gaps regarding the subject property.
6. Interview past owners and occupants of the subject property as necessary to gather information or fill property use data gaps regarding property use history.
7. Interview a representative of the local fire department, health department and/or Ecology as necessary to gather information or fill data gaps regarding the history of the subject property and surrounding properties relative to the likely presence of hazardous substances.
8. Review historical aerial photographs, fire insurance maps, building department records, city directories, chain-of-title reports, and land use and tax assessor records, as available and appropriate, to identify past development history on and adjacent to the subject property relative to the possible use, generation, storage, release or disposal of hazardous substances. We attempted to identify uses of the subject property from the present back to the time that records show no apparent structures on the subject property, back to the time that the property was first used for residential, agricultural, commercial, industrial or governmental purposes, or back to 1940, whichever is earliest.
9. Review current United States Geological Survey (USGS) topographic maps to identify the physiographic setting of the subject property and provide a statement on the local geologic, soil and groundwater conditions based on our general experience and sources such as geologic maps and soil surveys.
10. Conduct a visual reconnaissance of the subject property and adjacent properties to identify visible evidence of RECs.
11. Subcontract a hazardous building materials (HBM) survey to be conducted by an AHERA accredited building inspector.
12. Identify the source(s) of potable water for the subject property and current heating and sewage disposal system(s) used at the subject property, if any, and their age if readily ascertainable.
13. Identify data gaps relative to the Phase I ESA study findings.
14. Provide a written summary of the Phase I ESA results and identified RECs along with our opinion and recommendations regarding the potential for contamination by hazardous substances at the subject property and the significance of any data gaps identified.

## 1.2 Special Considerations

Our scope of services did not include an environmental compliance audit or an evaluation for the presence of lead-based paint, toxic mold, polychlorinated biphenyls (PCBs) in light ballasts, radon, lead in drinking water, asbestos-containing building materials, urea-formaldehyde insulation in on-site structures or debris or other potentially hazardous building materials (HBM) for the Option Blocks. Hazardous building materials surveys were completed for existing buildings on the Acquisition Blocks by Pacific Rim Environmental (PRE), submitted under separate cover. Soil, groundwater or surface water sampling was not part of our Phase I ESA services; soil and groundwater sampling is being completed in concurrent effort submitted under separate cover. Our scope of services does not include an assessment of vapor intrusion into structures on the property per ASTM Standard E 2600-08.



### 1.3 Qualifications of Environmental Professional

Dave Cook is a licensed geologist (LG) in Washington (#346), a certified professional geologist (#CPG 11388) and has 20 years of experience completing and overseeing Phase I ESAs. Dave is an Environmental Professional per 40 CFR Part 312. Jessica Robertson is a licensed geologist (LG) in Washington (#2570) and has at least 5 years of experience doing Phase I ESAs. Jessica is an Environmental Professional per 40 CFR Part 312. See Appendix E for resumes.

## 2.0 PROPERTY DESCRIPTION

### 2.1 Involved Parties

The subject property currently is owned by Clise Properties. Acorn Development, LLC is considering purchasing the property for potential redevelopment. Current building occupants are listed in Table 1.

### 2.2 Location, Legal Description and Setting

General information and environmental setting of the subject property area are summarized in Table 2 below. The location is shown relative to surrounding physical features in Figure 1. The current layout of the subject and surrounding properties are shown in Figures 2 through 8. Photographs of the subject property are shown in Figures 9 through 13.

**TABLE 2. SUBJECT PROPERTY LOCATION AND SETTING INFORMATION**

Topographic Map	USGS, 7.5 minute Seattle, Washington topographic quadrangle map dated 1983.
Quarter/Quarter, Section, Township and Range	NE quarter of Section 31, Township 25, Range 4 West, Willamette Meridian
Address	See Table 1 for addresses currently in use at the subject properties.
General Location	Denny Triangle neighborhood of Seattle. The Subject Properties are generally bound by 6 <sup>th</sup> Avenue to the southwest, 8 <sup>th</sup> Avenue to the northeast, Westlake Avenue and Virginia Street to the southeast, and Bell Street to the northwest. Blanchard Street, Lenora Street, and 7 <sup>th</sup> Avenue run between Subject Property blocks. See Figure 1.
Legal Description	The Subject Properties comprise 21 individual tax lots in Seattle, Washington. See Table 1 for tax lot identification. Legal descriptions for each Subject Property were not provided by the client.
Approximate Area	The area of the Subject Properties on the three Acquisition Blocks total approximately 5.6 acres. The Subject Properties located on the Option Blocks total approximately 2.7 Acres; see Table 1 for the acreage of each Block.



Geologic Setting	Puget Lowland glacial deposits (per Washington DNR Geologic Map of Washington, Northwest Quadrant, 2002)
Nearest Surface Water Bodies	Elliot Bay located approximately 0.5 miles to the southwest; Lake Union located approximately 0.75 miles to the north.
Approximate Surface Elevation	The site vicinity generally slopes down from the west toward the east, but some subject property lots are generally flat. The site surface ranges from approximately elevation 110 feet above mean sea level (msl) in the west portion of the site near 6 <sup>th</sup> Avenue to elevation 80 in the east portion of the site near 8 <sup>th</sup> Avenue.
Soil and Geologic Conditions	<p>Based on previous reports for the Subject Properties and recent explorations at the site, the site is underlain by fill, recent granular and silt/clay deposits, and glacial soils.</p> <p>The subject property is located within the Denny Triangle neighborhood of Seattle, which was subject to extensive earthmoving activities known as the “Denny Regrade” in the 1910s and 1920s. In general, by the late 1920s, westerly portions of the subject property were cut by elevations of at least 20 feet, and easterly portions were filled with up to approximately 25 feet of fill soils from nearby hills and/or other sources.</p> <p>Based on recent geotechnical borings at the subject property, fill thickness ranges between 2 and 15 feet across the project site. The recent native deposits encountered below the fill generally extend between 25 to 40 feet below existing grades. The recent deposits are underlain by glacially consolidated soils.</p>
Depth to Groundwater	Regional groundwater table is between approximate elevations 15 and 21 feet, based on recent explorations at the site. This generally places the regional water table at depths from 60 to 95 feet bgs. It is possible that shallow, localized perched groundwater may be present beneath some portions of the subject properties.
Inferred Direction of Shallow Groundwater Flow	To the northeast, based on surface topography.

Our knowledge of the general physiographic setting, geology and groundwater occurrence in the vicinity of the subject property is based on our review of the maps listed above, previous reports for the subject property (Section 2.5), and our general experience in the area.



## 2.3 Site Reconnaissance

### 2.3.1 Summary of Observations

Representatives of GeoEngineers performed a visual reconnaissance of the subject property Blocks 14, 19, and 20 on February 14, 2012 and Blocks 18 and 21 on March 5, 2012. The GeoEngineers representatives were accompanied by Jim Shadley, Clise Properties property manager (identified as a “key site manager” with knowledge of the subject property), during the site reconnaissance. Our interviews with Mr. Shadley and others knowledgeable of site use are summarized in Section 4.0.

Subject properties are currently developed with commercial buildings and/or asphalt parking lots. We entered and observed representative areas within the existing buildings. Our visual reconnaissance focused on the areas where hazardous substance use, storage, and/or disposal was likely, based on our experience.

Table 3 summarizes conditions observed during our site reconnaissance. Section 2.3.2 contains additional details regarding conditions of potential environmental significance observed during our site reconnaissance and a summary list of potential RECs identified by this portion of our study. The approximate locations of the observed features discussed in this section are shown in Figures 2 through 6. Photographs of the subject property were taken to document observations made during our reconnaissance; selected photographs are presented in Figures 9 through 13.

**TABLE 3. SUMMARY OF SITE RECONNAISSANCE OBSERVATIONS**

Features	Observed		Comment
	Yes	No	
Structures (existing)	X		10 buildings are currently located on the Subject Properties. See Table 1 for details of existing building addresses and uses.
Structures (evidence of former)		X	
Heating/Cooling System	X		Heated buildings on the Subject Properties use either electric or natural gas heating systems. Oil heat systems are not currently in use at any of the properties.



Features	Observed		Comment
	Yes	No	
Floor Drains, Sumps or Drywells	X		<p>Floor drains were observed in most buildings. These drains are connected to the municipal sewer system.</p> <p>A long strip drain runs the length of the Toyota building service department (Block 20).</p> <p>An in-use sump was observed in the basement of the Hurricane Café (Block 21). According to Jim Shadley, this sump may be an out-of-code relatively recent addition by building occupants.</p> <p>A sump location was observed in the basement of the Budget Rental building (Block 21). The sump is apparently currently unused and was covered by a metal plate and was filled with water at the time of our site reconnaissance. The condition of this sump is unknown.</p> <p>Information regarding the condition and sewer connections associated with the Toyota strip drains and Budget Rental and Hurricane Café building sumps was not available.</p>
Aboveground Storage Tanks (ASTs)	X		<p>One approximate 400-gallon waste oil AST is located in the southwest corner of the Toyota building service department. Staining was observed on the floor in the vicinity of the AST.</p>
Underground Storage Tanks (USTs) or Evidence of USTs	X		<p>Likely UST vent pipes and/or fill ports were observed at the following locations:</p> <ul style="list-style-type: none"> <li>• One likely UST vent pipe observed at the southeast corner of the Toyota building (Block 20)</li> <li>• Two UST vent pipes and one fill port observed along the east wall (alley side) of the Budget Rental building (Block 21)</li> <li>• One UST vent pipe and fill port observed along the south wall (parking lot side) of the Hurricane Café building (Block 21)</li> </ul> <p>None of the above-noted features are associated with USTs currently in use. We note that historical research identified additional USTs remaining at the former Budget Rental property on Block 14 and past presence of USTs at additional properties. See Sections 2.5 and 4.0 for more detail regarding USTs identified through other portions of this study.</p>



Features	Observed		Comment
	Yes	No	
Drums or Other Containers	X		Drums of petroleum compounds and automotive fluids are located in various locations in and around the Toyota building service department. All drum storage areas appeared to be on asphalt or concrete surfaces. Stains were observed on the concrete floor in some of these storage areas.  Three drums of unknown contents were observed in the basement of the existing Block 21 Budget Rental building near the car wash area. Drums were located on wood pallets and appeared to be in good condition without visible staining.
Chemicals or Hazardous Materials (other than <i>de minimis</i> quantities of cleaning products)	X		Chemicals were observed in the maintenance/repair buildings identified in the Toyota Building. All observed drums were located on concrete or asphalt surfaces, many with secondary containment. Most storage areas appeared to be in good condition with good housekeeping practices in place, with the exception of some significantly stained areas observed within the Toyota service department.
Evidence of Leaks, Spills or Releases Surrounding ASTs, USTs and/or Chemical Storage Areas	X		Staining observed in the vicinity of the waste oil AST and some drum storage areas within the Toyota service department.
Stained or Corroded Floors, Walls or Drains (other than apparent water stains or minor oil stains on pavement from parked vehicles)		X	
Pipes of Unknown Origin or Use		X	
On-site Septic System		X	
Sewage Disposal System	X		All buildings are connected to the municipal sanitary sewer system.
Potable Water Supply	X		All buildings are connected to the municipal water system.
Solid Waste Refuse Dumpsters	X		Located in various locations throughout the Subject Properties. All appeared to be in good condition with good housekeeping practices in place.
Hydraulic Hoists		X	Hoists are located in the Toyota service department. Reportedly, all known existing hoists in the building are above-ground electric units requiring minimal maintenance. Hydraulic hoists are identified in the building on historic resources; see Section 4.2.3 for more discussion of hoists in the building.



Features	Observed		Comment
	Yes	No	
Oil/Water Separators		X	Oil water separators were not identified at the subject properties. We inquired about the possibility of an oil/water separator associated with the Toyota building, but have not received any information as of the completion of this draft report.
Discolored or Stained Soil or Vegetation Potentially from Hazardous Substances		X	
Hazardous Waste Disposal Areas		X	
Uncontained Debris, Refuse or Unidentified Waste Materials		X	
Standing Water or Other Liquids		X	
Catch Basins and Stormwater Drainage	X		Standard stormwater catchbasins are located in asphalt parking areas throughout the Subject Properties. The catchbasins are connected to the municipal sewer system.
Pits/Ponds/Lagoons		X	
Waste or Wastewater Discharges		X	
Unusual Odors		X	
Stressed Vegetation		X	
Fill Material		X	Fill material not observed during the site reconnaissance.
Water Wells (agricultural, domestic, monitoring)	X		Approximately 7 groundwater monitoring wells were observed on the east half of Block 14 and are potential indicators of past environmental or geotechnical work at the property. See Section 2.5 for review of documents regarding past environmental work at the property.
Pad-Mounted Transformers		X	Electrical transformers are located within some current subject property building electrical rooms. 'Non-PCB' stickers were not observed.
Pole-Mounted Transformers		X	
Other Conditions of Environmental Concern	X		A rectangular concrete slab was observed on Block 20 lot 6. The purpose of this slab is unknown; a 2007 Phase I ESA for the site and surrounding properties (Section 2.5) identified this feature as a possible UST location.



### 2.3.2 Findings

Known or suspect environmental considerations identified by this portion of the study include the following:

**TABLE 4. POTENTIAL ENVIRONMENTAL CONSIDERATIONS IDENTIFIED FROM SITE RECONNAISSANCE**

Potential REC Description	Site (Block and Lot)	Potentially Affected Media	Type of Potential Contamination	Location	Comment
Existing vehicle maintenance and repair and related chemical use and storage	Toyota of Seattle (Block 20, lots 7-10)	Soil	Petroleum hydrocarbons, paints, solvents, and metals	See Figure 4	Includes washing areas, strip drains, and hydraulic hoists. See Section 5.0 for more detail. Housekeeping practices observed in February 2012 were poor to fair. No documented leaks, spills or releases have occurred.
Presence of active and/or unused sumps	Hurricane Café (Block 21, lot 6) Budget Rental (Block 21, lots 1-2)	Soil and groundwater	Petroleum hydrocarbons, solvents, metals	See Figure 6	Minimal information available regarding sump purpose and maintenance.
Evidence of current or former USTs (vent pipes and/or fill ports)	Toyota of Seattle (Block 20, lots 7-10) Hurricane Café (Block 21, lot 6) Budget Rental (Block 21, lots 1-2)	Soil and groundwater	Petroleum hydrocarbons	See Figures 4 and 6	Minimal information available regarding Block 21 UST condition and status. We note that historical research identified additional USTs remaining at the former Budget Rental property on Block 14 and past presence of USTs at additional properties. See Sections 2.5 and 4.0 for more detail regarding USTs identified through other portions of this study.

### 2.3.3 Data Gaps

Because of the size and number of the buildings on the Subject Properties, not all spaces in office, hotel, and dormitory buildings spaces were entered. Because all buildings with vehicle maintenance activities and/or hazardous materials use and storage were entered and viewed, and representative areas inside all office, hotel, and dormitory buildings on the Subject Properties were viewed, the data gap involving not entering all building spaces is of low significance, in our opinion. Additional data gaps were not identified by this portion of the study.



## 2.4 Adjacent Property and Vicinity Observations

### 2.4.1 Summary of Observations

We viewed properties located adjacent to and surrounding the subject property on February 14, 2012 from accessible public rights-of-way and the subject property. We did not enter adjacent properties or buildings. The subject property generally is situated in an area that is heavily developed with commercial uses. Section 2.4.2 contains additional details regarding conditions of potential environmental significance observed during our site reconnaissance and a list of potential RECs identified by this portion of our study. Table 5 below outlines adjacent land uses and pertinent observations with respect to conditions that could pose a REC on the subject property. Figures 2 through 6 shows adjacent property uses and locations in relation to the subject property.

**TABLE 5. ADJOINING STREETS AND ADJACENT PROPERTIES OBSERVATIONS**

Direction	Adjoining Street	Position Relative to Subject Property <sup>1</sup>	Adjacent Property and Use	Comments
Northeast	8 <sup>th</sup> Avenue/ 7 <sup>th</sup> Avenue	Downgradient	Retail stores, office buildings, parking garage	
Southeast	Westlake Avenue/ Lenora Street/ Virginia Street	Crossgradient/ Downgradient	Larned Hotel, McDonald's Restaurant, and office buildings	
Southwest	6 <sup>th</sup> Avenue/ 7 <sup>th</sup> Avenue	Upgradient	Office buildings and commercial parking	
Northwest	Bell Street	Upgradient/ crossgradient	Retail buildings, hotel	

Note:

<sup>1</sup> The inferred shallow groundwater flow direction in the vicinity of the subject property is toward the northeast, as described in Section 2.2.

