

## 3.4 Environmental Health

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This section describes potential site contamination conditions on campus. A Geotechnical Report (Geoengineers, 2022) was completed for the project and is included as **Appendix A** to this Draft EIS.

### 3.4-1 Affected Environment

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Results of a search of pertinent environmental regulatory lists and databases for current or previous facilities were reviewed for potential contaminated sites on or near campus (please see **Table 1** in **Appendix A**, Geotechnical Report, to this Draft EIS). Listed facilities within the vicinity of campus were also screened relative to risk of contaminant migration due to proximity, hydraulic gradient, and nature of database listing. The database-listed site(s) summarized in **Table 1** in **Appendix A** to this Draft EIS, met the screening criteria. Available records from these sites were reviewed from online records on Ecology and PLIA Technical Assistance Program (TAP) websites, and the following properties in the vicinity of campus were identified:

#### **Capitol Hill Station Sites**

Several sites surrounding the intersection of Broadway Avenue and East Denny Way at the north end of the proposed MIO boundary expansion area were previously cleaned up by Sound Transit in association with the construction of the Capitol Hill Light Rail Station. Reviewed online Ecology files for the sites in closest proximity to the subject property are presented below.

##### ***-West Entrance, 1827 Broadway Avenue***

The Capitol Hill Station West Entrance site encompasses the area of Sound Transit Site D as well as the north- and south-adjacent parcels. According to a January 2010 Remediation Report for the site, petroleum-impacted soil was identified west of the former motorcycle repair building on Site D during subsurface explorations in 2015 and 2017. The source of the contamination was unknown and no underground storage tanks (USTs) were identified for the property. Petroleum-contaminated soil (PCS) was excavated from the area in April 2009 following demolition of the building. Approximately 407 cubic yards of PCS were removed for off-site disposal. Soil samples from the limits of the excavation did not contain analyte concentrations above applicable Model Toxics Control Act (MTCA) Method A cleanup levels, except along the west wall of the excavation, which stopped at the west property boundary. Residual PCS was left along the west property boundary and toward the west-adjacent apartment building. Although Site D has been redeveloped and no contamination is known to remain on-site, the site remains listed because of the residual contamination located along the west apartment building parcel boundary.

##### ***-South Entrance, 1830 Broadway Avenue***

The Capitol Hill Station South Entrance site is the north portion of the block to the east of Sound Transit Site D across Broadway. Historical occupants of previous buildings on this site included automotive and transmission repair, and three USTs of less than 550-gallon capacity were associated with the buildings. The USTs were removed in 2010 and 2015. Soil samples from the limits of the excavations did not contain detectable concentrations of petroleum concentrations. Solvent (TCE) contamination in the vicinity of the former automotive repair businesses was identified during subsurface investigation in 2008. Following demolition of the buildings in 2010, remediation of TCE contamination was completed. Samples collected from excavation boundaries confirmed that TCE-containing soil was removed from the site,

however, an area of TCE-contaminated soil remained to the north of the site beneath Denny Way. Although the site has been redeveloped and no contamination is known to remain on-site, the site remains listed because of the residual contamination located along Denny Way.

### **Modera Broadway, 1812 Broadway**

The Modera Broadway site is located approximately 500 feet east of the Westminster Presbyterian Church properties. According to documents in PLIA files for the site, a gas station was historically located on the site. Remedial excavations of the former pump island, UST area, and a cPAH-contaminated shallow fill soil area were completed in 2019 as part of mass excavation for site redevelopment. Approximately 7,300 tons of petroleum-contaminated soil were removed for permitted off-site disposal. Confirmation soil and groundwater samples did not contain analyte concentrations above applicable MTCA Method A cleanup levels, with the exception of residual contamination that remained in the western sidewall along the Broadway right-of-way. Soil samples from three soil borings subsequently completed within the ROW to assess the potential extent of the residual contamination did not contain detectable concentrations of petroleum or related compounds. Based on distance and cleanup status, the Modera Broadway site is not considered a risk for migratory contamination to the SCC campus.

