



Seattle Times Parcel 1B
LUST#: 591956 - Seattle

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April 20, 2004

Anchorage

Mr. Clint Chase
Vulcan
505 Fifth Avenue South
Suite 900
Seattle, Washington 98104



Denver

**Re: Preliminary Environmental Assessment (Phase I) and Limited Asbestos Screening
Seattle Times Properties
Seven Parcels on Three Blocks - South Lake Union
Seattle, Washington
17034-01**

Dear Mr. Chase:

Edmonds

This letter report presents the results of our preliminary environmental assessment (Phase I) on each of the parcels and limited asbestos-containing material (ACM) screening on the parcels with existing buildings at the referenced parcels located in Seattle, Washington (Figure 1). The project work scope was completed in accordance with our scope of services dated March 12, 2004.

The subject property consists of seven parcels. The seven parcels are located in the South Lake Union neighborhood in Seattle, Washington. We understand that you are interested in purchasing the properties. Our preliminary environmental assessment provides information on the current conditions and past practices at the properties to evaluate whether it is likely that potentially adverse environmental conditions may be present.

Philadelphia

Our report begins with a Summary of Findings and Recommendations, which is followed by our:

Portland

- Scope of Work;
- Subject Property Description;
- Geology and Hydrogeology;
- Historical Characterization;
- Regulatory Agency Database List and File Review;
- Site Reconnaissance and Limited ACM Screening;

Seattle



- Potential for Contamination; and
- Limitations.

For each individual parcel, a detailed, site-specific discussion of the above bulleted items is included. Table 1 details the subject properties discussed in this report. Figure 1 is a Vicinity Map showing the locations of the subject parcels. Site Plans of the subject properties showing prominent existing and historical features, and photograph locations are presented on Figures 2 and 3. Photographs taken during our site reconnaissance are presented in Appendix A. Sanborn Fire Insurance maps and King County tax records for the properties are presented in Appendix B. Appendix C presents the EDR site assessment report.

SUMMARY OF FINDINGS AND RECOMMENDATIONS

Based on our review of historical records and agency database lists, and our site reconnaissance, there is a potential for subsurface impacts from past uses of the subject parcels. The following summarizes our findings relating to environmental conditions at the subject property.

Potential for Subsurface Impacts

Based on subject property historical use including gasoline service stations and adjacent bus maintenance activities, three of the subject property parcels (Parcels 1B, 1D, and 2A) have a high potential for subsurface contamination. The remaining four additional subject parcels (Parcels 1A, 1C, 3A, and 3B) have a low to moderate potential for subsurface contamination, based on historical uses including photo processing, construction and lumber storage, and potential migratory contamination from adjacent properties. Table 1 presents a summary of subject property parcel information, property use, and potential for subsurface contamination.

Recommendation. To evaluate for impacted soil and groundwater at the subject property, a Phase II subsurface investigation should be conducted on at least at Parcels 1B, 1D, and 2A. Potential analytes include gasoline-, diesel-, and heavy oil-range hydrocarbons; chlorinated solvents; silver compounds; metals; and volatile organic compounds (VOCs). For the seven subject parcels, a construction contingency plan should be prepared to deal with potentially impacted soil in the event of future building demolition or regrading. Additionally, a ground-penetrating radar (GPR) survey could be conducted on the subject property prior to redevelopment in the areas of suspect USTs and where subsurface



excavations are to occur. Site USTs should be appropriately removed prior to site redevelopment. Provisions should also be arranged for appropriate removal of any USTs encountered during site excavation and redevelopment activities.

Potential Asbestos-Containing Materials (ACM), Lead-Based Paint (LBP), and other Hazardous Building Materials

Hart Crowser observed limited quantities of potential ACM during site reconnaissance activities on April 3, 6 and 8, 2004. Suspect ACM materials observed included vinyl floor tiles and ceiling tiles. Suspect ACM materials were in good condition and were not sampled to preserve the aesthetics of the spaces. The interior spaces of the buildings were remodeled in the late 1980s and 1990s, therefore, the likelihood that these materials contain asbestos is decreased. However, based on the age of the buildings, ACM, LBP and other hazardous building materials such as PCB-containing fluorescent light fixtures may exist.

Recommendation. Prior to any renovation or demolition of the buildings, a comprehensive hazardous materials survey should be conducted and include an inventory of PCB-containing materials, asbestos, lead-based paint, and other hazardous building materials. Prior to demolition, all hazardous building materials should be removed and disposed of in accordance with state and federal regulations by a certified abatement contractor.

SCOPE OF WORK

Our Phase I environmental assessment included:

- Conducting a historical review of the subject properties and surrounding area;
- Reviewing regulatory agency database lists and files for the subject properties and adjacent sites;
- Reviewing available reports for nearby properties in Hart Crowser archives;
- Conducting a site reconnaissance to observe the subject properties and surrounding properties and screening for suspect ACM samples from accessible portions of existing buildings; and
- Preparing this letter report presenting the findings of our work.



SUBJECT PROPERTY DESCRIPTION

The subject property consists of seven parcels on three blocks located in the South Lake Union area of Seattle. Specific tax parcel and property location information is included in Table 1 and with each subject parcel discussion. The subject property parcels contain two buildings. Parcels without buildings are currently pay parking lots. The existing buildings house a truck rental company and offices. The Seattle Times Company currently owns the parcels.

GEOLOGY AND HYDROGEOLOGY

The City of Seattle is located in the Puget Sound basin in the Pacific Northwest. This basin is located between the Cascade Range to the east and the Olympic Mountains to the west. The Puget Sound basin was scoured by multiple glaciations. These glaciations played a key role in the geologic and topographic conditions in the Seattle area. The glaciations resulted in north-trending elongated ridges, separated by deep troughs that were later occupied by lakes and streams, filled in through natural alluvial deposition, or regraded through human activity. The South Lake Union area is underlain by dense glacially overridden material from these glaciations consisting of alternating till (very dense sand and gravel), outwash (dense sand), and lacustrine (hard silt and sand) deposits. Based on 1910 topographic information, the general area of these subject parcels has not been significantly cut or filled. The existing topography in the vicinity of the subject properties generally slopes to the north and west, toward Westlake Avenue North and Lake Union.

Based on data compiled during a 1994 subsurface investigation for the Environmental Impact Statement prepared for the Seattle Commons/South Lake Union Plan, depth to groundwater in the vicinity of the subject properties ranges from 5 to 30 feet below grade. The inferred groundwater flow direction of the general vicinity is to the west or north, toward Westlake Avenue North and Lake Union. Site-specific geologic and hydrologic information is presented with each parcel discussion.

HISTORICAL CHARACTERIZATION

We researched the history of land use activities on the subject properties and adjacent sites to identify potential sources of contamination or activities that could impact the subject properties. The historical characterization of the subject properties and the adjacent sites was developed from the following sources:



- Aerial Photographs (Walker and Associates 1936, 1946, 1956, 1974, and 1992, and EDR Collection 1956, 1965, 1977, 1985, and 1990);
- Sanborn Fire Insurance Maps (1893, 1904, 1916, 1950, and 1969);
- Polk business directories (Seattle 1934, 1938, 1943-1944, 1948-49, 1955, 1960, 1965, 1971-72, 1976, 1981, 1987-88, and 1994);
- King County Tax Records (Puget Sound Regional Archives);
- Topographic Maps (USGS Seattle South 7.5 Minute Quad 1983);
- Seattle Commons/South Lake Union Plan DEIS prepared for the City of Seattle Planning Department and the Committee for the Seattle Commons, November 1994; and
- Seattle Department of Construction and Land Use building plans and permits.

A Chain of Title was not available for review. Dates in the text refer to historical records and provide an approximate indication of the period of operation for each business or activity identified, except where explicitly stated.

Between the 1850s and 1899, the South Lake Union area was transformed from a wilderness to a pioneer settlement and center of early industry. Prior to the 1970s, coal was shipped from Lake Union to Elliott Bay down railways and tramways near the current location of Westlake Avenue North. During the 1880s and 1890s, the primary industry in the area was lumber processing. Several sawmills and lumber yards were present south of Lake Union during this period. By 1900, the City of Seattle surrounded Lake Union, additional industries had moved in, and the South Lake Union area had become a mixed-use working class neighborhood. Wood-frame buildings used as residences, boarding houses, restaurants, taverns, and small shops and factories were common. By 1913, the Northern Pacific Railroad ran a line through this area and operated a freight station on Terry Avenue between Republican and Thomas Streets. Around this time, the Lake Washington Ship Canal to the north of Lake Union was completed. After World War II, industrial activity in the South Lake Union area decreased. During the 1950s, many of the wood-frame residences were torn down and many office and apartment buildings were constructed. In the early 1960s, Interstate 5 was constructed to the east of Lake Union, and some additional areas along the shore of Lake Union were filled in. Additional development in the 1960s and 1970s left the area much as it is today. Site-specific information concerning development of each subject property parcel is presented with each parcel discussion.