### 2.4.2 Findings

Potential RECs were not identified by this portion of the study.

### 2.4.3 Data Gaps

Data gaps were not identified by this portion of the study.

## 2.5 Previous Reports

### 2.5.1 Summary of Previous Reports

Numerous previous environmental reports pertaining to the subject property were provided for our review. These reports are identified and summarized below.



***Reports specific to the Denny Triangle***

Terra Associates, 2007. Phase I Environmental Site Assessment, Denny Triangle, Seattle, Washington, prepared for Perkins Coie, LLP, dated August 16, 2007.

Terra Associates, 2007b. Memo re: Washington State Liquor Store Site, Lots 11 and 12, block 17, 2105 6<sup>th</sup> Avenue, Seattle, Washington, prepared for Perkins Coie, dated August 22, 2007.

Terra Associates, 2007c. Addendum No. 1, Phase I Environmental Site Assessment, Denny Triangle, Seattle, Washington, prepared for Perkins Coie, dated September 17, 2007.

The three 2007 Terra Associates reports identified above are a Phase I ESA prepared for parcels on 11 city blocks located within the Denny Triangle area and two related supplementary documents. The study area for the 2007 Phase I ESA included all five of the subject property blocks, but because of the scale of the study, specific locations of RECs identified on each lot or block were frequently not identified. RECs identified by the 2007 Phase I ESA specific to the subject property include the following:

- Historic auto repair activities (Blocks 14, 19, 20, and 21)
- Historic gasoline service stations (Blocks 14, 19, and 20)
- Existing USTs (Blocks 20 and 21)
- Historic businesses that may have used solvents such as paints, photography, and laundry (Block 21)

Our review of historical information (Section 4.0) identified some errors in REC locations and additional relevant information to those identified in the 2007 report. Details regarding historical site use and identified RECs are presented later in this document and in Figures 2 through 8.

***Reports specific to Block 14***

Environmental Associates, 1993. Preliminary Subsurface Assessment, Budget Rent A Car Site, 2001 Westlake Avenue, Seattle, Washington, dated June 28, 1993.

Farallon Consulting, 2002a. Letter to Washington State Department of Ecology RE: Budget Rent A Car Facility, 2001 Westlake Avenue, Seattle, Washington, prepared on behalf of Budget Rent A Car Systems, dated March 8, 2002.

Farallon Consulting, 2002b. Limited Subsurface Investigation report, 2001 Westlake Avenue, Seattle, Washington, prepared for Budget Rent A Car Systems, dated December 20, 2002.

The three documents identified above discuss the former Budget Rent A Car site on Lots 11 and 12 of Block 14. According to these reports, the site operated as a Budget Rent A Car since 1961 and included car wash and garage areas in addition to a gasoline fueling consisting of one then-operational 6,000-gallon UST. The 6,000-gallon UST was installed in 1992 following in-place closure of a three older fuel USTs at the Budget site. See previous reports in Appendix D for UST and exploration locations. Limited soil excavation was completed in 1992 following closure of the three older USTs, but impacted soil was reportedly left-in place at the southwest side of the USTs



because of the nearby presence of underground utilities beneath the alley. In 2002, Farallon completed a limited subsurface investigation consisting of completion of five borings at the site and installation of one groundwater monitoring well. Results of the soil and groundwater sampling identified concentration of gasoline-range petroleum hydrocarbons and BTEX compounds in soil at concentrations above MTCA Method A cleanup levels in the vicinity of the decommissioned USTs, with the vertical extent of benzene beneath the decommissioned USTs requiring further delineation. A groundwater sample from monitoring well FB2/MW-1 located in the decommissioned UST area also contained concentrations of gasoline-range hydrocarbons and benzene above MTCA Method A cleanup level.

GeoEngineers, 2004. Phase I Environmental Site Assessment, Lots 7 through 10 of Block 14 of the Heirs of Sarah A. Bell's 2<sup>nd</sup> Addition, 7<sup>th</sup> Avenue and Lenora Street, Seattle, Washington, prepared for Clise Properties, dated July 16, 2004.

Terra Associates, 2004. Phase II Environmental Site Assessment, Seventh Avenue at Westlake, 7<sup>th</sup> Avenue and Lenora Street, Seattle, Washington, prepared for Clise Properties, dated December 10, 2004.

The two 2004 reports identified above concern additional study of the east half of Block 14. GeoEngineers' Phase I ESA report covered lots 7 through 10 of the east half of Block 14. RECs identified for these lots included:

- Historic auto repair activities in former garage buildings on these lots, now demolished.
- A "sink hole" observed on Lot 8. The cause of the sink hole was unknown and could have been related to a garage feature such as a drain, sump, or hoist.
- Possible UST(s) associated with former site structures. While past use of USTs was not identified, it was considered likely based on past site use and could not be eliminated.
- The adjacent Budget Rent A Car site was considered an off-site REC to Lot 10.

Terra Associates 2004 Phase II ESA included completion of 8 borings and installation of seven monitoring wells at various locations across the east half of Lot 14 (see previous reports in Appendix D for exploration locations). Petroleum hydrocarbons were not detected in any soil or groundwater samples obtained from any of the eight borings and monitoring wells. PCE was detected at concentrations below applicable MTCA Method A cleanup levels in groundwater samples from monitoring wells B-2 and B-8, located on Lots 10 and 12, respectively, on the east sides of the lots near the alley. The source of the PCE was not identified, but Terra stated that the low concentrations detected suggest that the PCE source was off-site to the south and west.

Terra Associates, 2005. Draft Cleanup Action Plan, Seventh Avenue at Westlake, 7<sup>th</sup> Avenue and Lenora Street, Seattle, Washington, prepared for Clise Properties, dated March 29, 2005.

Ecology, 2005. Letter to Terra Associates RE: Request for Review, Independent Remedial Action, Budget Rent A Car, 2001 Westlake Avenue, Seattle, WA dated April 7, 2005.

Ecology, 2009a. Letter to Terra Associates RE: Request for Information on Status of VCP Project for Budget Rent A Car, 2001 Westlake Avenue, Seattle, dated May 4, 2009.



Ecology, 2009b. Letter to Terra Associates RE: Request for Information on Status of VCP Project for Budget Rent A Car, 2001 Westlake Avenue, Seattle, dated June 1, 2009.

The 2005 Draft Terra Cleanup Action Plan identified above summarizes the previous documents for the Budget Rent A Car site and outlines a plan to remove the site USTs and excavate residual impacted soils and was submitted to Ecology as part of Voluntary Cleanup Program (VCP) submittal to Ecology. A final cleanup action plan or cleanup report describing the removal of the USTs and site remediation was not included with available documents. The 2009 Ecology letters terminate the VCP agreement because no information regarding additional cleanup actions had been submitted to Ecology.

Farallon Consulting, 2006. Underground Storage Tank Site Assessment, Former Budget Rent A Car Systems, Inc. Facility, 2001 Westlake Avenue, Seattle, Washington, dated March 14, 2006.

The above report was obtained from Ecology on March 7, 2012. According to this report, the 6,000-gallon UST installed at the Former Budget Rent A Car site in the early 1990s was excavated and removed from the site in 2005. Soil samples from the limits of the UST excavation did not contain detectable concentrations of petroleum hydrocarbons. The three closed-in-place USTs remained in place following removal of the 6,000-gallon UST.

### ***Reports specific to Block 20***

RZA, Inc, 1989. Subsurface Petroleum Hydrocarbon Evaluation, Former Underground Storage Tank Area, Former University Chevrolet Auto Dealership, 2121 8<sup>th</sup> Avenue, Seattle, Washington. Prepared for University Mazda, dated October 13, 1989.

The 1989 RZA report, along with several supporting documents provided by Clise (including contractor invoices and building renovation plans) indicate three USTs were removed from the current Toyota of Seattle property (then University Mazda) in 1989. Of the three USTs, it was reported that “the integrity of a 2,000 gallon gasoline tank was questioned” and staining and odors indicative of petroleum contamination were observed in the tank’s excavation pit. The 2,000-gallon UST area, located along the south wall of the existing building, was the subject of the 1989 report. No soil sampling data or other detailed information regarding soil condition in the vicinity of the other two removed USTs was included in the 1989 report or other supporting documents provided by Clise. According to the 1989 report, some unspecified quantity of excavated contaminated soil was stockpiled and removed for off-site disposal; an additional unspecified quantity of contaminated soil was re-used as backfill in the excavation. The maximum depth of the excavation was approximately 12.5 feet and groundwater was not encountered. Soil samples from the limits of the excavation were analyzed for petroleum hydrocarbons. All analyzed samples contained detectable concentrations of petroleum hydrocarbons (up to 63.8 mg/kg in sidewall samples, up to 79.5 mg/kg in samples of stockpiled soil to be used as backfill in the excavation). RZA noted that the detected concentrations of TPH were below the then-applicable Ecology action limit of 200 ppm. We note that analysis methodology and cleanup limits have changed since the 1989 study was completed; the current MTCA Method A cleanup level for gasoline-range petroleum hydrocarbons is 30 mg/kg for soils in which benzene is present. In the 1989 study, BTEX concentrations were below detection limits of 0.05 mg/kg. The current



MTCA Method A cleanup level for benzene in soil is 0.03 mg/kg; it is therefore possible that benzene at concentrations above current cleanup levels may have been left in the excavation at the time of the 1989 study. In addition, no soil sampling activities have been identified in other areas of the site.

### ***Reports specific to Block 18***

Terra Associates, 2007. Phase I Environmental Site Assessment, Schucks Parcel, 2229-7<sup>th</sup> Avenue, Seattle, Washington, prepared for Clise Properties, dated August 14, 2007.

The Terra Associates 2007 Phase I ESA report is specific to Block 18 Lots 7 and 8. Terra Associated did not identify any RECs associated with the property. Historical information identified in the Terra report is generally consistent with historical information obtained for this report.

### **2.5.2 Findings**

Potential RECs identified by this portion of the study are identified by Block number below.

### ***RECs specific to Block 14***

Based on review of previous reports, general RECs for Block 14 include historical auto repair activities, historic gasoline service stations, and USTs. Additional reports specific to the east half of Block 14 provided the following additional detail regarding identified RECs, including the following:

- Documented petroleum-contaminated soil and groundwater on the former Budget Rent A Car site (lots 11 and 12) related to former gasoline USTs at the property.
- Documented concentrations of PCE below applicable MTCA Method A cleanup levels in and near the south portion of the alley from an unknown source.
- Historic auto repair activities in former garage buildings on lots 7 through 10, now demolished.
- A “sink hole” observed on Lot 8. The cause of the sink hole is unknown and could have been related to a garage feature such as a drain, sump, or hoist.
- Possible UST(s) associated with former site structures on lots 7 through 10. While past use of USTs was not identified, it is considered likely based on past site use and could not be eliminated during a 2004 Phase I ESA.

### ***RECs specific to Block 19***

Based on review of previous reports, general RECs for Block 19 include historical auto repair activities and historic gasoline service stations.



***RECs specific to Block 20:***

Based on review of previous reports, general RECs for Block 20 include historical auto repair activities, historic gasoline service stations, and existing or former USTs. Additional reports specific to the east half of Block 20 provided the following additional detail regarding identified RECs, including the following:

- Past presence of at least three USTs at the existing Toyota of Seattle facility. Some soil excavation and removal was completed in the vicinity of one of the USTs following removal in 1989, however, excavated soil with TPH concentrations of 79.5 mg/kg was reportedly used as backfill in the excavation. No detailed information is available regarding UST status or soil condition in the vicinity of the other two USTs.

***RECs specific to Block 18:***

Based on review of previous reports, general RECs were not identified for subject property portions of Block 18.

***RECs specific to Block 21:***

Based on review of previous reports, general RECs for Block 21 include historical auto repair activities, existing or former USTs, and historical businesses that may have used solvents such as paints and photography businesses. Additional reports providing additional detail regarding these RECs were not identified.

**2.5.3 Data Gaps**

Data gaps were not identified by this portion of the study.

**3.0 ENVIRONMENTAL RECORDS REVIEW****3.1 Database Search**

GeoEngineers reviewed the results of a search of pertinent environmental regulatory lists and databases for current or previous facilities listed at addresses located within ASTM-specified distances from the subject property. The search was performed on January 31, 2012. The information reviewed was provided by a subcontracted regulatory list search service, Environmental Data Resources, Inc. (EDR). The EDR report is presented in Appendix B. The report includes details regarding the listed facilities identified and maps showing the approximate locations of the listed facilities relative to the subject property. Section 4.0 of this report includes information regarding historical gas stations and dry cleaners based on EDR's proprietary historical city directory database. Those listings (see Appendix B) are not included here in Section 3.0 unless the historical facilities are also listed in regulatory agency databases as known or suspected contaminated sites.

GeoEngineers reviewed the search results for listings pertaining to the subject property. GeoEngineers also reviewed EDR listing of database entries that could not be mapped by EDR



because of insufficient addresses (orphans). Off-site facilities found within the specified distances from the subject property were evaluated for potential impact to the subject property.

Three subject property addresses were identified on one or more regulatory database lists: Budget Rent A Car at 2001 Westlake Avenue (Block 14), Toyota of Seattle at 2121 8<sup>th</sup> Avenue (Block 20), and Seattle Oil Collection at 2229 7<sup>th</sup> Avenue. Table 6 below summarizes the listed facilities that in our opinion could pose a REC to the subject property. These facilities are shown in locations relative to the subject property on Figures 7 and 8. Other listed facilities identified in Appendix B either are located a significant distance from the subject property or are located in an inferred down- or crossgradient position relative to the subject property and are unlikely to pose a potential environmental concern to the subject property, in our opinion.

**TABLE 6. SUMMARY OF REGULATORY DATABASE SEARCH LISTINGS OF POTENTIAL ENVIRONMENTAL CONCERN**

Location	Listed Business	Listed Address	Regulatory Database	Description
Subject Property (Block 14)	Budget Rent A Car	2001 Westlake Avenue	Underground Storage Tank (UST), Leaking UST (LUST), Independent Cleanup Report (ICR), Confirmed and Suspected Contaminated Sites List (CSCSL)	According to the EDR report, three USTs were closed-in-place in the 1990s and one UST was removed from the site in 2005. Cleanup was reportedly started at the site and petroleum products are confirmed in site soil and groundwater.  We reviewed Ecology's files for this listing as further discussed in Section 3.2.
Subject Property (Block 20)	Toyota of Seattle	2121 8 <sup>th</sup> Avenue	Resource Conservation and Recovery Act – Conditionally Exempt Small Quantity Generator (RCRA-CESQG)	According to the EDR report, the site is listed only as a RCRA site that is a small-quantity generator of hazardous materials. No release to soil or groundwater is indicated. Ecology's files for this site are minimal as further discussed in Section 3.2.
Subject Property (Block 21)	Seattle Oil Collection	2229 7 <sup>th</sup> Avenue	Resource Conservation and Recovery Act – Non-generator (RCRA-Nongen)	According to the EDR report, the site is listed only as a RCRA site that is not a generator of hazardous materials. No release to soil or groundwater is indicated. Ecology's files for this site are minimal as further discussed in Section 3.2.