### **Historical Property Use**

Historic use of the properties within the proposed MIO boundaries is based on a review of the information sources listed in **Table 2** of **Appendix A** to this Draft EIS. The following describes the former uses of those properties contained within the MIO expansion areas and properties adjacent to campus:

#### ***-Boylston Properties***

The Boylston parcels are currently developed with the five-story Lenawee Apartments building, constructed in 1940, the single-family residence at 713 East Olive Street built in 1902, and the four-story Porter Apartments building, constructed in 1917. The two apartment buildings use hot water heat systems according to current county assessor records. According to archived PRCs for the Lenawee Apartments building, the steam heat system historically used an oil burner. No information is available regarding fuel tanks associated with the heat systems at either apartment building. While the existing single-family residence at 713 East Olive Street currently used a natural gas forced air heat system, historical residential buildings on the parcel also reportedly used steam heat which are presumed to have been fueled by oil burners.

#### ***-Westminster Presbyterian Church Properties***

The Westminster Presbyterian Church properties are currently developed with the Westminster Presbyterian Church building to the south and a parking lot to the north. The Church building was built in 1923. The church building is heated by a hot water system. No information is available to indicate whether the hot water system was fueled by oil and/or the potential location of a fuel tank associated with the heating system. The parking lot was previously developed with small apartment and single-family residential buildings, visible in aerial photographs and Sanborn maps dated 1905 to 1950s. The residences were cleared and the property converted to use as a parking lot by the mid-1960s. No information is available regarding the heat sources of the previous residential buildings.

#### ***-Sound Transit Site D***

Sound Transit Site D is currently developed with a rail terminal entrance building, constructed in 2016. The parcel was previously developed with a motorcycle sales and service facility that

was built in 1917. Photographs included on the archived PRCs identify the previous building as a Harley-Davidson store in the 1950s and as “Utility Towing Service” in the 1920s. The building historically used stove and gas heat.

***-Properties Adjacent to Campus***

Adjacent properties have similar development history to the SCC campus. Most nearby and adjacent properties appear to be residential in the 1905 Sanborn map, with increasing transition to commercial and educational uses by the mid-1930s. Based on currently available information, the following historical adjacent properties appear to have the potential for significant use or storage of petroleum or hazardous materials:

- 1831 Broadway, the existing adjacent mixed-use building north-adjacent to Sound Transit Site D was constructed in 1905. The address is identified as “Broadway Tire Shop” in 1920 on EDR’s proprietary database of historical auto repair sites. Stores are shown on the ground floor of the building in the 1950 Sanborn map. According to archived PRCs, the building historically used an oil burning hot water heat system. A 1956 photograph included in the PRCs shows a storefront of the building with a sign reading “cleaners.”
- 1816 Broadway, identified as “Automobile Laundry” in 1930 and 1940 in EDR’s proprietary database of historical auto repair sites. This address was located approximately 100 feet south of Sound Transit Site D and was located in what is now a parking lot adjacent to the SCC Science & Math building.
- Two addresses located on the property to the east of Sound Transit Site D were identified on EDR’s proprietary database of historical auto repair sites or historical cleaners. The Sound Transit Site D property was redeveloped in 2019 as the Capitol Hill Station south entrance, discussed above.

Identified addresses and business names include:

- 1824 Broadway, identified as “Broadway Cleaners and Dyers” between 1975 and 1999.
- 1830 Broadway, identified as “United Transmission,” “Broadway Automotive Service,” and/or “Consolidated Motor Pool” between 1930 and 1982.
- Multiple addresses located on the adjacent property to the south of the Boylston Properties were identified on EDR’s proprietary database of historical auto repair sites or historical cleaners. This property was redeveloped into SCC’s parking garage in 1986. Identified addresses and business names include:
  - 710 East Pine, identified as “Device and Banks” repair in 1920 and “Eureka Cleaners” in 1940.
  - 720 East Pine, identified as “Seattle Speedometer Service” in 1920 to 1935.
  - 1603 Harvard Avenue, identified as “Arnold Marshall” repair in 1940.
  - 1608 Boylston Avenue, identified as “W B Trenko” and/or “Buck’s Cylinder Shop” between 1925 and 1935.