REGULATORY AGENCY DATABASE LIST AND FILE REVIEW

This section describes the regulatory agency database lists reviewed for sites of concern by Environmental Data Resources, Inc. (EDR) and the results of our regulatory agency file review. EDR is a firm that acquires data from government agencies on various media such as magnetic tape, disk, and hard copy. The purpose of the regulatory agency database list review was to screen for potential sources of contamination or activities of environmental concern for the subject properties and adjacent properties. The agency-published databases were screened for sites of potential concern in general accordance with current American Society for Testing and Materials (ASTM) standards. Because our regulatory agency database search was based on current agency records, our results are only as accurate as the records provided.

Regulatory agency database lists reviewed and approximate search distances from the subject property are detailed below:

- Environmental Protection Agency (EPA) National Priorities List (NPL) (January 2004) - List of "Superfund" sites; search radius of 1-1/4 mile;
- EPA Region 10 Comprehensive Environmental Response, Compensation, and Liability Information System (CERCLIS) List (November 2004) - List of sites which are either proposed to or are on the NPL and sites currently being reviewed for possible inclusion on the NPL; search radius of 3/4 mile;
- EPA Emergency Response Notification System (ERNS) List (December 2003) - List of reported CERCLA oil or hazardous substance releases or spills; search for subject property;
- EPA Region 10 Resource Conservation and Recovery Information System (RCRIS) List (January 2004):
 - Treatment/Storage/Disposal (TSD) - List of generators and transporters of hazardous waste, and TSD facilities; search radius of 1-1/4 mile;
 - Large Quantity Generator (LQG), Small Quantity Generator (SQG) - List of facilities that qualify as large or small quantity generators of hazardous wastes under RCRA; search radius of 1/2 mile;
- EPA Region 10 RCRA Corrective Action Sites (CORRACTS) List (December 2003) - List of RCRA facilities which are undergoing corrective action; search radius of 1-1/4 mile;



- EPA Region 10 Superfund (CERCLA) Consent Decrees (CONSENT) List (Variable) - List of major legal settlements establishing responsibility and standards for cleanup at NPL sites; search radius of 1-1/4 mile;
- EPA Region 10 Facility Index System (FINDS) List (February 2004) - Lists both facility information and "pointers" to other sources that contain more detail; search for subject property;
- EPA Federal Superfund Liens (NPL Liens) List (October 1991) - List of filed Superfund liens; search for subject property;
- EPA PCB Activity Database System (PADS) List (December 2003) - Lists generators, transporters, commercial storers, and/or brokers and disposers of PCBs who are required to notify the EPA of such activities; search for subject property;
- EPA Region 10 RCRA Administrative Action Tracking System (RAATS) List (April 1995) - List of sites under RCRA pertaining to major violators undergoing enforcement actions, search for subject property;
- EPA Region 10 Toxic Release Inventory System (TRIS) List (December 2001) - Inventory of toxic chemicals emissions from certain facilities; search for subject property;
- EPA Toxic Substances Control Act (TSCA) List (December 2002) - Identifies manufacturers and importers of chemical substances included on the TSCA Chemical Substance Inventory list; search for subject property;
- EPA Delisted NPL Sites (Delisted NPL) (January 2004) - Sites identified for deletion from the NPL where no further response is appropriate; search for subject property;
- EPA No Further Remedial Action Planned (NFRAP) List (November 2003) - Identifies sites that have been removed from CERCLIS; search for subject property;
- Federal Records of Decision (ROD) List (January 2003) - List of Superfund Sites where ROD property has been developed; search radius of 1-1/4 mile;
- US Department of Transportation (HMIRS) List (December 2003) - List of hazardous material spill incidents reported to DOT; search for subject property;



- Nuclear Regulatory Commission (MLTS) List (January 2004) - List of sites which possess or use radioactive materials and are subject to NRC licensing requirements; search for subject property;
- Washington Confirmed and Suspected Contaminated Sites List (CSCSL) (January 2004) - List of sites currently being investigated by the Washington State Department of Ecology (Ecology) under the Model Toxics Control Act (MTCOA); search radius of 1-1/4 mile;
- Ecology Hazardous Sites List (HSL) (August 2003) - List of sites assessed and ranked using the Washington Ranking Method (WARM); search radius of 1-1/4 mile;
- Ecology Leaking Underground Storage Tank (LUST) Site List (January 2004) - List of registered leaking USTs in Washington; search radius of 3/4 mile;
- Ecology Underground Storage Tank (UST) Registration List (January 2004) - List of registered USTs in Washington; search radius of 1/2 mile;
- Ecology Solid Waste Facilities/Landfill Sites (SWF/LF) (October 2003) - List of permitted solid waste landfills operating in Washington; search radius of 3/4 mile;
- Ecology Independent Cleanup Reports (ICR) (December 2002) - List of sites undergoing cleanup for which reports have been received by Ecology from either the owner or operator; search radius of 3/4 mile. These actions have been conducted without department oversight or approval and are not under an order or decree; and
- Ecology Voluntary Cleanup Program Sites (VCP) (February 2004) - List of sites that have entered either the Voluntary Cleanup Program or its predecessor Independent Remedial Action Program.

EDR conducted a review of the regulatory agency database lists indicated above. The report of the database search provided by EDR includes a list of databases searched, a statistical profile indicating the number of properties within 1 mile of the subject property, selected detailed information from federal and state lists, and an overview map illustrating the identifiable and mappable sites within 1 mile of the subject property. The EDR report is presented in Appendix C of this report. Refer to the EDR report for more detailed information and additional local database lists reviewed.

The purpose of a file review is to acquire regulatory agency file information for the subject property and adjacent sites of potential concern based on their database-type listing and to



identify potential sources of contamination or activities of environmental concern. The review was limited to current files and did not include a review of archived information.

We made a Freedom of Information Act (FOIA) request on March 12, 2004, to Ecology to inquire about the availability of regulatory file information for the subject properties and nearby properties identified from the EDR database search regarding potential sources of contamination or activities of environmental concern to the subject property. On March 22 and April 9, 2004, we reviewed available files at the Ecology Northwest Regional Office regarding the subject properties and neighboring properties of potential concern.

A summary of the results of the database search and review of available file information relevant to each parcel is included with each parcel discussion.

SITE RECONNAISSANCE AND LIMITED ACM SCREENING

On April 6 and 7, 2004, Jessica Robertson of Hart Crowser conducted a site reconnaissance to observe the subject properties and surrounding area business/land use. Accessible suspect asbestos materials were screened and identified in subject property buildings. Photographs taken during the site reconnaissance are presented in Appendix A. Site-specific observations recorded during the site reconnaissance and limited ACM screening (if implemented) are included with each parcel discussion.

Parcel 1A

Subject Parcel Description

The subject property identified as Parcel 1A in this report is King County Assessor parcel number 2468400005. Parcel 1A is located in the South Lake Union area of Seattle and is a 36,000-square-foot lot bound by John Street to the north, Fairview Avenue North to the west, a parking lot (Parcel 1B) to the south, Minor Avenue North to the east, and commercial properties to the northeast and southeast (Parcels 1C and 1D). An alley runs north-south through the parcel. It is further described as Lots 1 through 4 of Block 1, Fairview Homestead Association Supplemental Seattle Plat. Parcel 1A is currently vacant and used for parking. The Seattle Times Company currently owns the parcel.



Geology and Hydrogeology

Parcel 1A is generally flat, possibly sloping slightly down to the north, matching the grade of the adjacent streets. Based on 1910 topographic information, the vicinity of Parcel 1A has not been significantly cut or filled.

Based on surrounding topography, groundwater flow beneath Parcel 4A is likely to flow to the north. Depth to groundwater in this location is likely to be more than 15 feet deep.

Historical Characterization

Parcel 1A

In 1892, three residences with outbuildings were built on the eastern portion of the parcel, at 119, 121, and 125 Minor Avenue North. The 1893 Sanborn map shows the portion of Parcel 1A west of the alley as vacant. By 1905, two residences with associated outbuildings were present near the center of the lot at 118 and 120 Fairview Avenue North. In 1909, a residence was constructed just east of the alley, at 121 1/2 Minor Avenue North. In 1910, two buildings were constructed adjacent to John Street and the alley, north of the residences at 1157 and 1161 John Street. Oil burners heated these residences and apartment buildings except for those with Minor Avenue North addresses. The Minor Avenue North residences were heated with stoves. Also in 1910, an apartment building was moved into place on the southern portion of the parcel, at 116 Fairview Avenue North. The apartment building was originally heated with a stove. In 1919, a Lutheran church was constructed at the corner of the property, adjacent to John Street and Fairview Avenue North. The church building became the Broadway Tabernacle in the mid-1950s. In 1952, the residence at 120 Fairview Avenue North was remodeled and added a boiler room adjacent to the alley. This residence also operated as an electricity contracting company in the 1950s and 1960s. In 1970, the 120 Fairview address was listed in the city directories as "Camera Film Exchange sales and processing." The residence at 118 Fairview Avenue North was remodeled in 1943 and was heated by an oil burner. The Parcel 1A buildings were removed by the early 1980s.