Location	Listed Business	Listed Address	Regulatory Database	Description
Nearby, approximately 100 feet north of Block 21 across Bell Street (cross-gradient)	Old British Motorcar	7 <sup>th</sup> and Bell	UST, CSCSL No Further Action (CSCSL NFA)	<p>According to the EDR report and Ecology ISIS database information, two USTs of unspecified size were removed from the site in 1989. The site was granted NFA status based on owner-provided cleanup information in October 2011.</p> <p>Based on cross-gradient location and cleanup status, this site is not currently considered a REC.</p>
Nearby, approximately 80 feet east of Block 14 and 60 feet south of Block 20 (downgradient/ crossgradient)	Larned Hotel	2030 7 <sup>th</sup> Avenue	ICR	<p>According to the EDR report, Ecology received a final cleanup report regarding petroleum contamination in soil related to a leaking tank in 1992.</p> <p>Based on crossgradient location and cleanup status, this site listing is not currently considered a REC.</p>
Nearby, approximately 100 feet west of subject property portion of Block 18 (upgradient)	Frederick Cadillac	2301 6 <sup>th</sup> Avenue	UST	<p>According to the EDR report, one UST of less than 1,100-gallon capacity was removed from the site in 1996. No indicators of leaks or spills associated with the UST system are included in the EDR report.</p> <p>Based on distance and lack of known subsurface impacts, this site listing is not currently considered a REC.</p>
Nearby, approximately 90 feet west of Block 14 (upgradient).	United Airlines Reservation Center	2033 6 <sup>th</sup> Avenue	UST	<p>According to the EDR report, one UST of less than 1,100-gallon capacity was removed from the site in 1996. No indicators of leaks or spills associated with the UST system are included in the EDR report.</p> <p>Based on distance and lack of known subsurface impacts, this site listing is not currently considered a REC.</p>



Location	Listed Business	Listed Address	Regulatory Database	Description
Nearby, 100 feet east of Block 14 across Westlake Avenue (cross-gradient)	Hugh Corbett Building	1942 Westlake Avenue	UST, ICR, CSCSL NFA, Voluntary Cleanup Program (VCP)	According to the EDR report, at least three USTs were formerly in use at the site. Leaks from the USTs were cleaned up. The site received NFA following Ecology review in 2000.  We reviewed Ecology's files for this listing as further discussed in Section 3.2.
Nearby, approximately 110 feet southeast of Block 20 across Westlake Avenue (crossgradient)	West 8 <sup>th</sup> Building	718 Virginia Street	CSCSL NFA, VCP	According to the EDR report, this site was entered as a voluntary cleanup site in 2008. The site received NFA following Ecology review in 2009.  We reviewed Ecology's files for this listing as further discussed in Section 3.2.

### 3.2 Review of Regulatory Files

We reviewed Ecology's files for the listings identified in Section 3.1 on February 16, 2012.

- **Former Budget Rent A Car (Block 14)** - Ecology files for the Budget Rent A Car property on Block 14 did not contain any documents newer than or with supplementary information to those discussed in Section 2.5, with the exception of a 2005 UST removal report. For clarity, our summary of the 2005 UST removal report is presented in Section 2.5 above.
- **Toyota of Seattle (Block 20) and Used Oil Collection (Block 21)** - Ecology files for the Toyota of Seattle and Used Oil Collection sites on Blocks 20 and 21 respectively were limited to RCRA database sheets. According to the RCRA database entry information, the Toyota of Seattle site was a small quantity generator of unspecified regulated waste materials between 1995 and 2004, and the Used Oil Collection site (likely related for the former auto parts business in operation at this address) is not a generator of regulated waste for year 1993 only. No violations are noted on the RCRA forms. No information regarding USTs, spills or releases is indicated in the Ecology files for the Toyota of Seattle or Used Oil Collection sites. Inclusion of a site on a RCRA list identifies potential for waste handling activities at a site only and does not imply a release to the environment. Therefore, inclusion of the Toyota of Seattle and Used Oil Collection sites on RCRA lists is not considered a REC.
- **Hugh Corbett Building at 1942 Westlake Avenue (East of Block 14)** - According to Ecology files, the Hugh Corbett Building at 1942 Westlake Avenue, located 100 feet east of Block 14 across Westlake Avenue, has had a series of environmental assessments and cleanup actions between 1989 and 2000. This site was redeveloped with a high-rise, multi-use building in 2001. Previous buildings had a long history of auto repair and service activities that resulted in subsurface impacts, including leaks from hydraulic hoists, a waste oil UST, an 8,000-gallon gasoline UST, and a heating oil UST. All impacted soils were removed from the site prior to or



in conjunction with site redevelopment activities, with the exception of a small area of heating oil-impacted soil that remains beneath City of Seattle sidewalk along 7<sup>th</sup> Avenue. Based on this information, Ecology granted a NFA to the property in August, 2000. Remaining impacted soils are more than 200 feet east of Block 20 and do not appear to present a potential for migratory contamination to the subject property at this time.

- **West 8<sup>th</sup> Building at 718 Virginia Street (East of Block 14)** - Ecology files for the West 8<sup>th</sup> Building at 718 Virginia Street contain many large assessment and remediation reports dated 2004 to 2009; our review of Ecology files focused on more recent documents to assess current site conditions. The property had been used as warehouse and commercial space by a variety of businesses since 1908; a small gas station was located at the north end of the property. Cleanup activities included removal of two USTs and associated impacted soil, excavation of impacted fill in the vicinity of a sump, and excavation of impacted, older fill material. The entire property was excavated to depths ranging from 58 and 78 feet below ground surface prior to construction of the existing building on the property in 2009. While all impacted soils at the property were reportedly excavated at that time, notations indicate that additional petroleum-impacted fill (identified as old fill with asphalt-like material in a 2009 report) may remain in the sidewall of the excavation beneath city right-of-way. The area of impacted fill is reportedly in the alley on the west side of the property, approximately 100 feet southeast of the intersection with Westlake Avenue. Remaining impacted soils are approximately 300 feet southeast of Block 20 and over 200 feet northeast of Block 14 and do not appear to present a potential for migratory contamination to the subject property at this time.

### 3.3 Review of Area-wide Contamination Reports

We conducted a search of Ecology and EPA websites for readily available information (publications and reports) that may concern area-wide soil and groundwater contamination on or adjacent to the subject property. Area-wide contamination reports pertaining to the subject property vicinity were not identified.

### 3.4 Findings

Additional potential RECs were not identified by this portion of the study. Nearby and adjacent properties, as identified in Table 6 and discussed in Section 3.2, are not currently considered RECs to the subject property based on one or more of the following: 1) distance to the subject property; 2) site cleanup status; and/or 3) lack of documented spill or release of hazardous materials.

### 3.5 Data Gaps

Data gaps were not identified by this portion of the study.

## 4.0 PROPERTY HISTORY

### 4.1 Historical Resources

Our understanding of the history of the subject property is based on a review of the information from the historical resources listed in Table 7 and interviews with the individuals listed. Selected historical research documents are included in Appendix C.



**TABLE 7. HISTORICAL RESOURCES REVIEWED**

<b>Description</b>	<b>Provider or Interviewee</b>	<b>Dates of Coverage or Dates of Knowledge of the Property</b>	<b>Date Reviewed or Contacted</b>	<b>Comment (See Section 4.2 for findings)</b>
Historical Aerial Photographs <sup>1</sup>	Aerometrics, Inc. in Tukwila, Washington	1936, 1946, 1956, 1960, 1969, 1974, 1985, 1995, and 2000	02/13/2012	
Historical Aerial Photographs <sup>1</sup>	Environmental Data Resources, Inc. (EDR)	1956, 1965, 1969, 1977, 1980, 1985, 1990, and 2006	02/01/2012	
Historical Fire Insurance Maps	EDR search of Sanborn maps	1893, 1905, 1949, 1950, and 1969	02/01/2012	
Historical Tax Assessors Records	Washington State Archives	1938 to 1973	02/25/2012	
Historical City Directories	EDR search at public libraries	Approximate 5-year intervals 1920 to 2005	02/01/2012	
Historical Topographic Maps	EDR search	1895, 1897, 1909, 1949, 1968, 1973, and 1983	02/01/2012	
Building Department Records	Seattle Department of Planning and Development (DPD) Microfiche Records	Early 1900s to recent	02/16/2012	
City Sewer Cards	DPD Side Sewer Program Website	1940s to recent	02/16/2012	
Chain-of-Title Document	Title Company	Date	Date	Chain-of-Title and/or a Title Reports were not provided for our review.
Interview	Jim Shandley, Clise Properties Manager and “Key Property Manager”	Recent	02/14/2012, 03/05/2012, and 04/05/2012	



Description	Provider or Interviewee	Dates of Coverage or Dates of Knowledge of the Property	Date Reviewed or Contacted	Comment (See Section 4.2 for findings)
Interview	Melissa Miller, Toyota of Seattle General Manager	Recent	02/20/2012 and 03/01/2012	We attempted to contact Ms. Miller in February and March 2012 to discuss Toyota facility USTs and hazardous materials handling and storage practices at the site. As of the completion of this draft report, Ms. Miller has not responded to our requests for information.
Interview	Lauren Poole, City of Seattle Fire Marshal's Office Records	1980s to recent	02/21/2012	Ms. Poole provided copies of UST removal permits for Toyota of Seattle (Block 20) and former Budget Rent A Car (Block 14).
Interview	Lisa Werlech, Seattle-King County Health Department (SKCHD)	Recent	06/04/2012	Ms. Werlech provided copies of SKCHD records for 2205 7 <sup>th</sup> Avenue and 2229 7 <sup>th</sup> Avenue, discussed below. Ms. Werlech stated that SKCHD does not have relevant records regarding remaining subject property addresses.

## Notes:

<sup>1</sup> The scale of the photographs reviewed allowed for an interpretation of general property development/configuration, such as identifying most structures, roadways and clearings. However, the scale of the photographs did not allow for identification of specific property features, such as fuel pumps, wells or chemical storage areas on the subject property, if any.

## 4.2 Historical Property Ownership and Use Summary

As previously noted, the Subject Properties are identified in this report by city block (see Table 1). The Subject Properties were developed with residential and commercial uses as early as the 1890s. Historical usage for each Subject Property Block, based on our review of the historical sources listed in Table 7 including the key site manager interviews and integrating information provided by the previous reports for the Subject Properties (Section 2.5), is presented in Sections 4.2.1 through 4.2.5. Historical development and use of the rights-of-way extending through or adjacent to the Subject Properties is presented in Section 4.2.6. This section is best read while viewing Figures 2 through 6 because historical uses of the Subject Properties are presented in these Figures. Sanborn maps, historical aerial photographs and other selected historical resources reviewed are presented in Appendix C.

### 4.2.1 Block 14

Based on our review of Sanborn maps, Block 14 was developed with approximately 19 residential buildings and one church building in 1905. These buildings were all demolished by the 1910s, replaced by buildings on lots as described below. Previous environmental work has been completed at Block 14 lots 7 through 12 as described in Section 2.5 above.



**LOTS 1 THROUGH 6**

Development of Lots 1 through 6 in the 1910s through the mid 1950s was characterized by used auto sales lots and apartment buildings. Tax archive records indicate a small gas station on Lots 3 and 4 (2020 or 2026 6<sup>th</sup> Avenue) from approximately 1932 to 1958 associated with two 2,000-gallon gasoline USTs. Sanborn maps and aerial photographs indicate apartment buildings were located on Lots 2 and Lots 5-6 between approximately the 1920s and late 1950s. Tax archive documents for the apartment building on Lot 5-6 indicates the building was heated by a sawdust-fueled heating system. Tax archive documents for the apartment building on Lot 2 were not identified.

In 1958, construction began on the existing Sixth Avenue Inn hotel on Lots 1 through 6 (2000 6<sup>th</sup> Avenue). Tax archive and DPD building plans for the hotel indicate it has been heated by electric heating units and that laundry areas have been located on the first floor since construction. No references to dry cleaning in the hotel laundry were identified in any of the available historical sources. Significant building renovations, including additions to the restaurant area on the west side of Lots 3 and 4, were completed in the 1970s. Many additional cosmetic renovations have been completed in the building since that time.

**LOTS 7 AND 8**

A 1925 city directory identifies “Collins Fuel” at a Lot 8 address (2035 7<sup>th</sup> Avenue), however, no other available historical resources confirm fuel sales or indicate gas stations on this lot.

In 1946, a small used car office and service building was constructed for Phil Cook near the center of Lots 7 and 8 (2033 7<sup>th</sup> Avenue). Tax archive and DPD building plans indicate building improvements included a wash rack and “stove” heat. No features indicative of USTs or fuel sales at this building are identified on the available historical resources. The building was torn down in 1970 and the property has been an asphalt parking lot since that time.

**LOTS 9 AND 10**

A garage building was built on Lots 9 and 10 in approximately 1915 (2017 to 2023 7<sup>th</sup> Avenue). Tax archives, DPD documents, and city directories indicate this building was used as an automotive garage in the 1930s, by Stoddard Motors in 1940, by Huletz Electric between 1955 and the mid-1990s, and by auto glass repair in the 1960s and 1970s. Building heating systems are identified and electric and natural gas. No USTs or hoists are identified on the available historical documents, but a wash rack is shown in the northwest corner of the building in an early building plan. Signs reading “Shoppers Auto Paint Shop,” “Auto Repair,” and “Auto Painting” are visible on the building in a 1930s-era photo included with tax archive documents. The building was demolished by 2000 and it has been used as a commercial parking lot since that time.

**LOTS 11 AND 12**

Two two-story store and apartment buildings were built on Lots 11 and 12 (2001-2015 Westlake Avenue) in 1906 and 1909. Tax archive documents indicate these buildings were heated by “stove.” City directories listings for Lot 11 and 12 addresses prior to the late 1960s include a furniture store from the 1940s to 1960s, a lighting store in the 1940s and 1950s, and a variety of apartments and restaurants. A possible dry cleaner, “Westlake Cleaners” is identified at 2011 Westlake Avenue in a 1944 city directory. No other available historical resources confirm the presence of Westlake Cleaners. The two buildings were demolished in 1961 and 1967.



A Budget Rent A Car facility consisting of an office/shop building and a rental/fuel sales office was constructed on Lots 11 and 12 in the 1960s. Tax archive documents indicate buildings were originally heated by electric heat systems. Multiple gasoline USTs were associated with the Budget property as discussed in Section 2.5. The Budget Rent A Car buildings were demolished in the mid-2000s and the property has been used as a commercial parking lot since that time.

City of Seattle Fire Marshal provided copies of a 2005 permit for removal of one 6,000-gallon gasoline USTs from the Budget property. No information regarding the specific location of the USTs or the condition of the soil surrounding the USTs at the time of removal was included with Fire Marshal documents.

#### **4.2.2 Block 19**

Based on our review of Sanborn maps, Block 19 was developed with approximately 18 residential buildings in 1905. These buildings were all demolished by the early 1930s. The west half of the block appears vacant in a 1936 aerial photograph. Subsequent development on each lot is described below.

##### **LOTS 1 AND 2**

Based on review of available historical documents, Lots 1 and 2 were vacant until a small used car sales building was built on the property in 1940. No tanks or auto repair or fueling activities are indicated on the tax archive documents or Sanborn maps associated with this building. The building was demolished in the early 1970s. Current property use as a parking lot was established at that time.

##### **LOTS 3 AND 4.**

Lots 3 and 4 appear as vacant parking areas in aerial photographs from the 1930s and 1940s. The existing building (2112 6<sup>th</sup> Avenue) was built in 1951 as a used car sales and service building for Anderson Buick. Tax archive and DPD building plans for the building indicate that the first floor (6<sup>th</sup> Avenue elevation) was originally used for office and car showroom space and used electric heat. The partial basement (alley elevation) included a wash area in the northeast corner of the building, with a floor drain connected to the municipal sewer. A lubrication room with one hydraulic hoist was located adjacent to the wash area. The building was renovated several times and has been used by a variety of businesses since the 1960s. Smith-Corona Merchant, a “business machines” company, used the building from approximately 1963 to at least the mid-1970s. The building was vacant in the mid-1980s, used by a computer sales company in the 1990s, and by Picalina Productions in the mid-2000s. The building is currently used as a construction office for a nearby building currently under construction.

##### **LOTS 5 AND 6**

A 1925 city directory identifies “J Chas Fuel” at a Lot 6 address (2136 6<sup>th</sup> Avenue), however, no other available historical resources confirm fuel sales or indicate gas stations on this lot.

Lots 5 and 6 were used as used car sales lots from at least the late 1940s until the early 1970s. Tax archive documents and Sanborn maps indicate a small sales office was located near the center of the lots in during these years. No additional indicators of tanks or car fueling or service activities were identified on the available historical resources.



The existing theater building on the property was built in 1973 and used electric heating systems from construction. The building was used as the King Cinema from the 1970s to at least 1990. The existing building was used as a church in the mid-2000s and as King Cat Theater in the mid-to-late 2000s.