### 3.4-2 Impacts of the Action Alternatives

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Under the *Draft MIMP*, five boundary adjustments are proposed (two boundary reductions and three boundary expansions) and height increases are proposed in areas within the expanded MIO boundary (see **Figure 2-5**). These boundary adjustments, as well as the public ROW within these areas, would add approximately 1.5 acres to SCC’s existing MIO boundary for a total MIO boundary area of 11.5 acres. Under the *No Boundary Expansion Alternative*, no boundary expansions would occur. This alternative would include the four planned projects that are part of the *Draft MIMP*, with certain modifications. No potential development projects would occur because there would be no boundary expansions where this development is proposed under the *Draft MIMP*. (See **Figure 2-9**.)

#### Potential Sources of Contamination

- Unknown soil conditions exist beneath the asphalt concrete parking area east of the Science and Math Building at approximate address 1843 Broadway Avenue East, located within the existing and proposed MIO boundary.
- Unknown soil conditions exist under the parking area at the northwest corner of the intersection of East Howell Street and Harvard Avenue, which is part of the proposed MIO expansion boundary associated with the Westminster Presbyterian Church properties. Based on environmental review, structures in this area were demolished in the 1950s.
- Potential sources of contaminants from heating oil tanks may be associated with the Boylston properties and the Westminster Presbyterian Church properties, located within the proposed MIO boundary.
- Asbestos, lead-based paints, toxic mold, polychlorinated biphenyls (PCBs) in light ballasts, radon, lead in drinking water, asbestos containing building materials or urea-formaldehyde insulation in on-site structures or debris or other potentially hazardous building materials could be present within buildings on campus and in the MIO expansion areas, but the extent that these sources of contamination may be present at existing buildings or properties within the existing MIO boundary or the proposed MIO boundary is not currently known.
- Asbestos abatement appears to have been completed at portions of the SCC Campus based on data in the *Environmental Data Report* in **Appendix B** to this Draft EIS, but further assessment would need to be completed on a project-specific basis.

### 3.4-3 Impacts of the No Action Alternative

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Under the *No Action Alternative*, no new planned or potential building development would occur other than renovation consistent with the current MIMP. The campus boundary would not be expanded.

In total, renovation activities associated with the *No Action Alternative* would not require substantial excavation activities on campus, therefore, minimal environmental health-related impacts associated with soil/groundwater contamination are anticipated under this alternative.

The potential for asbestos, lead-based paints, toxic mold, polychlorinated biphenyls (PCBs) in light ballasts, radon, lead in drinking water, asbestos containing building materials or urea-

formaldehyde insulation in on-site structures or debris or other potentially hazardous building materials to be encountered in the process of building renovation still exists under this alternative.

### **3.4-4 Mitigation Measures**

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Previous environmental investigations have identified the presence of several properties where there is the potential for contaminants to be present in soil beneath the structures on site and may be encountered during construction of a proposed project. Redevelopment of planned and potential projects identified in the *Draft MIMP* would include excavation, management, and disposal of soil and accumulated construction stormwater, which could have detectable concentrations of hazardous substances.

A contamination media management plan (CMMP) would be prepared at the time that each specific project is proposed for development that describes the actions that will be taken during construction of the proposed development in response to the known soil contamination present at the property. The CMMP will be prepared prior to the start of construction once the development design has progressed sufficiently to understand the location and depths of excavations needed for foundation and utility installations. The CMMP would include the following:

- A requirement that the earthwork contractor performing excavation activities have a health and safety plan in-place that describes worker protection methods if contaminated soils encountered;
- Procedures to properly decommission any unknown USTs encountered during construction and remove them from the project property;
- Procedures to manage contaminated soil when/if it is encountered during construction;
- Procedures to manage accumulated stormwater and/or perched groundwater (if any) generated during construction; and
- Procedures for responding to the discovery of unanticipated conditions.

At the conclusion of the excavation and removal of contaminated soil, a report documenting the work completed would be prepared and submitted to the Department of Ecology consistent with the applicable state regulations.

A Hazardous Building Materials Survey (HBMS) would be conducted/prepared at the time that each specific building is proposed for demolition/redevelopment/renovation. As necessary, abatement would be conducted in accordance with applicable state requirements.

### **3.4-5 Significant Unavoidable Adverse Impacts**

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With implementation of the mitigation measures listed above, no significant unavoidable adverse environmental health-related impacts are anticipated.