Surrounding Properties

The property to the north of Parcel 1A across John Street contained one residential building by 1893. By the early 1930s, this property contained an auto repair business. Based on Sanborn maps, the auto repair facility was approximately 60 feet north of the church across John Street. The auto repair facility was present until the early 1960s, when the property



was cleared and an office building was constructed for the Cascade Natural Gas Company. An addition to the office building along the southern property boundary in the vicinity of the former auto repair facility was constructed in the 1970s.

Based on our review of aerial photographs and Sanborn maps, the property to the west of the subject parcel across Fairview Avenue North has either been undeveloped or used as a parking lot since the 1890s. The property is currently a parking lot.

The properties to the south and east of Parcel 1A (Parcels 1B, 1C, and 1D) are discussed in detail later in this document. These parcels contained residential buildings from the 1890s until at least the 1930s. Between 1837 and the late 1970s, a series of three gasoline service stations were operational on the parcel (Parcel 1B) south of Parcel 1A. Parcel 1B was converted to a parking lot by the mid-1980s. Between 1971 and the mid-1990s, a car wash and gasoline service station was operational on the parcel (Parcel 1D) southeast of Parcel 1A. This parcel is currently a truck rental company. In 1956, a retail building with office and warehouse space was constructed on the parcel (Parcel 1C) east of Parcel 1A. This building is still present.

Regulatory Agency Database List and File Review

Parcel 1A

Parcel 1A was not identified in the agency database lists. Ecology had no file information concerning the subject property.

Nearby Site Information

Red Carpet Car Wash at 1164 Denny Way (ICR, LUST, and UST Lists). This property (Parcel 1D) is discussed in more detail later in this document. Ecology files included 1994 wastewater discharge permits as well as groundwater monitoring reports and a UST closure report produced by Hart Crowser in the mid-1990s. In 1993, Hart Crowser monitored the removal of four USTs from this parcel. From 1993 through 1996, Hart Crowser also completed additional assessment and monitoring tasks. The excavations completed at Parcel 1D indicated reduced concentrations of gasoline-range hydrocarbons and BETX compounds in soil to below MTCA Method A cleanup levels; however, these compounds were also confirmed in groundwater at concentrations greater than MTCA Method A cleanup levels. Groundwater level measurements indicated that groundwater was flowing to the northeast and may have been influenced by a leaking stormwater catch basin. The results of the Hart Crowser reports are summarized later in this document. Available



wastewater discharge permits did not describe any areas of concern or violations. Documents more recent than 1996 were not available in the Ecology files. Groundwater beneath this property is inferred to be flowing to the northeast, toward the Parcel 1A and, therefore, presents some potential for migration of contaminants to the subject parcel.

Additional surrounding properties were identified in the agency database lists, but were located hydraulically downgradient to the north and east, or at least 200 feet hydraulically upgradient or cross-gradient to the south or west. The potential for migration of contaminants to the Parcel 1A from properties other than the Red Carpet Car Wash is low.

Several area businesses were identified as RCRA-small quantity generator sites. These sites indicate use of hazardous materials and do not imply a release to the environment. None of the surrounding site listings appear to present a likely potential for adverse effects to the Parcel 1A.

Site Reconnaissance

Parcel 1A

Parcel 1A is currently asphalt parking lots and a small grassy park, in good condition (Photographs 1 and 2). No buildings are currently present on the parcel. An alley runs north and south down the center of the parcel. The lot slopes downward to the north.

At the time of our site reconnaissance, vehicles occupied many spaces in the parking lots, and our view of the asphalt parking surface was obscured by vehicles in many locations. At least two catch basins are present on the lot. Utility poles with overhead transformers are present along the sidewalk. Staining was not observed on or near the utility poles. We observed only minor amounts of staining on the asphalt from parked cars.

Likely use or storage of hazardous materials was not observed on Parcel 1A. We did not observe any visual indications of USTs such as vent pipes or fill ports on the subject parcel.

Surrounding Property

Parcel 1A is surrounded by pay parking lots adjacent to the west beyond Fairview Avenue North, a Seattle Times office building adjacent to the east (Parcel 1C), commercial buildings for the Seattle Times beyond John Street to the north, and a pay parking lot (Parcel 1B) and a truck rental facility (Parcel 1D) adjacent to the south. Adjacent properties to the north and west were observed from the public right of way. Likely use or storage of hazardous



materials was not observed on the neighboring properties, other than a waste oil AST and drums of cleaning supplies observed at Parcel 1D. We did not observe any visual indications of USTs such as vent pipes or fill ports on the adjacent properties.

Potential for Contamination

Parcel 1A

Based on the historical presence of oil burners or boilers in some buildings, and the former presence of a film processing company, there is a low to medium potential for subsurface impacts to the subject parcel.

Surrounding Properties

The two parcels (Parcels 1B and 1D) adjacent to the south of Parcel 1A formerly contained gasoline service stations. The presence of petroleum products has been documented in the soil groundwater beneath Parcel 1D. The inferred groundwater gradient beneath Parcel 1D is to the northeast, likely hydraulically cross-gradient to Parcel 1A. The surrounding properties, therefore, present a moderate potential for migratory contamination to the subject parcel.

Recommendation. In the event of future site activities that involve disturbing subject parcel soils, a construction contingency plan should be prepared to deal with potentially impacted soils, groundwater, or unknown USTs. In addition, a limited Phase II subsurface assessment could be conducted to evaluate the presence and extent of impacted soil or groundwater at the subject parcel prior to construction activities. Areas of particular focus during the assessment should include the vicinity of potential USTs and parcel boundaries. Potential analytes include gasoline and heating oil, silver compounds, and VOCs.

Parcel 1B

Subject Parcel Description

The subject property identified as Parcel 1B in this report is King County Assessor parcel number 2468400025. Parcel 1B is located in the South Lake Union area of Seattle and is a 16,560-square-foot lot bound by Denny Way to the south, Fairview Avenue North to the west, vacant parking lot (Parcel 1A) to the north, and a car wash building and parking lot (Parcel 1D) to the east. It is further described as half of Lot 4 and all of Lots 5 and 6 of Block 1, Fairview Homestead Association Supplemental Seattle Plat. Parcel 1B does not



contain any structures and is a parking lot, which is currently owned by the Seattle Times Company.

Geology and Hydrogeology

Parcel 1B is generally flat, possibly sloping down slightly to the north and east, matching the grade of the adjacent streets. Based on 1910 topographic information, the vicinity of Parcel 1A has not been significantly cut or filled.

Based on surrounding topography, groundwater flow beneath Parcel 4A is likely to flow to the northeast. Depth to groundwater in this location is likely to be more than 15 feet deep.

Historical Characterization

Parcel 1B

Parcel 1B appears vacant in the 1893 Sanborn. Prior to 1910, the parcel was developed with several residential buildings, including an apartment building at 1156-1158 Denny Way, five identical residences built at 102, 104, 106, 110, and 112 Fairview Avenue North, and one residence at 1160 Denny Way, in the northeastern corner of the parcel. These residential structures were heated with manual coal hot air furnaces. By 1937, three of the residences in the southwestern corner of the property were removed and the first of three Union Oil gasoline service stations was constructed on the parcel. This first service station had retail auto parts space, four fuel pumps on two pump islands, and one 4,000-gallon UST. A stove originally heated the service station building. In 1961, the first service station and the apartment building at 1156-1158 Denny Way were demolished and the second Union Oil gasoline service station was constructed. The second service station had six gasoline pumps on two pump islands, a lube room with one hydraulic hoist, an oil burner, one 2,000-gallon UST, one 1,000-gallon UST, and one 500-gallon UST. The second service station and the remaining Parcel 1B residential buildings were present until the third Union Oil service station was constructed in 1969. The third service station had gas heat, eight fuel pumps on four pump islands, three service bays with two hydraulic hoists and a "sand and grease interceptor," two 10,000-gallon gasoline USTs, one 550-gallon waste oil UST, and one 550-gallon heating oil UST. The locations of the USTs associated with third service station were shown on DCLU documents; however, the USTs associated with the first two service stations were not shown on available historical documents. The third service station was present through 1977, but the entire Parcel 1B appears vacant in the 1985 aerial photograph. Parcel 1B is currently a parking lot.



Surrounding Properties

The properties to the north and east of Parcel 1B (Parcels 1A, 1C, and 1D) are discussed in detail in this document. These parcels contained residential buildings from the 1890s until at least the 1930s. Except for a church and one commercial property that operated as an electrical contracting company and film processing company, the buildings on the parcel (Parcel 1A) north of Parcel 1B were residential. Oil burners heated several of the buildings north of Parcel 1B. Parcel 1A was converted to a parking lot by the mid-1980s. Between 1971 and the mid-1990s, a car wash and gasoline service station was operational on the parcel (Parcel 1D) east of Parcel 1B. This parcel is currently a truck rental company. In 1956, a retail building with office and warehouse space was constructed on the parcel (Parcel 1C) northeast of Parcel 1B. This building is still present.

Based on our review of aerial photographs and Sanborn maps, the property to the west of the subject parcel across Fairview Avenue North has either been undeveloped or used as a parking lot since the 1890s. The property is currently a parking lot.

The property south of Parcel 1B, across Denny Way at 2014 Fairview Avenue, was developed as a mixed-use retail building in 1937. This building has contained a variety of businesses including a bank, chiropractic office, and tire sales and service company, and is still present.