#### **LOTS 7 AND 8**

Lots 7 and 8 were used as used car sales lots from at least the early 1950s to the late 1960s. A small sales office building was located on the property in 1951; this building was later moved to Block 20 lot 5. No indicators of tanks or car fueling or service activities were identified on the available historical resources. The building has been used as a parking lot since at least the 1970s.

#### **LOTS 9 AND 10**

Sanborn maps indicate two buildings on these lots in the 1950s; an apartment building on Lot 9 and a smaller retail building on Lot 10. Based on city directory records, the store building was a small grocery store in at least the 1940s. No tax archive or DPD building plans are available for the store building, which was demolished by the 1960s. Tax archive documents for the apartment building indicate that it was a three-story brick building with a partial basement heated by a hot was “stoker” (possibly coal). The apartment building was demolished in the 1980s. The property has been used as parking lot since that time.

#### **LOTS 11 AND 12**

Lots 11 and 12 were used for used auto sales from at least the 1940s through the 1960s. A 1950 Sanborn map shows auto repair and a small oil house in the northwest corner of Lot 11. Tax archives and DPD building plans do not show any additional details regarding the auto repair and oil house structures, which remains visible on the property through 1969 aerial photograph. The property has been used as a parking lot since at least 1980.

### **4.2.3 Block 20**

Based on our review of Sanborn maps, Block 20 was developed with approximately 19 residential buildings plus several associated sheds and outbuildings in 1905. Most of the residential buildings were located on the west half of the block. Many of these buildings were demolished by the 1910s, replaced by buildings on lots as described below.

#### **LOTS 1 AND 2**

A 1940 city directory identifies “Berglund Chas A” gas station at a Lot 2 address (2110 7<sup>th</sup> Avenue); however, no tax archive or DPD building plan documents confirm fuel sales or indicate gas stations on this lot. An unlabeled but possible small gas station building and pump island structure is visible near 7<sup>th</sup> Avenue on Lot 2 in a side sewer card dated to the approximate 1940s. All structures were removed from the property by the early 1950s. The property has been used as a parking lot since that time.

#### **LOTS 3 THROUGH 6**

Approximately 12 residential buildings and outbuildings were located on these four lots between the early 1900s and the 1960s. According to available tax archive documents, at least one of these buildings used an oil-burning heating system, but no information regarding associated oil tanks is included in the available documents. All these residential buildings were demolished by



the late 1960s and replaced with used car sales and parking lots. Please see the 1905 and 1950s Sanborn maps provided in Appendix C for locations of past residential buildings.

Tax archive documents include information regarding two small used car sales office buildings on Lots 5 and 6 but do not include any information identifying USTs or auto fueling or service activities on the property. Previous reports for the Subject Properties identify the presence of a UST on Lot 6 near a concrete patch; while we could not locate any historical information regarding this UST, it was likely associated with one of the former used car sales businesses.

#### **LOTS 7 THROUGH 10**

In 1962, the northern portion of the existing Toyota sales and service building was built (Lots 7 through 9; 2121 8<sup>th</sup> Avenue). The southern portion of the existing building (Lot 10) was a 1966 addition. Tax archive and DPD building plans indicate that the 1962 building was associated with six hydraulic hoists in the repair bays, a wash rack area in the southwest corner, and a sump in the northeast corner of the repair area. One 1,000-gallon bulk oil UST was originally located outside the southwest corner of the building. This UST was relocated east of the building during the 1966 addition. The 1966 addition also added a rooftop bulk oil storage room, and 11 more hoists inside the building. Based on review of the available DPD building plans, the hoists were labeled as “hydraulic hoists,” however, the plans show them as on-slab models without hoist pits that would be installed by the building tenant. Therefore, based on the information reviewed, it appears that the more conventional in-ground hydraulic hoists with sump pits were not utilized at this property. Available information does not include information regarding whether the current hoists in the building are original or replacement units. A long trench drain running down the center of the service area is original to the building. An additional 2,000-gallon UST was installed along the south wall of the building in 1972; a small storage addition was added to the south wall in the 1990s. The status of the USTs is currently unknown. An undated building renovation plan also shows two hoists southeast of the building near 8<sup>th</sup> Avenue; any detailed information regarding the type and status of these hoists is unknown. The building has been used for sales and service by a variety of companies including as a Volkswagen dealership in the 1960s and 1970s, Bjorkland Chrysler in the mid-1980s, University Chevrolet in the early 1990s, and by Toyota of Seattle since the mid-1990s.

City of Seattle Fire Marshal provided copies of a 1989 permit for removal of three USTs from the dealership property, which was then University Chevrolet. The three USTs (two 1,000-gallon, one 2,000-gallon) were for gasoline, diesel, and waste oil. No information regarding the specific location of the USTs or the condition of the soil surrounding the USTs at the time of removal was included with Fire Marshal documents.

#### **LOTS 11 AND 12**

According to tax archive documents and Sanborn maps, a single-story brick warehouse building was built on Lot 11 (2109 8<sup>th</sup> Avenue) in 1919. The building was used by Gray Line Bus Tours in at least the 1930s and 1940s. A photograph on the building included in the tax archive documents shows additional signage on the building reading “Texaco Fire-Chief” and “Fire Chief Gas” but no additional indicators of USTs or fueling services are included on the available documents. The tax archive documents also state that a concrete “slab used as wash rack” was also located in the building, but no detailed site plan showing the location of this feature was included.



Tax archive documents also include information regarding a three-story hotel building built in approximately 1909 on Lot 12. This building was heated by a central steam heating system (possibly oil-burning). While the upper floors were hotel rooms for “Owings Hotel,” the ground floor was occupied by several tenants, including tire repairing and retreading (at least 1920 through 1944), “Therm Gas Gen Co” oil burners (at least 1930 through 1966, and a trucking/transfer company (1920s). No detailed information about building layout and improvements was available.

Buildings on Lots 11 and 12 were demolished in 1971 and the property became parking lot associated with the north-adjacent auto sales and service building.

#### **4.2.4 Block 18 (Lots 7 through 12)**

##### **LOTS 7 AND 8**

Lots 7 and 8 currently contain a retail building (2229 7<sup>th</sup> Avenue), now vacant. The existing building was built in 1940 and used gas heaters since construction. The property was used as retail auto parts sales by Schuck’s Auto Supply from 1940 through 2007. Fastenal Company occupied the building in the late 2000s until 2011. The building has remained vacant since late 2011. No evidence that auto repair activities or USTs have been located at the property has been identified. The property was used as a used oil drop-off location at some point in the past, based on review of regulatory database information (Section 3.0). This type of drop-off location typically temporarily stores used oil in above-ground drums or tanks prior to removal and recycling by a third-party waste company. SKCHD records dated 1997 indicate that taxi cabs conducted maintenance activities in the site parking lot. Maintenance activities included oil changes, using oil purchased at the subject property store and disposed at the subject property oil drop-off tanks. No indications that spills associated with these activities were observed by SKCHD are included in the available documents. Because no USTs or significant staining has been identified at the site, and because no releases or spills have been identified at the site, the past use as a used-oil drop off location and location for minor taxi service activities is not currently considered a REC.

##### **LOTS 9 THROUGH 12**

The subject property portion of Block 18, Lots 9 through 12, currently contains a former hotel building (2205 7<sup>th</sup> Avenue) now used as a dormitory by Cornish College. This property contained four residential buildings in 1905. Residential buildings were demolished prior to the early 1930s. The property appears vacant in a 1936 aerial photograph and developed with four narrow, rectangular buildings in a 1946 aerial photograph. These narrow buildings appear identical to buildings to the southwest across 6<sup>th</sup> Avenue and are likely temporary government housing. The property appears vacant in 1949 and 1950 Sanborn maps. The existing building was constructed in 1958. The hotel operated as the Towne Motel from construction until the early 1990s, and as the Day’s Inn from the mid-1990s to 2000s. The building has used electric heating units since construction. Many cosmetic renovations and small additions have been completed at the building over time. No evidence that dry cleaning activities have been conducted at the building have been identified in the available historical resources. SKCHD records for the property dated 2010 indicate that residents may have disposed of fluorescent tube bulbs in a dumpster rather than through proper recycling procedures. SKCHD advised a residence hall advisor in proper procedures. The possibility that tubes were disposed of in a dumpster is unlikely to present a risk to site soil and groundwater and is not considered a REC.



#### 4.2.5 Block 21

Based on our review of Sanborn maps, Block 21 was developed with approximately 20 residential buildings plus several associated sheds and outbuildings in 1905. All of these buildings were demolished prior to 1930; the property appears vacant in the 1936 aerial photograph. Additional property development began again in the 1940s on lots as described below. Block 21 lot 4 is considered adjacent property for the purposes of this report.

#### LOTS 1 THROUGH 5

A 1946 aerial photograph shows a long, narrow building on lots 1 through 5, possibly related to government housing units on blocks to the west across 7<sup>th</sup> Avenue. These buildings are not shown in 1949 and 1950 Sanborn maps. Lots 3 and 4 are shown as used car sales lots and/or commercial parking in all subsequent available historical resources.

The existing commercial building on Lots 1 and 2 (2200 7<sup>th</sup> Avenue) was built in 1953. Tax archive documents and DPD building plans indicate the building was originally constructed as Nash Automobile sales and service. Display, office, and parking space was located on the first floor (7<sup>th</sup> Avenue elevation) and storage, parking, and service areas were located in the basement (alley elevation). DPD building plans for the basement show a service area with a lubrication pit that drains to a used oil UST beneath the center of the building, a second UST for heating oil located east of the building boiler room, and a sump in the northeast corner of the building. UST vent pipes are shown at the alley. Two hydraulic hoists are noted on the tax archive documents. Construction details (including whether they were in-ground units) and specific location of the hoists are not shown on the available documents, but it is likely they were located in or near to the lube pit. In the late 1950s, the building was renovated for use as a restaurant and banquet space. Restaurants, catering companies, and meeting places are identified at building addresses in city directories dated 1960 through 1980. Additional renovations were completed prior to retail use by Guitars Etc in the 1980s and existing oil furnaces were replaced by gas furnaces in 1991 prior to building use by US West. Building was renovated again in 1996 for use by Lifespan Biosciences to include basement spaces used as wash and clean areas, radioactive area, laboratory space, and offices. The building has been used by Budget Rental since the late 2000s.

#### LOT 6

The existing restaurant building was built on Lot 6 (2230 7<sup>th</sup> Avenue) in 1940. According to tax archive documents, the building used a gas-fueled heating system from construction, however as noted in Section 2.0, a UST fill port and vent pipe were observed along the exterior of this building. City directory records indicate that a building address was used by “General Paint Co.” in 1944, but building use by a paint company could not be confirmed by other available historical documents. The building has been used as a restaurant since at least 1950; identified businesses at the building include Clark’s Restaurant (1954), Dog House (1955 through 1990), and the Hurricane Café (1996 to present).

#### LOTS 7 THROUGH 12

A 1937 city directory identifies “Neon Signs” at a Lot 7 address (2227 8<sup>th</sup> Avenue), however, no other available historical resources confirm neon sign sales or manufacture on the property.

One long, narrow building appears on Lots 7 through 12 in the 1946 aerial photograph. This building is identified as “Adult Educational Center, University of Washington” on a



1950 Sanborn map. Tax archive documents for this building indicate the building was constructed in 1942 and was heated by an oil burner. While no information is available regarding oil storage tanks associated with the building, a simple building plan shows a boiler room near the center of the building. The building was demolished in 1955.

The existing Cornish College dormitory building on Lots 7 through 10 (2213 8<sup>th</sup> Avenue) was built in 1957 as a Travelodge Hotel. According to tax archive documents, the building has been heated by electric units since construction. Building renovations were completed in the 1980s. The hotel operated as a Travelodge until the late 2000s. No indications of dry cleaning activities at the building were identified on the available historical resources.

Following demolition of the Adult Educational Center building, Lots 11 and 12 became used car sales lots. One small sales office was located near the center of these lots in the 1950s and 1960s. No evidence of USTs or auto fueling or service activities on these lots was identified on the available resources.

#### 4.2.6 Adjacent Properties

Adjacent properties generally were developed for commercial and residential uses by the 1890s, but some properties to the northwest were regraded as part of the removal of Denny Hill in the 1910s and 1920s. For brevity, potential site uses or features of potential concern identified from historical resources located within a half-block radius of the subject properties are shown in Table 8 below.

**TABLE 8. PAST USES OF POTENTIAL CONCERN ON ADJACENT PROPERTIES**

Location	Address(es)	Potential Concern	Year	Source
<b>Upgradient Properties</b>				
West of Block 14 across 6 <sup>th</sup> Avenue	2011 6 <sup>th</sup> Avenue	Gas station	1951	City directory
	2035 6 <sup>th</sup> Avenue	Gas station	1949	Sanborn map
	516 Virginia	Electroplating	1950-1969	Sanborn map
West of Block 19 across 6 <sup>th</sup> Avenue	2101 6 <sup>th</sup> Avenue	Self Serve Laundry	1980	City directory
	2131 6 <sup>th</sup> Avenue	Gas station	1935-1940	City directory
<b>Crossgradient Properties</b>				
South of Block 14 across Virginia Street	1935 Westlake	Paints	1950	Sanborn map
		Dye Works	1930	City directory
South of Block 14 across Westlake Avenue	1942 Westlake	Auto sales/service	1950s through 1980s	Sanborn map; city directories
South of Block 20 across Lenora Street	2026 7 <sup>th</sup> Avenue	Printing	1940	City directory
	2033 Westlake	Paints	1940	City directory



Location	Address(es)	Potential Concern	Year	Source
South of Block 20 across Westlake Avenue	2100 Westlake	Auto sales/service	1935-1980	Sanborn map; city directories
	2030 Westlake	Printing	1944-1960	City directories
<b><i>Downgradient Properties</i></b>				
East of Block 20 across 8 <sup>th</sup> Avenue	2115 Westlake	Tire shop	1949	Sanborn map
	2121 Westlake	Muffler shop	1969-1980	Sanborn map; city directories

### 4.3 Environmental Liens or Property Use Restrictions

During the course of our research, we did not find that environmental liens had been filed against the subject property.

### 4.4 Information Provided by User/User Obligations

We did not receive any responses to a user questionnaire, a copy of which is provided in Appendix A. The questionnaire can be used to obtain user-provided information (for example, title records, environmental liens, specialized knowledge of the subject property, etc.) that may specify findings/conditions that may pose potential environmental concerns or RECs relative to the subject property. The absence of this information is a data gap that may pose an environmental concern to the subject property if the property has been subject to environmental liens, restrictive covenants, etc.

### 4.5 Findings

Known or suspect environmental considerations identified by this portion of the study are identified in Table 9 below. Table 9 is organized by REC for brevity; for a breakdown of RECs identified for each Subject Property Block, see Section 5.0 and Table 10.



**TABLE 9. POTENTIAL ENVIRONMENTAL CONSIDERATIONS IDENTIFIED FROM SITE HISTORY**

Potential REC Description	Site (Block and Lot)	Potentially Affected Media	Type of Potential Contamination	Location	Comment
<b>Acquisition Parcels</b>					
Vehicle maintenance and/or repair	Used Auto (Block 14, lots 7-8) Stoddard Motors (Block 14, lots 9-10) Budget Rent A Car (Block 14, lots 11-12) Anderson Buick (Block 19, lots 3-4) Auto repair (Block 19, lot 11) Toyota of Seattle (Block 20, lots 7-10) Gray Line Auto Tours (Block 20, lot 11) Tire shop (Block 20, lot 12)	Soil	Petroleum hydrocarbons, paints, solvents, and metals	See Figures 4-6	Includes washing areas, strip drains, and/or hydraulic hoists.
Gas station	Gas station (Block 14, lots 3-4) Budget Rent A Car (Block 14, Lots 11-12) Chas Fuel (Block 19, lot 6) Gas station (Block 20, lot 2) Collins fuel (Block 14, lot 7) Auto sales and service (Block 20, lots 9-10) Gray Line Tours (Block 10, lots 11)	Soil and groundwater	Petroleum hydrocarbons, solvents, metals	See Figures 4, 5 and 6	Includes fuel USTs and/or signage visible on historical resources.
Oil burners	Apartment building (Block 20, lot 4) Therm Gas Co Oil Burners (Block 20, lot 12)	Soil and groundwater	Petroleum hydrocarbons	See Figure 4	As indicated by tax archive documents and/or city directories
Dry cleaner	Westlake Cleaners (Block 14, lot 11)	Soil and groundwater	Solvents	See Figure 2	Indicated by city directory listing



Potential REC Description	Site (Block and Lot)	Potentially Affected Media	Type of Potential Contamination	Location	Comment
Adjacent site use	Photo engraving (west of Block 14) Paints and dye works (south of Block 14) Gas stations (west of Blocks 14 and 19)	Soil and groundwater	Petroleum hydrocarbons, metals, solvents	See Figure 2	Upgradient adjacent former site uses identified on Sanborn maps and city directories; adjacent sites have been redeveloped.
<b>Option Parcels</b>					
Vehicle maintenance and/or repair	Nash Auto (Block 21, lots 1-2)	Soil	Petroleum hydrocarbons, paints, solvents, and metals	See Figure 8	Includes washing areas, drains, and/or hydraulic hoists.
Oil burners	Nash Auto (Block 21, lots 1-2)	Soil and groundwater	Petroleum hydrocarbons	See Figure 8	Noted on archived building plans
Paint company	General Paint Co (Block 21, lot 6)	Soil and groundwater	Petroleum hydrocarbons, solvents, and metals	See Figure 8	Noted on city directory

**Note:**

Potential environmental considerations previously noted are not listed again.



## 4.6 Data Gaps


Four data gaps were identified by this portion of the study:

- Management of the existing Toyota sales and service facility on Lot 20 has not responded to our requests for information regarding site USTs, AST, and hazardous materials handling and storage practices at the site. This data gap is considered potentially significant if Toyota management has additional information not readily available from other historical sources.
- No reasonably ascertainable information was available to confirm the absence or presence of any heating oil USTs or past heating oil ASTs at some past subject property buildings, which are considered possible/likely based on the age and type of property development. As a result of this data gap, the possible presence of undocumented heating oil USTs represents a REC to the subject property.
- We were not provided a copy of the title report for the subject property; as such, this is considered a data gap. However, based on information provided by the owner (Section 4.2) and previous work at the property, we did not identify environmental liens or activity and use limitations on record for the subject property, and we consider the significance of this data gap to be low.
- A user questionnaire was not completed by the user. The absence of this information is a data gap that may pose an environmental concern to the subject property if the property has been subject to environmental liens, restrictive covenants, etc.







## 5.0 CONCLUSIONS

GeoEngineers has performed a Phase I ESA in general conformance with the scope and limitations of ASTM Practice E 1527-05 of the Rufus 2.0 property (Denny Triangle Blocks 14, 19, 20, and portions of Blocks 18, and 21) in Seattle, Washington. Any exceptions to, or deletions from, this practice are described in Section 1.2 of this report. This assessment has revealed no evidence of RECs in connection with the subject property except for the following:

**Table 10. Identified RECs at Subject Property Acquisition Parcels (Blocks 14, 19 and 20)**

Potential REC	Site (Block and Lot)	Potentially Affected Media	Type of Potential Contamination	Comment
<b>Block 14</b>				
Past vehicle maintenance and/or repair (may include hydraulic hoists) 	Former Used Auto (lots 7-8, 1930s-1960s) Former Stoddard Motors (lots 9-10, 1930s-1960s) Former Budget Rent A Car (lots 11-12, 1960s-2000s)	Soil and groundwater	Petroleum hydrocarbons, paints, solvents, and metals	Subsurface impacts have not been identified at Lots 7-10 in previous reports.  Documented soil and groundwater contamination has been identified at former Budget Rent A Car site.



Potential REC	Site (Block and Lot)	Potentially Affected Media	Type of Potential Contamination	Comment
<b>Block 14 (continued)</b>				
Past gas station 	Former gas station (lots 3-4, 1930s-1950s) Former Collins fuel (lot 7, 1920s) Former Budget Rent A Car and fueling facility (lots 11-1, 1960s-2000s)	Soil and groundwater	Petroleum hydrocarbons, metals	Lots 1-6 were redeveloped into the existing Sixth Avenue Inn. Documented soil and groundwater contamination has been identified at a former Budget Rent A Car site. A fuel company business was addressed on Lot 7 in a 1925 city directory.
Presence of current or previous USTs 	Former Budget Rent A Car (lots 11-12, 1960s-2000s)	Soil and groundwater	Petroleum Hydrocarbons	Documented soil and groundwater contamination has been identified at Former Budget Rent A Car site
Possible past presence of dry cleaner 	Former Westlake Cleaners (lot 11, 1944)	Soil and groundwater	Solvents	Cleaners identified in a 1944 city directory. No details known.
Adjacent site use 	Former photo engraving (west of Block 14, 1950s) Former paints and dye works (south of Block 14, 1950s) Former gas stations (west of Blocks 14, 1950s)	Soil and groundwater	Petroleum hydrocarbons, metals, solvents	Upgradient adjacent former site uses identified on Sanborn maps and city directories; adjacent sites have been redeveloped.
<b>Block 19</b>				
Past vehicle maintenance and/or repair 	Construction office (Former Anderson Buick, lots 3-4, 1950s) Former auto repair (lot 11, 1950s)	Soil and groundwater	Petroleum hydrocarbons, paints, solvents, and metals	Subsurface assessment has not previously been conducted at Block 19
Possible past presence of gas station 	Former Chas Fuel (lot 6, 1920s)	Soil and groundwater	Petroleum hydrocarbons, solvents, metals	Fuel company identified in a 1925 city directory. Site has been redeveloped into King Cat Theater.













<b>Block 19 (continued)</b>				
Adjacent site use 	Former gas station (west of Block 19, 1930s)	Soil and groundwater	Petroleum hydrocarbons, metals, solvents	Upgradient adjacent former site uses identified on Sanborn maps and city directories
<b>Block 20</b>				
Current and former vehicle maintenance and repair 	Current Toyota of Seattle (Former VW and Chevrolet, lots 7-10, 1960s-present) Former Gray Line Auto Tours (lot 11, 1920s-1960s) Former Tire shop (lot 12, 1920s-1960s)	Soil and groundwater	Petroleum hydrocarbons, paints, solvents, and metals	Subsurface assessment has not previously been conducted at Block 20
Possible past presence of gas station 	Former gas station (lot 2, 1940s) Current and former auto sales and service (lots 9-10, 1960s-1980s) Former Gray Line Tours (lots 11, 1940s)	Soil and groundwater	Petroleum hydrocarbons, solvents, metals	Based on historical maps, fire department information and/or signage visible on historical resources.
Possible past presence of oil burners 	Former apartment building (lot 4, 1940s-1960s) Former Therm Gas Co Oil Burners (lot 12, 1940s-1960s)	Soil and groundwater	Petroleum hydrocarbons	As indicated by tax archive documents and/or city directories. The possible past presence of oil burners cannot be ruled out for many past residential buildings on the property.
Evidence of current or former USTs (vent pipes and/or fill ports) 	Toyota of Seattle (lots 7-10, 1960s-1990s) Concrete pad on lot 6	Soil and groundwater	Petroleum hydrocarbons	Incomplete information available regarding removed Toyota property USTs.  No information to confirm reported presence of UST on lot 6 was identified by this report.



Table 11. Identified RECs at Subject Property Option Parcels (Blocks 18 and 21)

Potential REC	Site (Block and Lot)	Potentially Affected Media	Type of Potential Contamination	Comment
<b>Block 18</b>				
None identified	n/a	n/a	n/a	n/a
<b>Block 21</b>				
Past vehicle maintenance and/or repair 	Current Budget Rental (Former Nash Auto, lots 1-2, 1950s)	Soil	Petroleum hydrocarbons, paints, solvents, and metals	Includes washing areas, drains, and/or hydraulic hoists.
Possible past presence of oil burners 	Current Budget Rental (Former Nash Auto, lots 1-2, 1950s-1990s)	Soil and groundwater	Petroleum hydrocarbons	Noted on archived building plans
Possible past presence of paint company 	Hurricane Café (Former General Paint Co, lot 6, 1940s)	Soil and groundwater	Petroleum hydrocarbons, solvents, and metals	Paint company noted on city directory
Presence of active and/or unused sumps 	Hurricane Café (lot 6, 1950s-present) Budget Rental (lots 1-2, 1950s-present)	Soil and groundwater	Petroleum hydrocarbons, solvents, metals	Minimal information available regarding sump purpose and maintenance.
Evidence of current or former USTs (vent pipes and/or fill ports) 	Hurricane Café (lot 6, 1950s-present) Budget Rental (lots 1-2, 1950s-present)	Soil and groundwater	Petroleum hydrocarbons	Minimal information available regarding UST condition and status. No documented leaks, spills or releases have occurred. According to building plans, USTs associated with the Budget Rental building are located under the basement floor.

In our opinion, there is a high potential for some level of soil and groundwater contamination resulting from most of the above conditions, however, the potential for subsurface contamination is lowered at sites that were redeveloped following a use of potential concern. This is because impacted soil would have been removed and likely transported offsite. Further evaluation of this



potential would require additional research and/or explorations, sampling or testing of soil, groundwater, or surface water.

## 6.0 LIMITATIONS

This Phase I ESA has been prepared for use by Acorn Development, LLC and their authorized affiliates. GeoEngineers has performed this Phase I ESA of the Rufus 2.0 property (Denny Triangle Blocks 14, 19, 20, and portions of Blocks 18, and 21) in Seattle, Washington in general accordance with the scope and limitations of our proposal dated February 8, 2012 and ASTM E 1527-05, Standard Practice for Phase I ESAs and EPA's Federal Standard 40 CFR Part 312 "Standards and Practices for All Appropriate Inquiries (AAI)."

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

Any electronic form, facsimile or hard copy of the original document (email, text, table, and/or figure), if provided, and any attachments are only a copy of the original document. The original document is stored by GeoEngineers, Inc. and will serve as the official document of record.

Please refer to Appendix F titled "Report Limitations and Guidelines for Use" for additional information pertaining to use of this report.

We appreciate the opportunity to be of service to Acorn Development, LLC. Please call if you require more information or have questions regarding this report.

## 7.0 REFERENCES

Aerometrics aerial photographs dated 1936, 1946, 1956, 1960, 1969, 1974, 1985, 1995, and 2000.

ASTM International (ASTM) Standard E 1527-05 for Phase I ESAs.

Ecology, 2005. Letter to Terra Associates RE: Request for Review, Independent Remedial Action, Budget Rent A Car, 2001 Westlake Avenue, Seattle, WA dated April 7, 2005.

Ecology, 2009a. Letter to Terra Associates RE: Request for Information on Status of VCP Project for Budget Rent A Car, 2001 Westlake Avenue, Seattle, dated May 4, 2009.

Ecology, 2009b. Letter to Terra Associates RE: Request for Information on Status of VCP Project for Budget Rent A Car, 2001 Westlake Avenue, Seattle, dated June 1, 2009.

Environmental Data Resources, Inc (EDR). 2012. EDR Radius Map report dated January 31, 2012 (comprehensive environmental database report, including Ecology and EPA databases).

EDR aerial photographs dated 1956, 1965, 1969, 1977, 1980, 1985, 1990, and 2006.



Environmental Associates, 1993. Preliminary Subsurface Assessment, Budget Rent A Car Site, 2001 Westlake Avenue, Seattle, Washington, dated June 28, 1993.

Farallon Consulting, 2002a. Letter to Washington State Department of Ecology RE: Budget Rent A Car Facility, 2001 Westlake Avenue, Seattle, Washington, prepared on behalf of Budget Rent A Car Systems, dated March 8, 2002.

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Farallon Consulting, 2006. Underground Storage Tank Site Assessment, Former Budget Rent A Car Systems, Inc. Facility, 2001 Westlake Avenue, Seattle, Washington, dated March 14, 2006.

GeoEngineers, 2004. Phase I Environmental Site Assessment, Lots 7 through 10 of Block 14 of the Heirs of Sarah A. Bell's 2<sup>nd</sup> Addition, 7<sup>th</sup> Avenue and Lenora Street, Seattle, Washington, prepared for Clise Properties, dated July 16, 2004.

King County iMAP aerial photographs dated 1936, 1998, 2000, 2002, 2005, and 2007.

King County Tax Assessor records provided by Puget Sound Regional Archives dated 1930s-1970s.

Polk City Directory listings provided by EDR, dated approximate 5-year intervals 1920 to 2005.

RZA, Inc, 1989. Subsurface Petroleum Hydrocarbon Evaluation, Former Underground Storage Tank Area, Former University Chevrolet Auto Dealership, 2121 8<sup>th</sup> Avenue, Seattle, Washington. Prepared for University Mazda, dated October 13, 1989.

Sanborn Fire Insurance maps provided by EDR, dated 1893, 1905, 1949, 1950, and 1969.

Terra Associates, 2004. Phase II Environmental Site Assessment, Seventh Avenue at Westlake, 7<sup>th</sup> Avenue and Lenora Street, Seattle, Washington, prepared for Clise Properties, dated December 10, 2004.

Terra Associates, 2005. Draft Cleanup Action Plan, Seventh Avenue at Westlake, 7<sup>th</sup> Avenue and Lenora Street, Seattle, Washington, prepared for Clise Properties, dated March 29, 2005.

Terra Associates, 2007a. Phase I Environmental Site Assessment, Schucks Parcel, 2229-7<sup>th</sup> Avenue, Seattle, Washington, prepared for Clise Properties, dated August 14, 2007.

Terra Associates, 2007b. Phase I Environmental Site Assessment, Denny Triangle, Seattle, Washington, prepared for Perkins Coie, LLP, dated August 16, 2007.

Terra Associates, 2007c. Memo re: Washington State Liquor Store Site, Lots 11 and 12, block 17, 2105 6<sup>th</sup> Avenue, Seattle, Washington, prepared for Perkins Coie, dated August 22, 2007.



Terra Associates, 2007d. Addendum No. 1, Phase I Environmental Site Assessment, Denny Triangle, Seattle, Washington, prepared for Perkins Coie, dated September 17, 2007.

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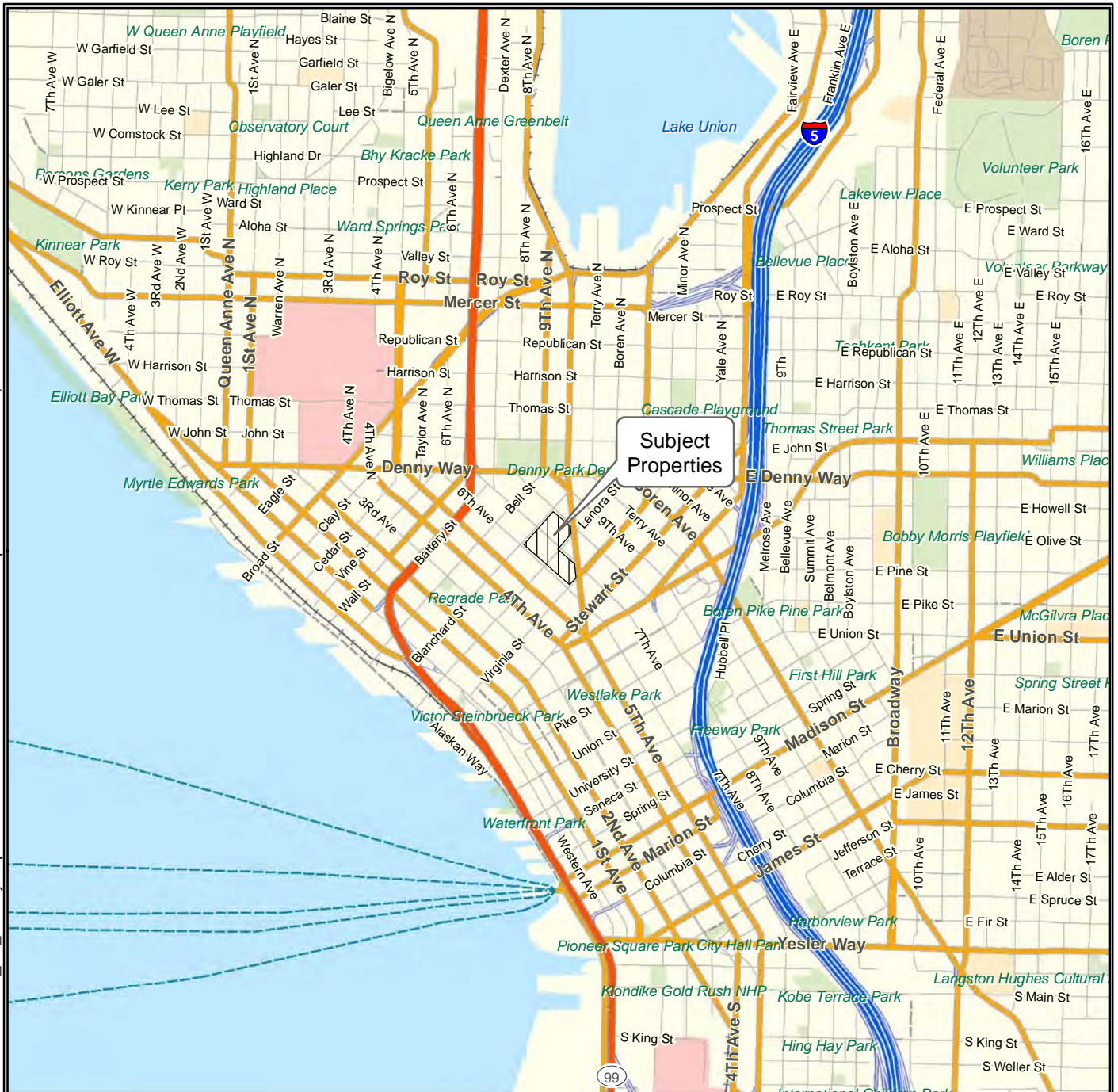
U.S. Environmental Protection Agency (EPA) Federal Standard 40 CFR Part 312 “Standards and Practices for All Appropriate Inquiries (AAI).