Regulatory Agency Database List and File Review

Parcel 1B

Parcel 1B was not identified in the agency database lists. Ecology had no file information concerning the subject parcel.

Nearby Site Information

Nearby properties were identified in the agency database lists, but were located hydraulically downgradient to the north and east, or at least 100 feet hydraulically upgradient or cross-gradient to the south or west of the subject parcel. The potential for migration of contaminants to the subject parcel is low.

Several area businesses were identified as RCRA-small quantity generator sites. These sites indicate use of hazardous materials and do not imply a release to the environment. None of



the surrounding site listings appear to present a likely potential for adverse effects to the subject parcel.

Site Reconnaissance

Parcel 1B

Parcel 1B is currently a 16,560-square-foot asphalt pay parking lot in good condition (Photograph 3). The lot slopes downward to the north. At the time of our site reconnaissance, vehicles occupied the spaces in the parking lot, and our view of the asphalt parking surface was obscured by vehicles in many locations. At least two catch basins are present on the lot. Utility poles with overhead transformers are present along the sidewalk. Staining was not observed on or near the utility poles. We observed only minor amounts of staining on the asphalt from parked cars.

Likely use or storage of hazardous materials was not observed on Parcel 1B. We did not observe any visual indications of USTs such as vent pipes or fill ports on the subject parcel, though large asphalt patches were observed.

Surrounding Property

Parcel 1B is surrounded by pay parking lots to the north (Parcel 1A) and west across Fairview Avenue North, a truck rental facility (Parcel 1D) adjacent to the east, and commercial properties across Denny Way to the south. Adjacent properties to the west and south were observed from the public right of way. The property adjacent to the south, Parcel 1D, is discussed in detail elsewhere in this document. One waste oil AST and drums of vehicle washing fluids were observed on Parcel 1D. Other than the features observed at Parcel 1D, likely use or storage of hazardous materials, or any visual indications of USTs such as vent pipes or fill ports, were not observed on the adjacent properties.

Potential for Contamination

Parcel 1B

Based on the presence of three gasoline service stations on Parcel 1B prior to the 1980s, there is a high potential for subsurface impacts to the subject parcel. We did not locate any documentation of the removal of USTs or hoists associated with any of the three service stations.



Surrounding Properties

The surrounding properties appear to have a low to moderate potential for migratory contamination to the subject parcel. The most likely source appears to be the documented presence of petroleum hydrocarbons in the soil and groundwater at the Red Carpet Car Wash and service station facility (Parcel 1D) adjacent to the east. However, the inferred groundwater flow beneath Parcel 1D is to the northeast, hydraulically downgradient or cross-gradient relative to Parcel 1B. Therefore, Parcel 1D presents a low to moderate potential for migratory contamination to the subject property.

Recommendation. To evaluate for subsurface soil and groundwater impacts at the subject parcel, a Phase II subsurface assessment should be conducted. Areas of particular focus during the assessment should include the vicinity of the former USTs, hydraulic hoists, pump islands, and property boundaries. Potential analytes include gasoline, waste oil, heating oil, and VOCs.

Parcel 1C

Subject Parcel Description

The subject property identified as Parcel 1C in this report is King County Assessor parcel number 2468400060. Parcel 1C is located in the South Lake Union area of Seattle and is a 10,800-square-foot lot bound by John Street to the north, Minor Avenue North to the east, and parking lots to the west and south (Parcel 1A). It is further described as Lots 11 and 12 of Block 1, Fairview Homestead Association Supplemental Seattle Plat. Parcel 1C contains one one-story masonry office building (the 133 Minor Building) that is currently owned by the Seattle Times Company.

Geology and Hydrogeology

Parcel 1C is generally flat, possibly sloping slightly downward to the north, matching the grade of the adjacent streets. Based on 1910 topographic information, the vicinity of Parcel 1C has not been significantly cut or filled.

Based on surrounding topography, groundwater flow beneath Parcel 1C is likely to the north. Depth to groundwater in this location is likely to be more than 5 feet deep.



Historical Characterization

Parcel 1C

Parcel 1C was undeveloped until 1902, when two residential buildings with associated outbuildings were constructed at 129 and 133 Minor Avenue North. Stoves heated these buildings. By 1946, the residence at 133 Minor was removed. The residence at 129 Minor Avenue North remained until the existing Parcel 1C building was built in 1956. This building was originally an office, warehouse, and showroom for a flooring company. The building originally had a gas burner hot air heating system. By 1965 and prior to 1976, Safety and Supply Company occupied the building. Since the late 1970s, various companies including a furniture wholesale company, Magnolia Hi-Fi, and Muzak Ltd have occupied the building. The Seattle Times has used the building since the late 1980s.

Surrounding Properties

The properties to the west and south of Parcel 1C (Parcels 1A, 1B, and 1D) are discussed in detail elsewhere in this document. These parcels contained residential buildings from the 1890s until at least the 1930s. Except for a church and one commercial property that operated as an electrical contracting company and film processing company, the buildings on the parcel (Parcel 1A) west and adjacent south of Parcel 1C were residential. Oil burners heated several of the buildings west of Parcel 1C. Parcel 1A was converted to a parking lot by the mid-1980s. Between 1971 and the mid-1990s, a car wash and gasoline service station was operational on the parcel (Parcel 1D) south of Parcel 1C beyond the eastern residential lots of Parcel 1A. This parcel is currently a truck rental company. Between 1837 and the late 1970s, a series of three gasoline service stations were operational on the parcel (Parcel 1B) southwest of Parcel 1C. Parcel 1B was converted to a parking lot by the mid-1980s.

The property west of the subject parcel across Minor Avenue North has contained an apartment building adjacent to John Street and additional residential structures. The apartment building was built in 1916 and is still present. The parcel south of the apartment building (Parcel 2A) is discussed later in this document. Most of the residential structures on Parcel 2A were demolished by the mid-1960s, and the lot was converted to parking.

Based on our review of aerial photographs and Sanborn maps, the property north of the subject parcel across John Street was vacant until the 1930s, when a building was constructed. A salvation army lodging house operated out of this building until it was torn down in the 1950s. The property has been used for parking since that time.



Regulatory Agency Database List and File Review

Parcel 1C

The subject parcel was not identified in the agency database lists. Ecology had no file information concerning the subject parcel.

Nearby Site Information

Surrounding properties were identified in the agency database lists, but were located hydraulically downgradient to the north and west, or at least 60 feet hydraulically upgradient or cross-gradient to the south or east. The potential for migration of contaminants to the subject parcel is low.

Several area businesses were identified as RCRA-small quantity generator sites. These sites indicate use of hazardous materials and do not imply a release to the environment. None of the surrounding site listings appear to present a likely potential for adverse effects to the subject parcel.

Site Reconnaissance

Parcel 1C

Parcel 1C contains one building at 133 Minor Avenue North and associated asphalt parking. The 133 Minor Building is a 8,160-square-foot, one-story masonry building with office space (Photograph 5). The building is in good condition. The Seattle Times currently uses the building for offices.

At least two catch basins are present on the lot, and a strip drain is present just outside the alley entrance to the building. Utility poles with overhead transformers are present along the sidewalk. Staining was not observed on or near the utility poles. We observed only minor amounts of staining on the asphalt from parked cars.

Likely use or storage of hazardous materials was not observed on Parcel 1B, other than a few 5-gallon buckets of paints and other small quantities of cleaning and equipment supplies that were stored in a maintenance closet with a concrete floor (Photograph 7). No floor drains or cracks were observed in the concrete floor.



The building is fully connected to city utilities. Fluorescent light fixtures were observed throughout the building (Photograph 6). We did not observe any ASTs or visual indications of USTs such as vent pipes or fill ports on Parcel 1C.

During our walk-through, we observed suspect ACM ceiling tiles in the office space and vinyl sheet flooring in the restrooms. These materials were in very good condition. To preserve the aesthetics of the spaces, these materials were not sampled. Because the building was remodeled in the late 1980s, it is not highly likely that these materials contain asbestos.

Surrounding Property

Parcel 1C is surrounded by a pay parking lots to the south and west (Parcel 1A), an additional pay parking lot (Parcel 2A) and an apartment building to the east beyond Minor Avenue North, and a commercial property to the north across John Street. Adjacent properties to the north and east were observed from the public right of way. Likely use or storage of hazardous materials was not observed on the neighboring properties. We did not observe any visual indications of USTs such as vent pipes or fill ports on the adjacent properties.

Potential for Contamination

Parcel 1C

Based on historical subject parcel uses as residential, warehouses, and offices, there is a low potential for subsurface impacts to the subject parcel. Some potential ACM including floor sheeting and ceiling tile was observed in the building, but the age of these materials (late 1980s) lessens the likelihood that these materials are asbestos-containing. However, based on the age of the building, other HBM including other asbestos-containing materials, PCB fluorescent light ballasts, and lead-based paint are possible in the building.