Washington State Department of Natural Resources. 2002. Geologic Map of Washington—Northwest Quadrant.









Notes:

1. The locations of all features shown are approximate.
2. This drawing is for information purposes. It is intended to assist in showing features discussed in an attached document. GeoEngineers, Inc. cannot guarantee the accuracy and content of electronic files. The master file is stored by GeoEngineers, Inc. and will serve as the official record of this communication.
3. It is unlawful to copy or reproduce all or any part thereof, whether for personal use or resale, without permission.

Data Sources: ESRI Data & Maps, Street Maps 2005

Transverse Mercator, Zone 10 N North, North American Datum 1983  
North arrow oriented to grid north



2,000 0 2,000  
Feet

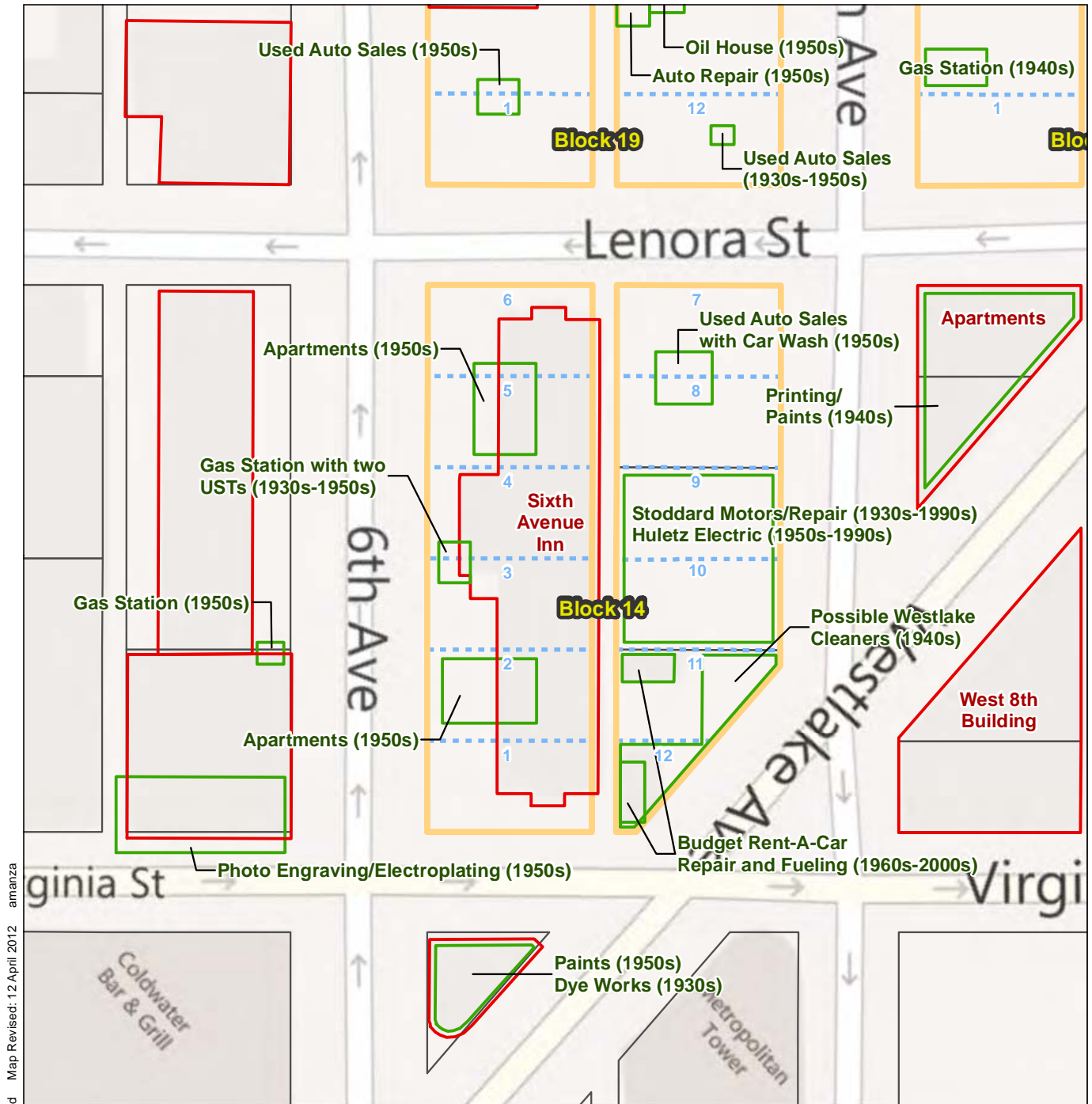
## Vicinity Map Blocks 14, 19 and 20

Rufus 2.0  
Seattle, Washington

**GEOENGINEERS**

**Figure 1**

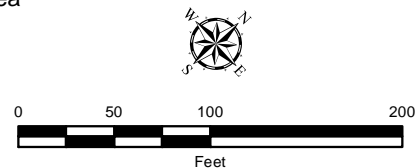




Path: \\sealprojects\20\20434001\GIS\2043400100\_ESA\_BlockFigures.mxd Map Revised: 12 April 2012 amanza

- Subject Property
- King County Parcel Boundary
- Lot Boundary
- Existing Building
- Historical Commercial Building (Approximate Footprint)

- Chemical Storage Area
- Possible UST Area
- Sump Location



Data Source: Aerial Image, parcel boundaries and street lines from King County GIS. Bing Maps Road, 2011.  
Projection: NAD 1983 StatePlane Washington North FIPS 4601 Feet

Notes:  
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## Site Plan - Block 14

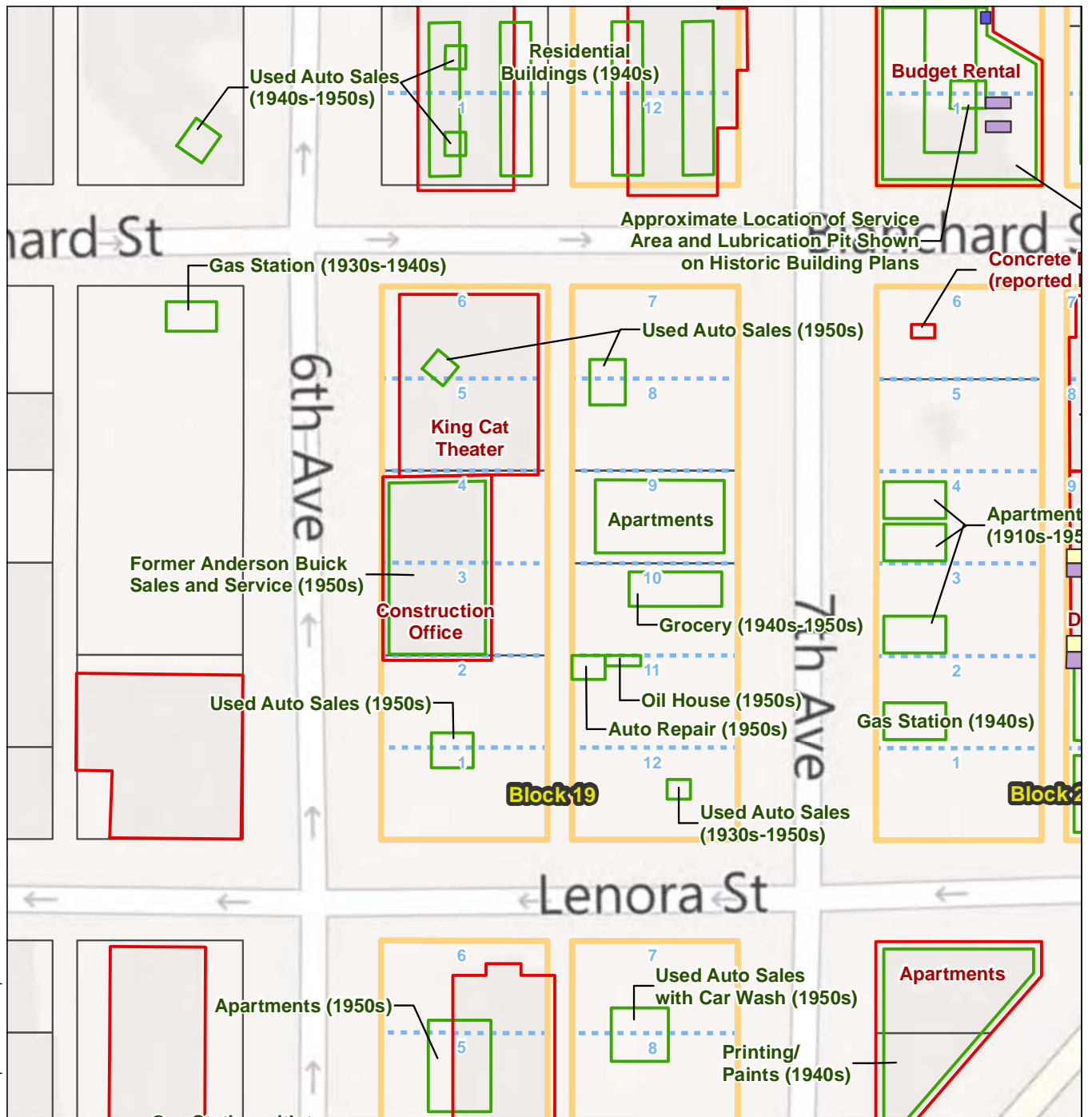
Rufus 2.0  
Seattle, Washington

**GEOENGINEERS**

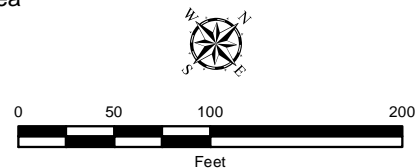
**Figure 2**



Path: \\sealprojects\20\20434001\GIS\2043400100\_ESA\_BlockFigures.mxd Map Revised: 12 April 2012 amanza



- |  |                       |
|--|-----------------------|
| Subject Property                                       | Chemical Storage Area |
| King County Parcel Boundary                            | Possible UST Area     |
| Lot Boundary   | Sump Location         |
| Existing Building                                      |                       |
| Historical Commercial Building (Approximate Footprint) |                       |



Data Source: Aerial Image, parcel boundaries and street lines from King County GIS. Bing Maps Road, 2011.  
Projection: NAD 1983 StatePlane Washington North FIPS 4601 Feet

Notes:  
1. The locations of all features shown are approximate.  
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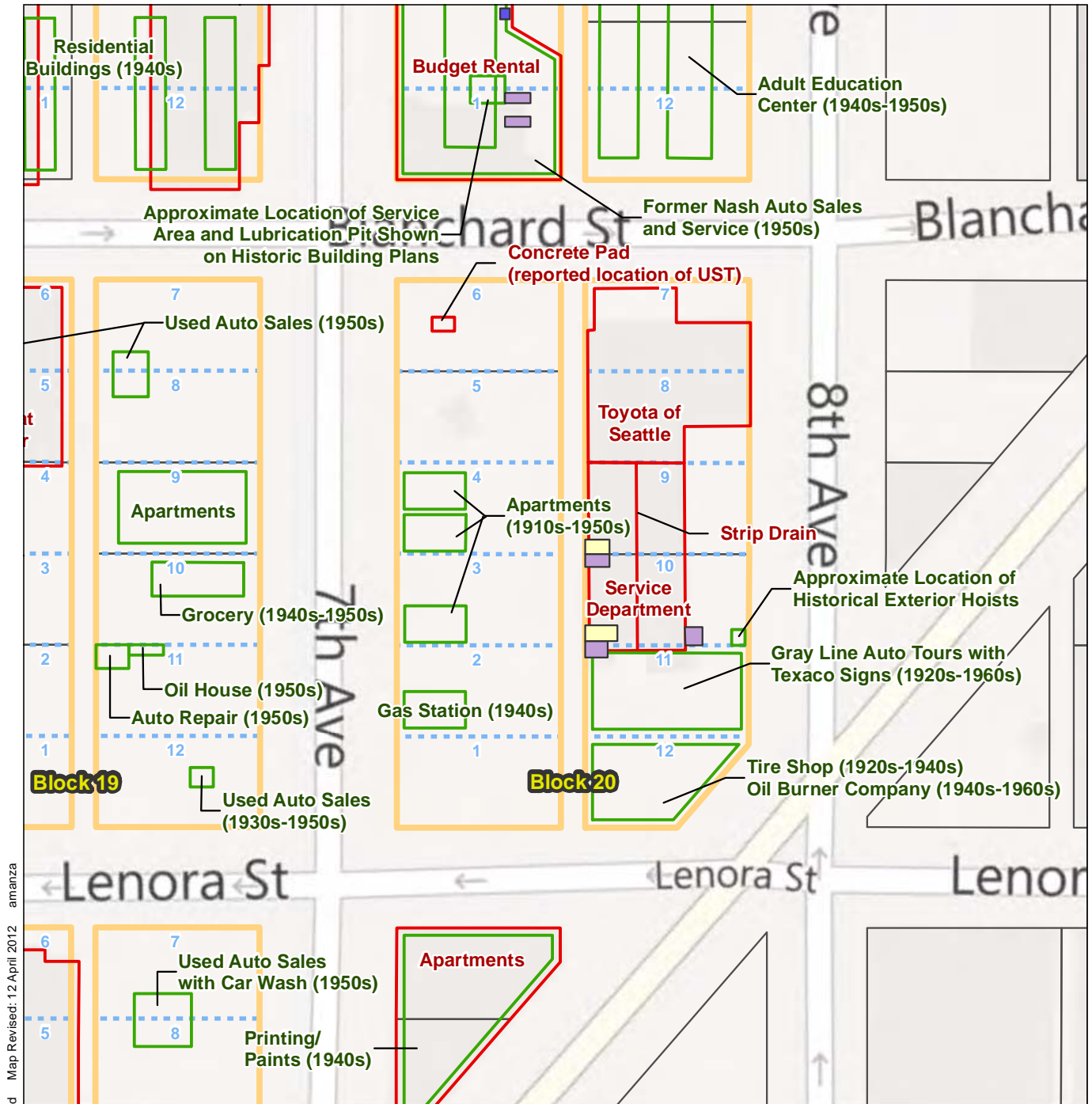
### Site Plan - Block 19

Rufus 2.0  
Seattle, Washington

**GEOENGINEERS**

**Figure 3**

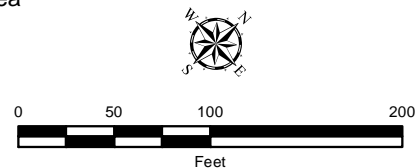




Path: \\sealprojects\20\20434001\GIS\2043400100\_ESA\_BlockFigures.mxd Map Revised: 12 April 2012 amanza

- Subject Property
- King County Parcel Boundary
- Lot Boundary
- Existing Building
- Historical Commercial Building (Approximate Footprint)

- Chemical Storage Area
- Possible UST Area
- Sump Location



Data Source: Aerial Image, parcel boundaries and street lines from King County GIS. Bing Maps Road, 2011.  
Projection: NAD 1983 StatePlane Washington North FIPS 4601 Feet

Notes:  
1. The locations of all features shown are approximate.  
2. This drawing is for information purposes. It is intended to assist in showing features discussed in an attached document. GeoEngineers, Inc. cannot guarantee the accuracy and content of electronic files. The master file is stored by GeoEngineers, Inc. and will serve as the official record of this communication.

## Site Plan - Block 20

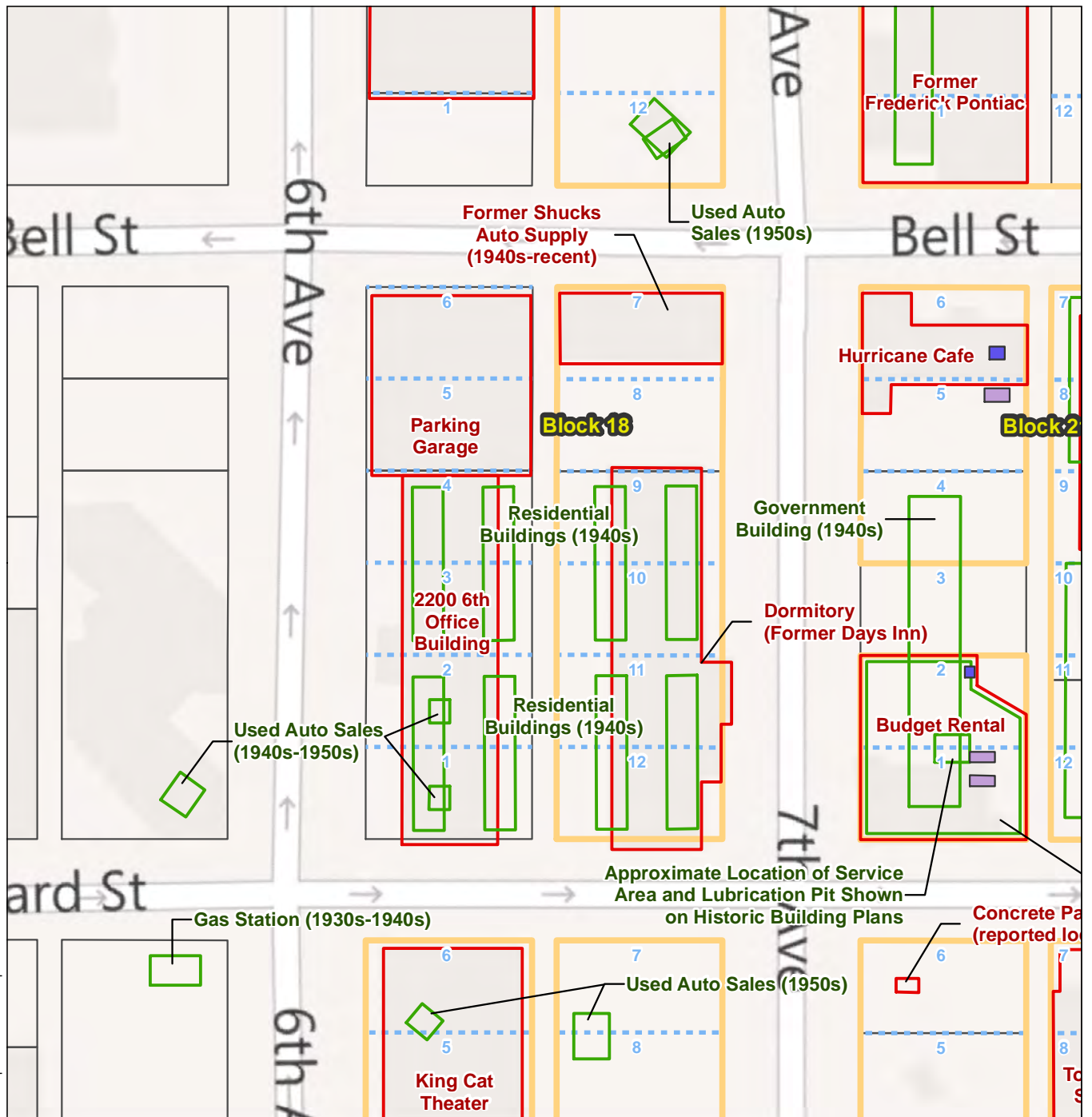
Rufus 2.0  
Seattle, Washington

**GEOENGINEERS**

**Figure 4**

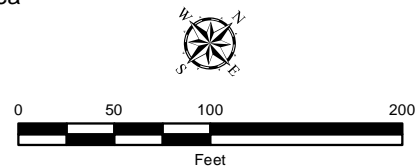


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- Subject Property
- King County Parcel Boundary
- Lot Boundary
- Existing Building
- Historical Commercial Building (Approximate Footprint)

- Chemical Storage Area
- Possible UST Area
- Sump Location



Data Source: Aerial Image, parcel boundaries and street lines from King County GIS. Bing Maps Road, 2011.  
Projection: NAD 1983 StatePlane Washington North FIPS 4601 Feet

Notes:  
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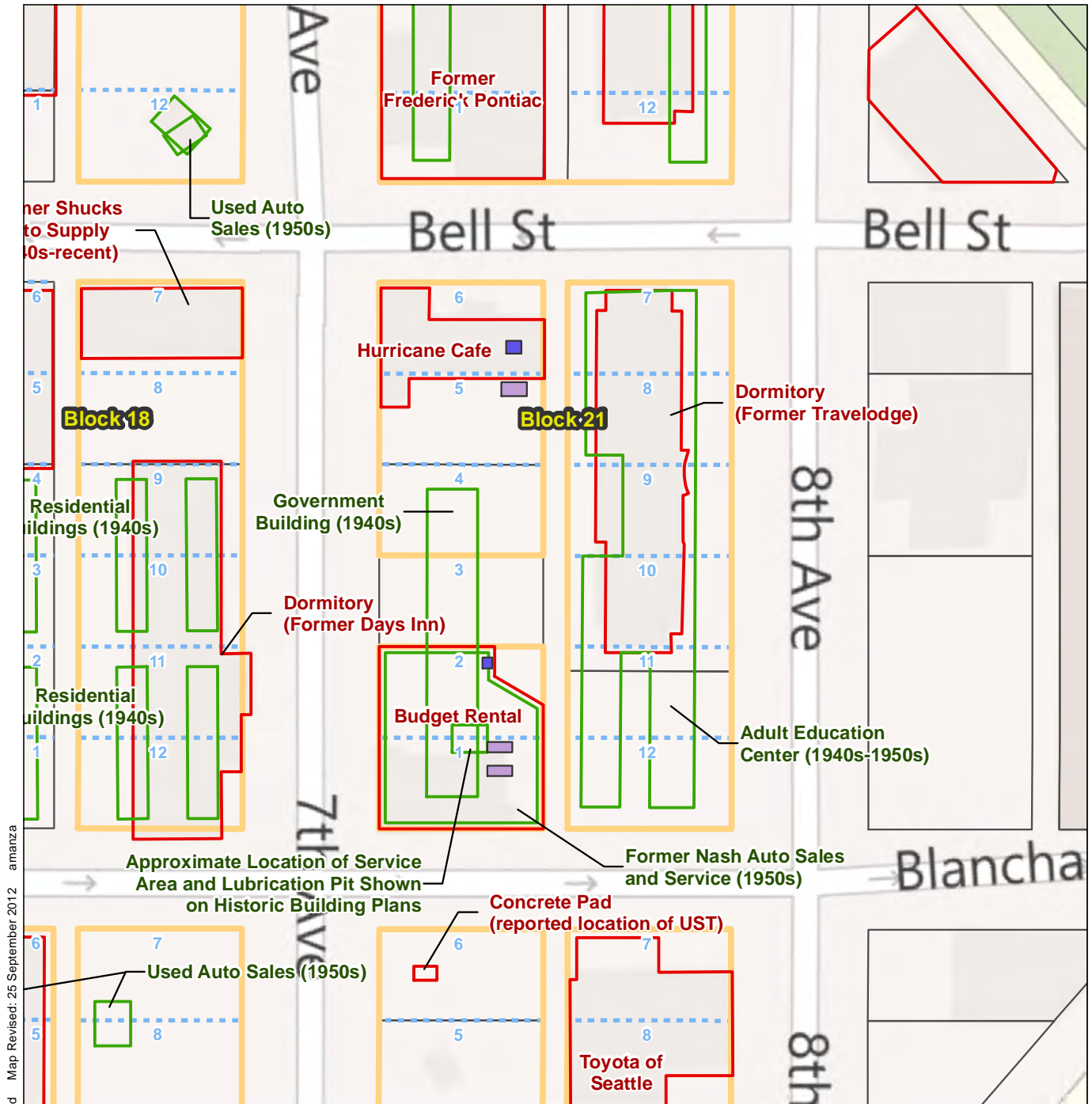
### Site Plan - Block 18

Rufus 2.0  
Seattle, Washington

**GEOENGINEERS**

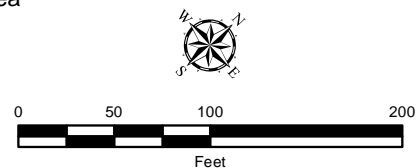
**Figure 5**





- Subject Property
- King County Parcel Boundary
- Lot Boundary
- Existing Building
- Historical Commercial Building (Approximate Footprint)

- Chemical Storage Area
- Possible UST Area
- Sump Location



Data Source: Aerial Image, parcel boundaries and street lines from King County GIS. Bing Maps Road, 2011.  
Projection: NAD 1983 StatePlane Washington North FIPS 4601 Feet

Notes:  
1. The locations of all features shown are approximate.  
2. This drawing is for information purposes. It is intended to assist in showing features discussed in an attached document. GeoEngineers, Inc. cannot guarantee the accuracy and content of electronic files. The master file is stored by GeoEngineers, Inc. and will serve as the official record of this communication.

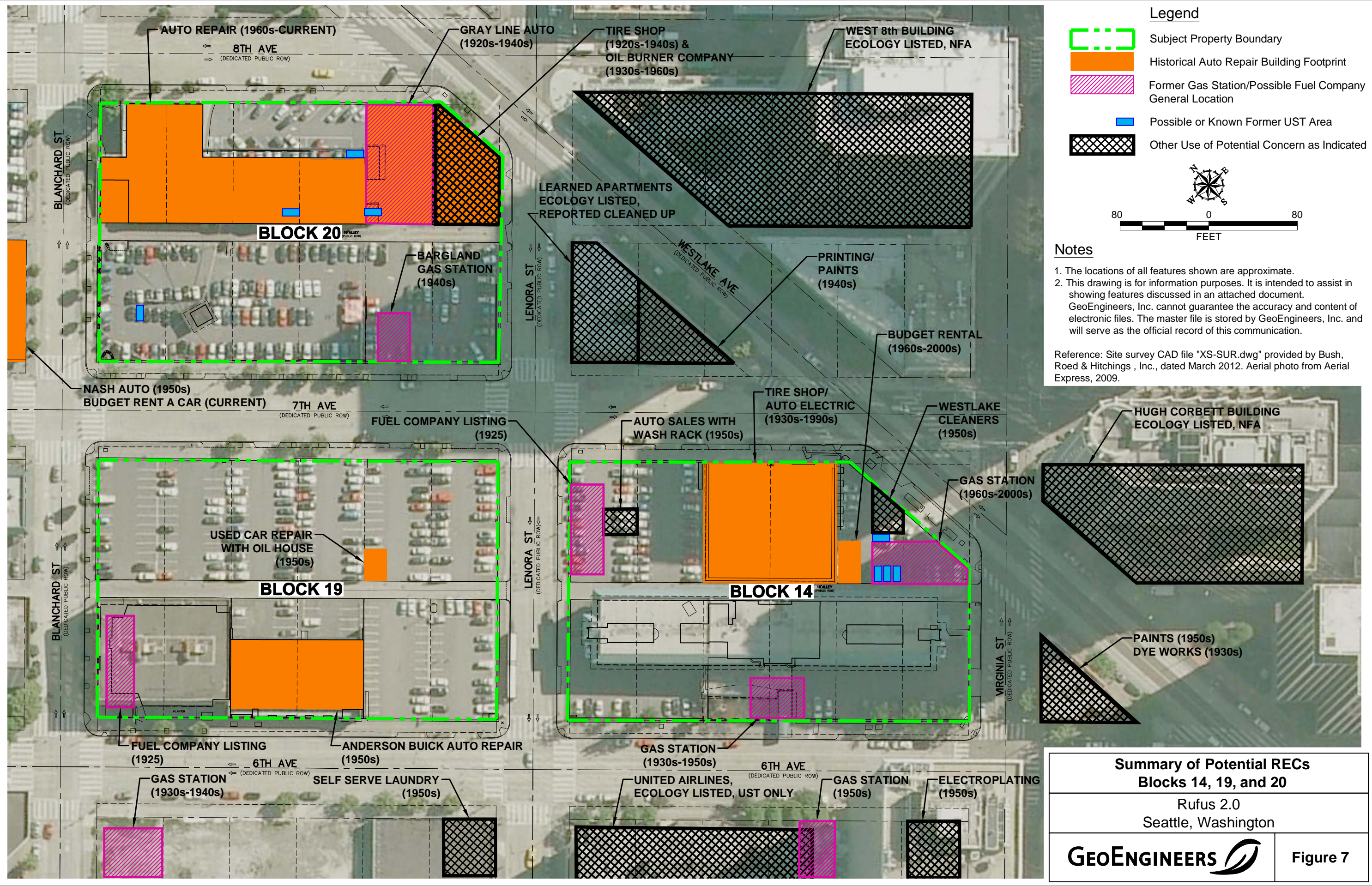
## Site Plan - Block 21

Rufus 2.0  
Seattle, Washington

**GEOENGINEERS**

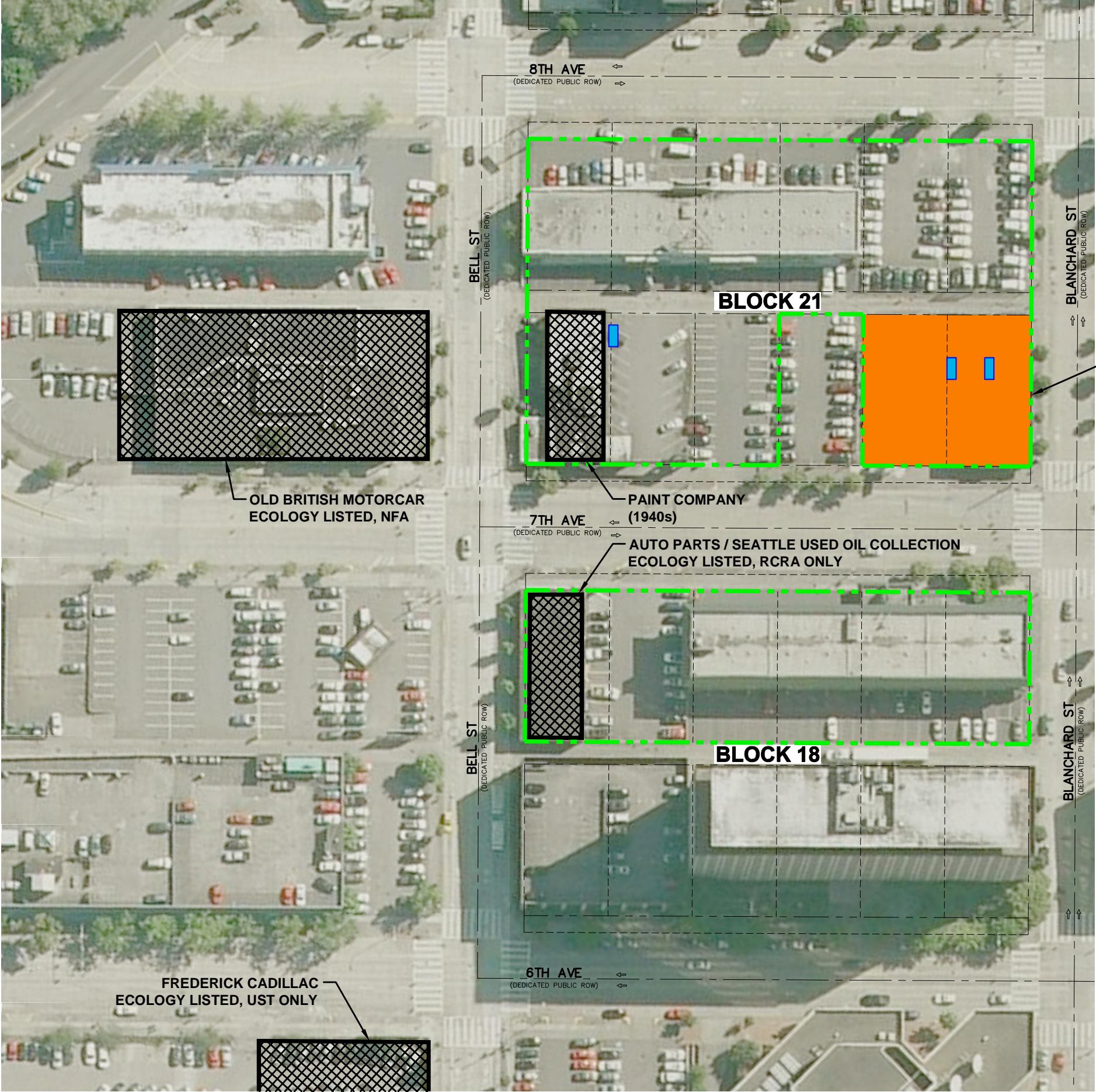
**Figure 6**





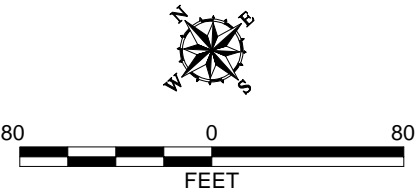


P:\20\204\3400\1\CAD\20\3400-02 T100 PHASE 1 ESA FIG 8.dwg\TAB:FIG 8 MODIFIED BY THICHAUD ON SEP 25, 2012 - 10:35



Legend

- Subject Property Boundary
- Historical Auto Repair Building Footprint
- Former Gas Station General Location
- Possible or Known Former UST Area
- Other Use of Potential Concern as Indicated