Surrounding Properties

Two parcels to the south (Parcels 1B and 1D) of Parcel 1C formerly contained gasoline service stations and the parcel (Parcel 1A) to the east of Parcel 1D formerly contained several buildings with oil burners and boilers. Parcels 1B and 1D are located over 100 feet from the subject parcel. Additionally, the groundwater beneath Parcel 1D is inferred to be flowing to the northwest, hydraulically cross-gradient to Parcel 1D. Parcel 1A is located in an inferred hydraulically cross-gradient location from Parcel 1C. Therefore, the surrounding



properties appear to present a low to moderate potential for migratory contamination to the subject parcel.

Recommendation. In the event of future building demolition or site activities that could potentially disturb subject property soils, a construction contingency plan should be prepared to deal with potentially impacted soils or unknown USTs. In addition, a limited Phase II subsurface assessment could be conducted to evaluate the presence and extent of impacted soil at the subject property prior to construction activities. Areas of particular focus during the assessment should include the subject property boundaries. Potential analytes include gasoline and heating oil, silver compounds, and VOCs. Additionally, in the event of future building demolition or remodeling, a comprehensive asbestos and lead-based paint survey must be conducted on the affected portions of the building, and any identified hazardous building material (HBM) must be removed by a certified abatement contractor prior to demolition.

Parcel 1D

Subject Parcel Description

The subject property identified as Parcel 1D in this report is King County Assessor parcel number 2468400035. Parcel 1D is located in the South Lake Union area of Seattle and is a 20,160-square-foot lot bound by parking lots to the north and west (Parcel 1A and 1B), Minor Avenue North to the east, and Denny Way to the south. It is further described as Lots 7, 8, and 9 of Block 1, Fairview Homestead Association Supplemental Seattle Plat. Parcel 1D contains one one-story wood-frame retail building (the 1164 Denny Building) that is currently owned by the Seattle Times Company. The current tenant of the parcel is Penske Truck Rental.

Geology and Hydrogeology

Parcel 1D slopes gently downward to the north and east, matching the grade of the adjacent streets. Based on 1910 topographic information, the vicinity of Parcel 1D has not been significantly cut or filled.

Based on groundwater measurements taken at the subject property in the 1990s, groundwater flow beneath Parcel 1D is to the northeast. Depth to groundwater in this location is between 5 and 15 feet deep.



Historical Characterization

Parcel 1D

Between 1890 and 1905, five residential buildings were constructed on the subject parcel. According to tax archive records, stoves heated these buildings. The 1917 and 1950 Sanborn maps show two additional residences at 107 and 109 Minor Avenue North. Tax archive records for these two buildings were not located. Records indicate that most of the buildings were torn down in the late 1950s and early 1960s. The 1965 aerial photograph and 1969 Sanborn show Parcel 1D as entirely vacant.

In 1971, a car wash and gasoline service station facility was constructed on Parcel 1D. The facility originally contained four fuel pumps on two pump islands, one 4,000-gallon UST, two 6,000-gallon USTs, and one 12,000 gallon UST. The facility operated as the Red Carpet Car Wash until the mid-1990s, when the four USTs were removed. Hart Crowser completed several phases of environmental work at the property following the removal of the USTs. In 1993, Hart Crowser observed the excavation and removal of the four USTs. Following initial excavation activities, soil analytical results from soil samples from the excavation limits indicated gasoline-range petroleum concentrations greater than MTCA Method A cleanup limits remaining in soils at the base and south side wall of the UST excavation and in the northeastern dispenser island excavations. These areas were subsequently overexcavated. Soil beneath the northeastern dispenser island and the south side wall of the UST excavation was resampled and contained TPH concentrations less than MTCA Method A cleanup levels. The base of the UST excavation was not resampled because it was several feet below the groundwater seep zone, encountered between 10 and 11 feet below grade.

Five monitoring wells were installed in April and September 1993. Concentrations of gasoline-range hydrocarbons and BETX either were not detected or were detected at concentrations less than MTCA Method A cleanup levels in soil samples obtained from the monitoring well borings. It should be noted, however, that benzene was detected in some soil samples from the monitoring well borings and excavation limits that were below the MTCA Method A cleanup level of 0.50 mg/kg applicable at the time, but higher than the current MTCA Method A cleanup level of 0.03 mg/kg. Ecology amended Method A cleanup level values in 2001 based on new information more protective of the soil-to-groundwater pathway.

Analytical results of groundwater samples obtained from 1993 through 1996 showed generally decreasing concentrations of gasoline-range hydrocarbons and BETX. However,



the benzene concentrations detected in groundwater samples from monitoring well MW-1 and the gasoline-range hydrocarbon and BETX concentrations in groundwater samples from MW-4 remained consistently higher than the applicable MTCA Method A cleanup levels. In May 1996, Hart Crowser recommended an ongoing program of passive bioremediation and groundwater monitoring for the property. We have not identified any additional environmental work that occurred at Parcel 1D since 1996. Penske truck rental has occupied the parcel since the late 1990s.

Surrounding Properties

The properties to the north and west (Parcels 1A and 1B) of Parcel 1D are discussed in detail earlier in this document. These parcels contained residential buildings from the 1890s until at least the 1930s. Except for a church and one commercial property that operated as an electrical contracting company and film processing company to the northwest of the subject parcel, the buildings on the parcel north and northwest (Parcel 1A) of Parcel 1D were residential. Oil burners heated several of the buildings northwest of Parcel 1D. Parcel 1A was converted to a parking lot by the mid-1980s. Between 1837 and the late 1970s, a series of three gasoline service stations were operational on the parcel south (Parcel 1B) of Parcel 1A. Parcel 1B was converted to a parking lot by the mid-1980s.

The parcel west (Parcel 2A) of the subject parcel across Minor Avenue North is discussed later in this document. Parcel 2A was residential from the 1890s until the 1950s. Most of the residential structures on Parcel 2A were demolished by the mid-1960s, and the lot was subsequently converted to parking.

The property south of Parcel 1D, across Denny Way at 2014 Fairview Avenue, was developed as a mixed-use retail building in 1937. This building has contained a variety of businesses including a bank, chiropractic office, and tire sales and service company, and is still present.

Regulatory Agency Database List and File Review

Parcel 1D

The subject parcel was identified in the agency database lists as **Red Carpet Car Wash at 1164 Denny Way (ICR, LUST, and UST Lists)**. Ecology files included 1994 wastewater discharge permits as well as groundwater monitoring reports and a UST closure report produced by Hart Crowser in the mid-1990s. In 1993, Hart Crowser monitored the removal of four parcel USTs. From 1993 through 1996, Hart Crowser also completed additional



assessment and monitoring tasks. The excavations completed at Parcel 1A reduced concentrations of gasoline-range hydrocarbons and BETX compounds in soil to below MTCA Method A cleanup levels; however, these compounds were also confirmed in groundwater at concentrations greater than MTCA Method A cleanup levels. Groundwater level measurements in parcel monitoring wells indicated that groundwater was flowing to the northeast and may have been influenced by a leaking stormwater catch basin. The results of the Hart Crowser reports are summarized earlier in this document. Available wastewater discharge permits did not describe any areas of concern or violations. Documents more recent than 1996 were not available in the Ecology files.

Nearby Site Information

Surrounding properties were identified in the agency database lists, but were located hydraulically downgradient to the north and west, or at least 100 feet hydraulically upgradient or cross-gradient to the south or east. The potential for migration of contaminants to the subject parcel is low.

Several area businesses were identified as RCRA-small quantity generator sites. These sites indicate use of hazardous materials and do not imply a release to the environment. None of the surrounding site listings appear to present a likely potential for adverse effects to the subject parcel.

Site Reconnaissance

Parcel 1D

Parcel 1D is a 20,160-square-foot lot with parking areas and a retail truck rental facility. The truck rental building at 1164 Denny Way was formerly a car wash and gasoline service station (Photograph 8). The building is a 1,760-square-foot, one-story wood frame building with office, retail, and storage space. The building is in good condition. The concrete pump islands are still present (Photograph 9). The former car wash area inside the building was converted into storage and retail space in the mid-1990s. At the time of our site reconnaissance, many rental moving trucks were parked on the lot.

One floor drain was observed in the floor of the storage area in the western portion of the building. Three plastic drums for vehicle washing fluids and several 5-gallon buckets of paint, as well as tires and other vehicle parts, are stored in this room (Photograph 12). One floor drain was observed in this room (Photograph 13). A waste oil above-ground storage tank (AST), approximately 500 gallons, and a 55-gallon drum for used oil filters, are present



Surrounding Properties

The surrounding properties appear to have a low potential for migratory contamination to the subject parcel, with the possible exception of the historical gasoline service stations located on the parcel (Parcel 1B) adjacent to the west.

Recommendation. To evaluate for subsurface soil and groundwater impacts at the subject property, a Phase II subsurface assessment should be conducted and groundwater samples should be collected and analyzed from the existing monitoring wells. Areas of particular focus during the assessment should include the vicinity of the former USTs, fuel pipelines, pump islands, and property boundaries. Potential analytes include gasoline, waste oil, heating oil, and VOCs.

Parcel 2A

Subject Parcel Description

The subject property identified as Parcel 2A in this report is King County Assessor parcel number 2468400075. Parcel 2A is located in the South Lake Union area of Seattle and is a 36,000-square-foot lot bound by Denny Way to the south, Minor Avenue North to the west, Pontius Avenue North to the east, and a commercial property to the north. It is further described as Lots 2 through 6 of Block 12, Fairview Homestead Association Supplemental Seattle Plat. Parcel 2A is currently a pay parking lot and is owned by the Seattle Times Company.

Geology and Hydrogeology

Parcel 2A slopes gently downward to the north, matching the grade of the adjacent streets. Based on 1910 topographic information, the vicinity of Parcel 2A has not been significantly cut or filled.

Based on groundwater measurements taken at adjacent properties to the east and west of the subject property in the 1990s, groundwater east of the subject parcel flows to the west and groundwater west of the subject parcel flows to the northeast. Based on topography, groundwater beneath Parcel 2A flows to the north. Depth to groundwater in this location is likely to be between 5 and 25 feet deep.



near the northeast corner of the building (Photograph 11). The Penske Truck Rental owner said that Spencer Environmental removes the waste oil fluids and used oil filters approximately every 6 months.

Vehicles are regularly washed in an area north of the building. The Truck Rental owner said that the wash water runs off into the storm catch basin.

An asphalt patched area was observed in the southeastern corner of the property, in the general area of the 1993 excavations discussed above. Five monitoring wells were also observed on the property. The Truck Rental owner did not recall these monitoring wells being sampled during the time, the last 6 years, he has leased the building.

Parcel 1D is fully connected to city utilities. Fluorescent light fixtures were observed in some areas of the building.

During our walk-through, we observed suspect ACM ceiling tiles in the retail space and vinyl sheet flooring in the restroom (Photograph 10). These materials were in very good condition and were not sampled to preserve the aesthetics of the spaces. Because the building was remodeled in the mid-1990s, it is not highly likely that these materials contain asbestos.

Surrounding Property

Parcel 1D is surrounded by pay parking lots to the north (Parcel 1A), west (Parcel 1B), and east (Parcel 2A), and commercial properties to the south across Denny Way. Adjacent properties to the south were observed from the public right of way. Likely use or storage of hazardous materials was not observed on the neighboring properties. We did not observe any visual indications of USTs such as vent pipes or fill ports on the adjacent properties.

Potential for Contamination

Parcel 1D

Based on the documented presence of petroleum hydrocarbons and BETX compounds in subject parcel soil and groundwater from releases from former subject parcel USTs, the potential for contamination at the subject parcel is high. However, concentrations of petroleum hydrocarbons and BETX in the groundwater are likely to have decreased since the last round of groundwater sampling in 1996 because of natural attenuation that likely has occurred since the source of the contamination was removed in the mid-1990s.



Historical Characterization

Parcel 2A

Parcel 2A was likely undeveloped until 1892, when a residential building was built at 119 Pontius Avenue North. According to tax archive records, five more residential buildings were built in the northern portion of the parcel in 1895; however, these buildings are shown on the 1893 Sanborn. According to tax archive records, these buildings were heated with stoves. The 1893 Sanborn shows an additional five residential buildings in the southern portion of the parcel. Puget Sound Archives did not have tax archive records for these five buildings. The five residential buildings on the southern portion of the parcel were removed by the 1940s. The entirety of Parcel 2A was cleared by 1967, when a parking lot was built on the lot. Available aerial photographs indicate that the lot has remained a parking lot since that time.

Surrounding Properties

The property adjacent to the north of Parcel 2A is currently an apartment building. The apartment building was built prior to the 1930s.

Between the late 1890s and the early 1950s, several residential buildings were present to the west across Minor Avenue North. By the early 1970s, a carwash and gasoline service station facility was operational on this property (Parcel 1D). Parcel 1D is currently a truck rental company. The office building north of the truck rental company (Parcel 1C) was constructed in the 1950s.

The property to the east of the subject parcel across Pontius Avenue North was residential through at least the 1930s. By the late 1940s, a Greyhound Bus facility was present on this property. The bus facility is still present.

The properties to the south of Parcel 2A across Denny Way are currently commercial. These properties were residential until the 1950s. Commercial businesses on these properties included a movie studio, and office and retail spaces.



Regulatory Agency Database List and File Review

Parcel 2A

The subject parcel was not identified in the agency database lists. Ecology had no file information concerning the subject parcel.

Nearby Site Information

Surrounding properties were identified on the agency database lists. The regulatory information reviewed is summarized below.

Greyhound Lines Inc. at 1250 Denny Way (RCRIS-SQG, FINDS, SPILLS, ICR, LUST and UST Lists). This site, a Greyhound Bus maintenance facility, is located adjacent to the subject parcel east across Pontius Avenue North. Ecology files included UST notification sheets, cleanup action reports, remediation system status reports, and groundwater monitoring reports. In the early 1990s, 11 USTs were either closed in-place or removed. These USTs variously contained diesel, motor oil, antifreeze, waste oil, and heating oil. Except for three, these USTs were 3,000- or 5,000-gallon capacity. Site assessments in the early 1990s identified petroleum hydrocarbon concentrations in soils as high as 1,350 mg/kg and BETX compound concentrations as high as 19,320 ug/kg. By the mid-1990s, 13 monitoring wells were present on the property, most of which were present on the western half of the property, surrounding the locations of former USTs. No wells were placed west of the property boundary. Free petroleum products have been present in many of the monitoring wells since that time, and groundwater beneath the property is inferred to flow to the west, toward Pontius Avenue North and the subject parcel. The most recent groundwater monitoring report in Ecology files was dated February 4, 2004, and reported on the monitoring event in December 2003. At that time, free product was present in 4 of the 11 wells measured. The six wells without product were sampled, and the samples were analyzed. Groundwater samples from three of the six sampled wells contained diesel-range hydrocarbon concentrations greater than the MTCA Method A cleanup level of 0.5 ug/L. Diesel was not detected in the remaining three wells. Two remediation systems have been operating at the property since the early 1990s, a multi-phase extraction system and a soil vapor extraction system. Both systems have undergone periodic upgrades. A letter from Ecology to Greyhound dated January 9, 2004, detailed Ecology's concerns and recommendations regarding the property. Ecology recommended further investigation to define the extent of the contamination plume west of the site, measure any possible vapor intrusion into the apartment basement south of the subject parcel, and identify any additional sources of free product beneath the property. The groundwater monitoring wells



observed on the subject parcel may be related to work following Ecology recommendations. A report of the installation of the wells was not included in Ecology files. The potential for migration of contaminants to the subject parcel from the Greyhound facility is high.

Red Carpet Car Wash at 1164 Denny Way (ICR, LUST, and UST Lists). This property (Parcel 1D) is discussed in more detail elsewhere in this document. Ecology files included 1994 wastewater discharge permits as well as groundwater monitoring reports and a UST closure report produced by Hart Crowser in the mid-1990s. In 1993, Hart Crowser monitored the removal of four USTs on this parcel. From 1993 through 1996, Hart Crowser also completed additional assessment and monitoring tasks. The excavations completed at Parcel 1D reduced concentrations of gasoline-range hydrocarbons and BETX compounds in soil to below MTCA Method A cleanup levels; however, these compounds were also confirmed in groundwater at concentrations greater than MTCA Method A cleanup levels. Groundwater level measurements in parcel monitoring wells indicated that groundwater was flowing to the northeast and may have been influenced by a leaking stormwater catch basin. The results of the Hart Crowser reports are summarized earlier in this document. Available wastewater discharge permits did not describe any areas of concern or violations. Documents more recent than 1996 were not available in the Ecology files. Groundwater beneath this property is inferred to be flowing to the northeast, toward the subject parcel and, therefore, presents some potential for migration of contaminants to the subject parcel.

Additional nearby properties were identified in the agency database lists, but were located hydraulically downgradient to the south, or at least 200 feet hydraulically upgradient or cross-gradient to the north, east, or west of the subject parcel.

Several area businesses were identified as RCRA-small quantity generator sites. These sites indicate use of hazardous materials and do not imply a release to the environment. None of the surrounding site listings appear to present a likely potential for adverse effects to the subject parcel.

Site Reconnaissance

Parcel 2A

Parcel 2A is currently a 36,000-square-foot asphalt pay parking lot in good condition. The lot slopes downward to the north. At the time of our site reconnaissance, vehicles occupied many spaces in the parking lot, and our view of the asphalt parking surface was obscured by vehicles in many locations. Two monitoring wells are present near the eastern property



boundary; the southeastern well was opened and appears to be in good condition (Photograph 15). At least three catch basins are present on the lot. Utility poles with overhead transformers are present along the adjacent sidewalks. Staining was not observed on or near the utility poles. We observed only minor amounts of staining on the asphalt from parked cars.

Likely use or storage of hazardous materials was not observed on Parcel 2A. We did not observe any visual indications of USTs such as vent pipes or fill ports on the subject parcel, though large asphalt patches were observed.