Notes

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GeoEngineers, Inc. cannot guarantee the accuracy and content of electronic files. The master file is stored by GeoEngineers, Inc. and will serve as the official record of this communication.

Reference: Site survey CAD file "XS-SUR.dwg" provided by Bush, Roed & Hitchings , Inc., dated March 2012. Aerial photo from Aerial Express, 2009.

Summary of Potential RECs Blocks 18 and 21	
Rufus 2.0 Seattle, Washington	
	Figure 8





**LOOKING SOUTHWEST AT BLOCK 14  
FROM INTERSECTION OF 7<sup>TH</sup> AVENUE AND LENORA  
SIXTH AVENUE INN IS GRAY BUILDING ON FAR SIDE OF BLOCK**

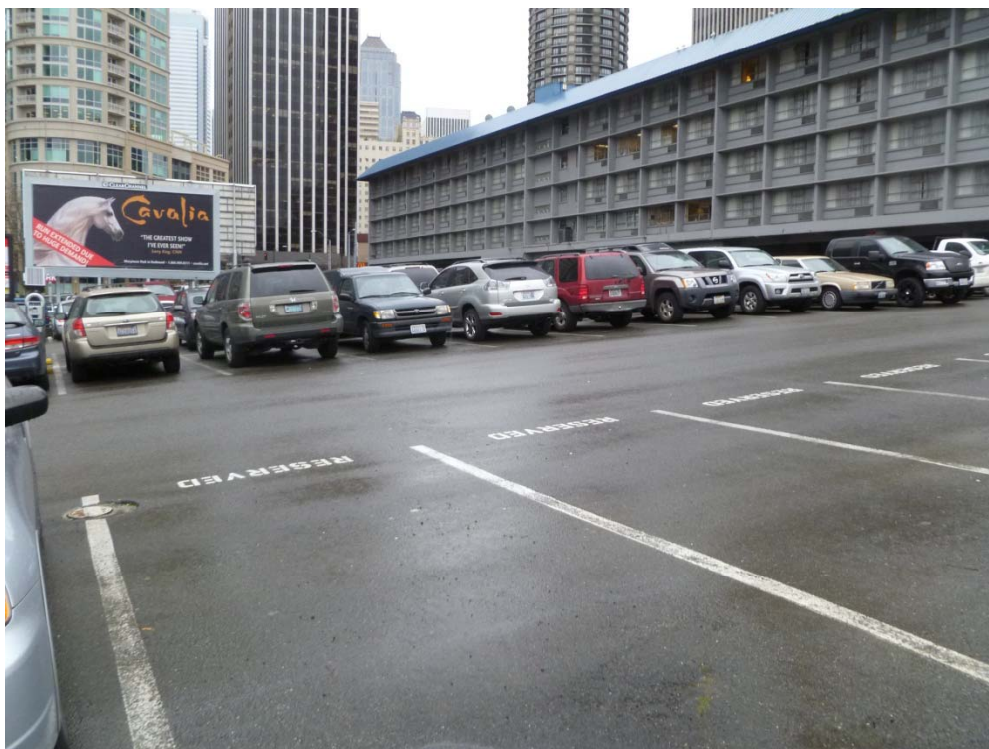


**LOOKING NORTH ALONG ALLEY EAST OF SIXTH AVENUE INN**



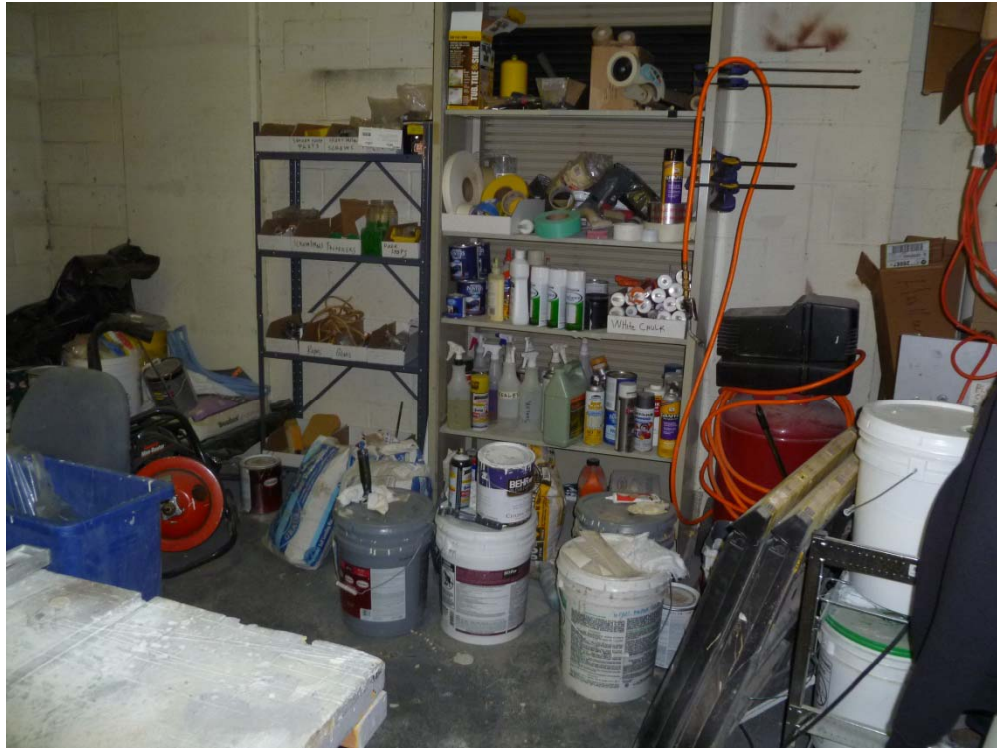


**LOOKING SOUTHWEST ACROSS BLOCK 14 LOTS 11 AND 12  
FORMER BUDGET RENT-A-CAR SITE**



**LOOKING SOUTH ALONG EAST HALF OF BLOCK 14  
MONITORING WELL VISIBLE ON LEFT SIDE OF PHOTO**





**REPRESENTATIVE VIEW OF CHEMICAL STORAGE AREA IN  
SIXTH AVENUE INN WORKSHOP**



**REPRESENTATIVE VIEW  
SIXTH AVENUE INN LAUNDRY ROOM**



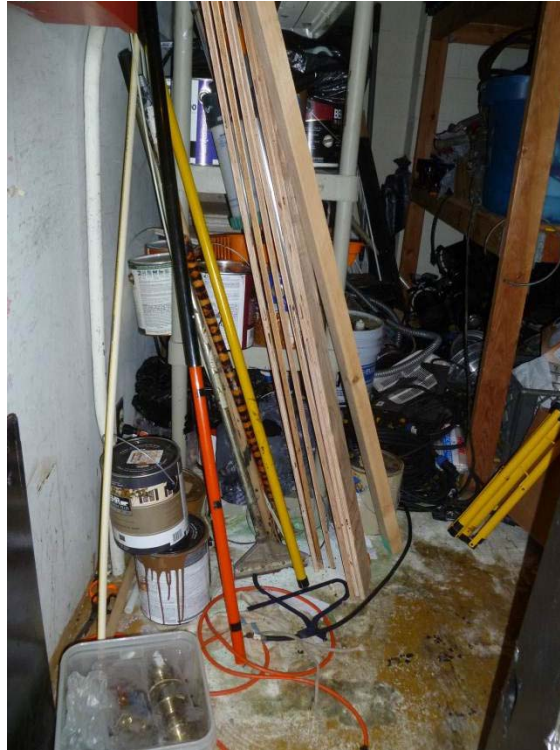


**LOOKING SOUTHWEST AT BLOCK 19  
FROM INTERSECTION OF 7<sup>TH</sup> AVENUE AND BLANCHARD  
KING CAT THEATER IS BROWN BUILDING ON FAR SIDE OF BLOCK**



**LOOKING SOUTHWEST ACROSS SOUTH END OF BLOCK 19  
ORANGE STRIPE BUILDING ON RIGHT IS CONSTRUCTION OFFICE**





**PAINTS STORED IN BACKSTAGE CLOSET OF KING CAT THEATER BUILDING**



**BASEMENT WORKSHOP AREA IN CONSTRUCTION OFFICE**





**LOOKING NORTH ALONG BLOCK 20 ALLEY**



**LOOKING SOUTHWEST AT SOUTH END OF TOYOTA BUILDING**





**CONCRETE SLAB ON LOT 6  
REPORTED POSSIBLE UST LOCATION**

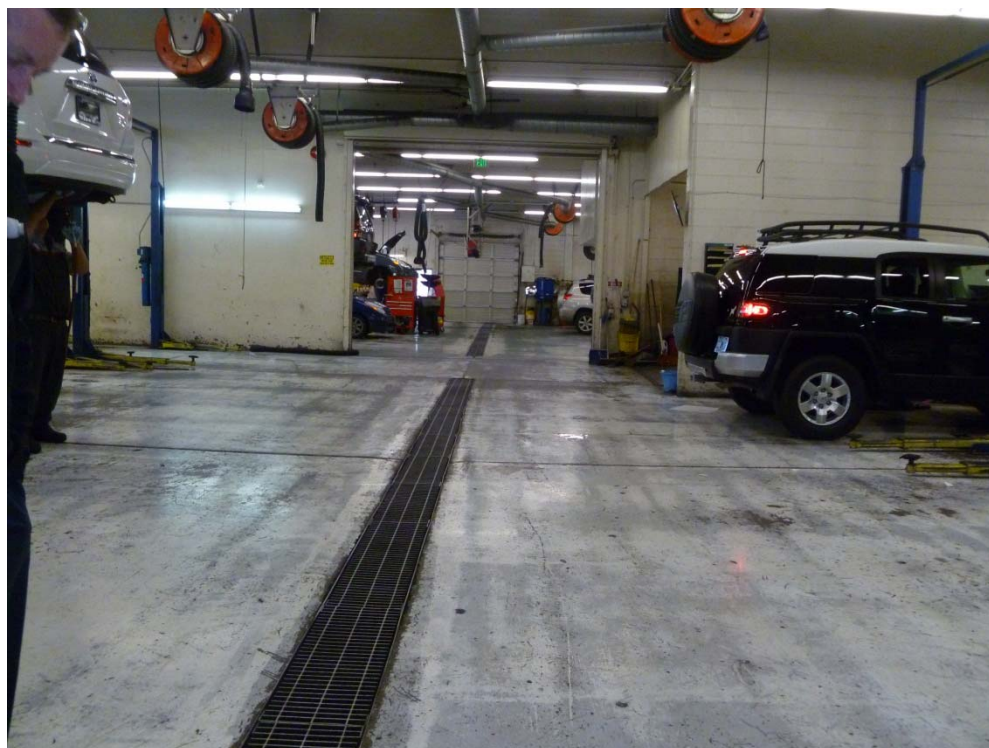


**POSSIBLE UST VENT PIPE NEAR SOUTHEAST CORNER OF TOYOTA BUILDING**





**DUMPSTER STORAGE AREA AT SOUTHWEST CORNER OF TOYOTA BUILDING  
POSSIBLE FORMER UST LOCATION**



**STRIP DRAINS AND HOISTS INSIDE TOYOTA SERVICE DEPARTMENT**





**OIL STORAGE DRUMS AND AST IN SOUTHWEST CORNER OF TOYOTA BUILDING**



**AUTOMOTIVE FLUID AND WASH STORAGE INSIDE FORMER WASH BAY, CENTRAL PORTION OF TOYOTA SERVICE DEPARTMENT**





**PAINT STORAGE AND OIL AST IN TOYOTA BUILDING ROOFTOP STORAGE AREA**



**NEW BATTERY STORAGE IN TOYOTA BUILDING PARTS DEPARTMENT**





**LOOKING SOUTHWEST AT BLOCK 18  
FROM INTERSECTION OF 7<sup>TH</sup> AVENUE AND BELL  
TAN BUILDING IS DORMITORY (FORMER DAYS INN)**



**REPRESENTATIVE VIEW OF LAUNDRY ROOM**





**WATER TANK AND PAINT STORAGE  
FORMER DAYS INN BOILER ROOM**





**LOOKING WEST ACROSS 7<sup>TH</sup> AVENUE AT FORMER FASTENAL BUILDING**



**REPRESENTATIVE VIEW, INTERIOR OF FORMER FASTENAL BUILDING**





**LOOKING NORTHWEST AT BLOCK 21  
FROM INTERSECTION OF 7<sup>TH</sup> AVENUE AND BLANCHARD  
BUDGET BUILDING ACROSS INTERSECTION**



**UST VENT PIPE AND FILL PORT HATCH AT ALLEY SIDE OF BUDGET BUILDING  
SECOND VENT PIPE VISIBLE AT CORNER OF BUILDING ON RIGHT SIDE OF PHOTO**





**REPRESENTATIVE VIEW OF BASEMENT OF BUDGET BUILDING**



**SUMP UNDER WOODEN HATCH IN BUDGET BUILDING BASEMENT**





**DRUMS ON PALLETS IN BUDGET BUILDING BASEMENT**



**CONCRETE PATCHES OF UNKNOWN PURPOSE IN BUDGET BUILDING BASEMENT**





**LOOKING NORTHEAST ACROSS 7<sup>TH</sup> AVENUE AT HURRICANE CAFÉ BUILDING**



**LIKELY UST VENT PIPE AND FILL PORT  
SOUTH SIDE HURRICANE CAFÉ BUILDING**





**SUMP INSIDE HURRICANE CAFÉ BUILDING**



**HURRICANE CAFÉ KITCHEN**





**LOOKING SOUTH AT 8<sup>TH</sup> AVENUE DORMITORY (FORMER TRAVELODGE)**



**ELECTRICAL ROOM INSIDE FORMER TRAVELODGE BUILDING**





**WORKSHOP SPACE AND FLAMMABLE MATERIALS CABINET  
INSIDE FORMER TRAVELODGE BUILDING**