Surrounding Property

Parcel 2A is surrounded by "The Brewster" apartment building adjacent to the north, the Penske Truck Rental facility, parking lot, and 133 Minor Building to the west beyond Minor Avenue North (Parcel 1D, 1A, and 1C, respectively), a Greyhound Bus Maintenance facility to the east beyond Pontius Avenue North, and a parking lot and uniform sales building to the south beyond Denny Way. Monitoring wells and a waste oil AST were observed in the vicinity of Penske Truck Rental, as discussed above. The bus maintenance activities including fluid changes likely occur at the Greyhound facility, but visual indications of USTs such as vent pipes or fill ports were not observed from the public right-of-way. Our review of regulatory files regarding the Greyhound facility is summarized above. Adjacent properties were observed from the public right of way. Likely use or storage of hazardous materials was not observed on the neighboring properties, except as noted for Parcel 1D and the Greyhound facility. We did not observe any visual indications of USTs such as vent pipes or fill ports on the adjacent properties, except as noted at Parcel 1D.

Potential for Contamination

Parcel 2A

Based on the site-specific historical parcel use as exclusively residential and paved parking, there is a low potential for subsurface impacts to the subject parcel.

Surrounding Properties

Based on the documented presence of free product in the groundwater beneath the Greyhound facility property to the east and the inferred groundwater gradient beneath the Greyhound facility flowing west toward the subject parcel, the Greyhound facility appears to present a high potential for migratory contamination to the subject parcel. Additionally, the



former Red Carpet Car Wash facility (Parcel 1D) presents some potential for migratory contamination. Remaining surrounding properties appear to have a low potential for migratory contamination to the subject parcel.

Recommendation. In the event of future site activities that involve disturbing subject parcel soils, a construction contingency plan should be prepared to deal with potentially impacted soils or groundwater. Alternatively, a Phase II subsurface assessment should be conducted to evaluate for the presence and extent of impacted soil or groundwater at the subject parcel prior to construction activities. At a minimum, the existing groundwater monitoring wells should be sampled and the samples analyzed. Areas of particular focus during the assessment should include the property boundaries. Potential analytes include gasoline-, diesel-, and heavy oil-range hydrocarbons and VOCs.

Parcel 3A

Subject Parcel Description

The subject property identified as Parcel 3A in this report is King County Assessor parcel number 2467400420. Parcel 3A is located in the South Lake Union area of Seattle and is a 14,400-square-foot lot bound by Minor Avenue North to the west, John Street to the south, commercial properties to the north, and a parking lot (Parcel 3B) to the east. It is further described as Lots 5 and 6 of Block 11, Fairview Homestead Association Supplemental Seattle Plat. Parcel 3A is currently a pay parking lot and owned by the Seattle Times Company.

Geology and Hydrogeology

Parcel 3A slopes gently down to a low point near the center of the parcel. The surrounding properties generally slope downward toward the north. Based on 1910 topographic information, the vicinity of Parcel 3A has not been significantly cut or filled.

Based on topography, groundwater beneath Parcel 3A generally flows to the north. Depth to groundwater in this location is likely to be between 5 and 25 feet deep.



Historical Characterization

Parcel 3A

Parcel 3A was likely undeveloped until the 1880s. The 1893 Sanborn shows only one residential building and an outbuilding on Parcel 2A, at 206 Minor Avenue North. Tax archive records say that a stove-heated store was built at 200 Minor Avenue North in 1888. The store does not appear on the Sanborn maps until 1917, when another six residential buildings are also shown. Tax archive records did not exist for the Parcel 2A residential buildings, except for one. The residence at 208-210 Minor Avenue North was constructed in 1906 and was heated by a stove. According to city directories, the store at 200 Minor Avenue North was a grocery from at least the early 1940s until the early 1960s. By 1965, the store was listed as "Coffee Time Bakery. All subject parcel buildings, including the store, were torn down in 1966 and the parcel was converted to a parking lot. The parcel has remained a parking lot since that time.

Surrounding Properties

The property adjacent to the east (Parcel 3B) of Parcel 3A is discussed in detail later in this document. Parcel 3B was likely residential from the late 1880s until the 1930s. In 1943, three buildings were constructed on the parcel. A construction company, lumber wholesale, and offices for architectural and engineering companies variously used these buildings. According to tax archive records, this property was at one time associated with a 280-gallon gas tank. In 1981, the buildings were vacated and demolished, and the parcel was converted to a parking lot for the Seattle Times.

The property to the west of Parcel 3A across Minor Avenue North was first developed residential. By the 1950s, a Salvation Army lodging building was present on the property. The Salvation Army building was torn down, and the property was converted to a parking lot by 1969.

The property north of Parcel 3A is currently a daycare center. Prior to the construction of the existing building in the 1950s, the property contained a small retail store and residences. The building was variously used by a retail fixture parts company, an interior design firm, and a motion picture lighting company.

The property adjacent to the south of Parcel 3A across John Street has been residential since development. The existing apartment building was constructed prior to the 1930s.



The Greyhound Bus facility present on the property to the southeast across the intersection of John Street and Pontius Avenue North was first developed in the 1940s. Prior to that time, the property was residential.

Regulatory Agency Database List and File Review

Parcel 3A

The subject parcel was not identified in the agency database lists. Ecology had no file information concerning the subject parcel.

Nearby Site Information

Surrounding properties were identified on the agency database lists. The regulatory information reviewed is summarized below.

Greyhound Lines Inc. at 1250 Denny Way (RCRIS-SQG, FINDS, SPILLS, ICR, LUST and UST Lists). This site, a Greyhound Bus maintenance facility, is located adjacent to the subject parcel east across Pontius Avenue North. Ecology files included UST notification sheets, cleanup action reports, remediation system status reports, and groundwater monitoring reports. This property is discussed in more detail earlier in this document. Free petroleum products exist in the groundwater beneath this property. Groundwater is likely flowing west with a small southern component. The extent of the groundwater plume beyond the Greyhound facility was not defined as of January 2004. At that time, Ecology recommended further investigation to define the extent of the contamination plume west of the site, to measure any possible vapor intrusion into the apartment basement south of the subject parcel, and to identify any additional sources of free product beneath the property. The groundwater monitoring well observed on the subject parcel may be related to work following Ecology recommendations. A report of the installation of the wells was not included in Ecology files. The potential for migration of contaminants to the subject parcel from the Greyhound facility is moderate.

Additional surrounding properties were identified in the agency database lists, but were located hydraulically downgradient to the south and west, or at least 400 feet hydraulically upgradient or cross-gradient to the north or east. Several area businesses were identified as RCRA-small quantity generator sites. These sites indicate use of hazardous materials and do not imply a release to the environment. The potential for migration of contaminants to the subject parcel is low, except as noted above.



Site Reconnaissance

Parcel 3A

Parcel 3A is currently a 14,400-square-foot asphalt pay parking lot in good condition (Photograph 16). The topographic low point of the lot is in the center of the parcel. A catch basin is located at the topographic low point. A low retaining wall along the eastern parcel boundary is up to 3 feet tall and separates the parcel from the adjacent alley. At the time of our site reconnaissance, vehicles occupied many spaces in the parking lot, and our view of the asphalt parking surface was obscured by vehicles in many locations. One monitoring well is present near the southeastern property boundary and appears to be in good condition (Photograph 17). At least one catch basin is present on the lot. Utility poles with overhead transformers are present along the adjacent sidewalks. Staining was not observed on or near the utility poles. We observed only minor amounts of staining on the asphalt from parked cars.

Likely use or storage of hazardous materials was not observed on Parcel 3A. We did not observe any visual indications of USTs such as vent pipes or fill ports on the subject parcel.

Surrounding Property

Parcel 3A is surrounded by a pay parking lot (Parcel 3B) to the east across the alley, an apartment building to the south across John Street, another parking lot to the west across Minor Avenue, and a day care center adjacent to the north. A Greyhound bus maintenance facility is located to the southeast across the intersection of Pontius Avenue North and John Street. Adjacent properties were observed from the public right of way. Likely use or storage of hazardous materials was not observed on the neighboring properties, except the Greyhound facility. We did not observe any visual indications of USTs such as vent pipes or fill ports on the adjacent properties.

Potential for Contamination

Parcel 3A

Based on the historical property use as predominantly residential and paved parking, there is a low potential for subsurface impacts to the subject parcel.



Surrounding Properties

Based on the documented presence of free product in the groundwater beneath the Greyhound facility property to the east and the inferred groundwater gradient beneath the Greyhound facility flowing west and south, the Greyhound facility appears to present some potential for migratory contamination to the subject parcel. Remaining surrounding properties appear to have a low potential for migratory contamination to the subject parcel.

Recommendation. In the event of future site activities that involve disturbing subject parcel soils, a construction contingency plan should be prepared to deal with potentially impacted soils or groundwater. In addition, a Phase II subsurface assessment could be conducted evaluate for the presence and extent of impacted soil or groundwater at the subject parcel prior to construction activities. Areas of particular focus during the assessment should include the property boundaries. Potential analytes include diesel-, and heavy oil-range hydrocarbons and VOCs.

Parcel 3B

Subject Parcel Description

The subject property identified as Parcel 3B in this report is King County Assessor parcel number 2467400430. Parcel 3B is located in the South Lake Union area of Seattle and is a 14,040-square-foot lot bound by John Street to the south, Pontius Avenue North to the east, a parking lot (Parcel 3A) to the east, and a commercial property to the north. It is further described as Lots 7 and 8 of Block 11, Fairview Homestead Association Supplemental Seattle Plat. Parcel 3B is currently a pay parking lot and is owned by the Seattle Times Company.

Geology and Hydrogeology

Parcel 3B slopes gently downward to the east and west; a topographic high point is located near the center of the parcel. Surrounding properties generally slope downward to the north and west. Based on 1910 topographic information, the vicinity of Parcel 3B has not been significantly cut or filled. Based on topography, groundwater beneath Parcel 3B flows to the east or west. Depth to groundwater in this location is likely to be between 5 and 25 feet deep.



Historical Characterization

Parcel 3B

Parcel 3B was likely undeveloped until the late 1880s. One residential building and one outbuilding are shown in the northern portion of the parcel in the 1893 Sanborn map. Tax archive records were not available for these small buildings. Based on Sanborn maps and aerial photographs, these buildings were present through at least 1936. In 1943, three buildings were constructed on the parcel, at 1214 John Street, 1216 John Street, and 207/209/211 Pontius Avenue North. By the late 1940s, the building at 1214 John Street was used by "Marlowe Construction Company and Wholesale Lumber" for lumber storage and workshop space. According to tax archive records, this building was at one time associated with a 280-gallon gas tank. This tank may have been used to store fuel for an Arcola heating unit located in the workshop. A stove heated the remainder of the building. The building at 207/209/211 Pontius Avenue North was a stove-heated apartment building. The building at 1216 John Street was another apartment building, heated by a gas stove. By the early 1970s, the three buildings had been converted to office spaces for architectural and engineering companies. In 1981, the buildings were vacated and demolished, and the parcel was converted to a parking lot for the Seattle Times. Available aerial photographs indicate that the lot has remained a parking lot since that time.

Surrounding Properties

The property adjacent to the west (Parcel 3A) of Parcel 3B is discussed in detail earlier in this document. Parcel 3A was likely residential from the late 1880s until the 1930s. In addition to the residences, a grocery was operational at the corner from at least the early 1940s until the early 1960s. The Parcel 3A buildings were torn down in 1966, and the parcel was converted to a parking lot.

The property to the east of Parcel 3B across Pontius Avenue North was developed as an apartment complex by 1950. In the 1990s, the buildings were demolished and the lot was converted to parking. The property to the northeast across Pontius Avenue North was developed as a laundry and dry cleaning facility by the 1940s. This facility variously operated as Pontorium Cleaners and Dyers, Metropolitan Laundry, and New Richmond Laundry. The facility is still operational.

The property adjacent to the north of Parcel 3B contains an apartment building that was constructed in 1914. Prior to the construction of the existing building in the 1950s, the property contained small residences.



The property adjacent to the southwest of Parcel 3B across John Street and Pontius Avenue North has been residential since development. The existing apartment building was constructed prior to the 1930s.

The Greyhound Bus facility present on the property to the south across John Street was first developed in the 1940s. Prior to that time, the property was residential.

Regulatory Agency Database List and File Review

Parcel 3B

The subject parcel was not identified in the agency database lists. Ecology had no file information concerning the subject parcel.

Nearby Site Information

Surrounding properties were identified on the agency database lists. The regulatory information reviewed is summarized below.

Greyhound Lines Inc. at 1250 Denny Way (RCRIS-SQG, FINDS, SPILLS, ICR, LUST and UST Lists). This site, a Greyhound Bus maintenance facility, is located adjacent to the subject parcel south across John Street. Ecology files included UST notification sheets, cleanup action reports, remediation system status reports, and groundwater monitoring reports. This property is discussed in more detail earlier in this document. Free petroleum product exists in the groundwater beneath this property. Groundwater is likely flowing west with a small southern component. The extent of the groundwater plume beyond the Greyhound facility was not defined as of January 2004. At that time, Ecology recommended further investigation to define the extent of the contamination plume west of the site, to measure any possible vapor intrusion into the apartment basement south of the subject parcel, and to identify any additional sources of free product beneath the property. A report of the installation of the wells was not included in Ecology files. Based on the inferred direction of groundwater flow, the potential for migration of contaminants to the subject parcel from the Greyhound facility is low.

New Richmond Laundry at 224 Pontius Avenue North (ICR, LUST and UST Lists). This site, a former laundry and dry cleaning facility, is located northwest of the subject parcel across Pontius Avenue North. Five heating oil USTs and two vertical solvent drum USTs have been removed or closed in-place at this property since the early 1990s. Ecology files included UST notification sheets, cleanup action reports, and groundwater monitoring



reports. According to these documents, metals, chlorinated solvents, polycyclic aromatic hydrocarbons (PAHs), BETX compounds, and diesel- and gasoline-range hydrocarbons are present in soil and groundwater beneath this property. Many analytes, including gasoline-range hydrocarbons, lead, benzene, benzo(a)anthracene, and vinyl chloride were detected in groundwater at concentrations greater than cleanup levels. According to a May 1999 site assessment by Terra Associates, the zone of TPH contamination is limited to the northwestern portion of the property, over 150 feet from the subject parcel. The extent of the groundwater plume beyond the Laundry facility was not defined as of May 1999, however, groundwater was inferred to flow to the north. Based on the inferred direction of groundwater flow and the distance to the subject parcel, the potential for migration of contaminants to the subject parcel from the laundry facility is low.

Additional surrounding properties were identified in the agency database lists, but were located hydraulically downgradient to the south and west, or at least 100 feet hydraulically upgradient or cross-gradient to the north or east. The potential for migration of contaminants to the subject parcel is low.

Several area businesses were identified as RCRA-small quantity generator sites. These sites indicate use of hazardous materials and do not imply a release to the environment. None of the surrounding site listings appear to present a likely potential for adverse effects to the subject parcel.

Site Reconnaissance

Parcel 3B

Parcel 3B is currently a 14,040-square-foot asphalt pay parking lot in good condition (Photograph 18). The topographic high point of the lot is in the center of the parcel. At least three catch basins are present on the lot, near the eastern and southern parcel boundaries. At the time of our site reconnaissance, vehicles occupied many spaces in the parking lot, and our view of the asphalt parking surface was obscured by vehicles in many locations. Utility poles with overhead transformers are present along the adjacent sidewalks. Staining was not observed on or near the utility poles. We observed only minor amounts of staining on the asphalt from parked cars.

Likely use or storage of hazardous materials was not observed on Parcel 3B. We did not observe any visual indications of USTs such as vent pipes or fill ports on the subject parcel, though large asphalt patches were observed.



Surrounding Property

Parcel 3B is surrounded by a pay parking lot (Parcel 3A) to the west across the alley, an apartment building and Greyhound bus maintenance facility to the south across John Street, another parking lot to the east across Pontius Avenue North, and another apartment building adjacent to the north. Adjacent properties were observed from the public right of way. Likely use or storage of hazardous materials was not observed on the neighboring properties, except the Greyhound facility. We did not observe any visual indications of USTs such as vent pipes or fill ports on the adjacent properties.

Potential for Contamination

Parcel 3B

Based on the historical presence of a gasoline tank and construction and lumber storage land uses at the subject parcel, there is a moderate potential for subsurface impacts to the subject parcel.

Surrounding Properties

The surrounding properties appear to have a low potential for migratory contamination to the subject parcel.

Recommendation. In the event of future site activities that involve disturbing subject parcel soils, a construction contingency plan should be prepared to deal with potentially impacted soils or unknown USTs. In addition, a Phase II subsurface assessment could be conducted evaluate for the presence and extent of impacted soil at the subject parcel prior to construction activities. Areas of particular focus during the assessment should include the fill material and representative areas of the parking lot. Potential analytes include gasoline-, diesel-, and heavy oil-range hydrocarbons, and VOCs.

LIMITATIONS

Work for this project was performed, and this letter report prepared, in accordance with generally accepted professional practices for the nature and conditions of the work completed in the same or similar localities, at the time the work was performed. It is intended for the exclusive use of Vulcan, for specific application to the subject properties.



This report is not meant to represent a legal opinion. No other warranty, express or implied, is made.

It should be noted that Hart Crowser relied on information provided by the individuals indicated above. Hart Crowser can only relay this information and cannot be responsible for its accuracy or completeness.

Our work did not include sampling or testing of drinking water for lead content, sampling for indoor air quality, and mold, assessment of sewer systems, sampling for radon vapor, a "good-faith" survey of asbestos and lead, and other items not the standard of practice for our time, unless otherwise noted herein.

Any questions regarding our work and this letter report, the presentation of the information, and the interpretation of the data are welcome and should be referred the undersigned.

Sincerely,

HART CROWSER, INC.

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Attachments:

- Table 1 - Summary of Subject Property Tax Information and History
- Figure 1 - Vicinity Map
- Figure 2 - Site Plan, Parcels 1A, 1B, 1C, and 1D
- Figure 3 - Site Plan, Parcels 2A, 3A, and 3B
- Appendix A - Site Reconnaissance Photographs
- Appendix B - Sanborn Fire Insurance Maps and
Tax Archive Records
- Appendix C - Site Assessment Report
EDR, Inc.

