HAZARDOUS MATERIALS ANALYSIS REPORT
EAST MARGINAL WAY CORRIDOR DESIGN IMPROVEMENT PROJECT
SEATTLE, WASHINGTON

HWA Project No. 2019-087-21

May 26, 2020

Prepared for:

WSP USA Inc.
May 26, 2020
HWA Project No. 2019-087-21

WSP USA Inc.
999 Third Avenue, Suite 3200
Seattle, Washington 98104

Attention: Yee-Fan Riu, P.E. and Tara Olsen, P.E.

Subject: HAZARDOUS MATERIALS ANALYSIS REPORT
East Marginal Way Corridor Design Improvements Project
Seattle, Washington

Dear Ms. Riu and Ms. Olsen:

Per the request of WSP USA Inc., attached is our revised Hazardous Materials Analysis report for the proposed East Marginal Way Corridor Design Improvements Project in Seattle, Washington. This revised report includes the results of our regulatory and historical documentation review, and site reconnaissance of the proposed improvements along Alaskan Way South and East Marginal Way South including additional corridor area extending south of Diagonal Avenue South to the vicinity of South Alaskan Street.

We appreciate the opportunity to provide environmental consulting services on this project. Please call if you have any questions or comments concerning this report, or if we may be of further service.

Sincerely,

HWA GEOSCIENCES INC.

Nicole Kapise
Senior Environmental Geologist
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ACRONYMS AND ABBREVIATIONS

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<tr>
<td>AST</td>
<td>Aboveground Storage Tank</td>
</tr>
<tr>
<td>ASTM</td>
<td>American Society for Testing Materials</td>
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<tr>
<td>AWV</td>
<td>Alaskan Way Viaduct</td>
</tr>
<tr>
<td>bgs</td>
<td>Below Ground Surface</td>
</tr>
<tr>
<td>BMP</td>
<td>Best Management Practice</td>
</tr>
<tr>
<td>BTEX</td>
<td>Benzene, Toluene, Ethylbenzene, and Xylenes</td>
</tr>
<tr>
<td>CERCLA</td>
<td>Comprehensive Environmental Response, Compensation, and Liability Act</td>
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<tr>
<td>CFR</td>
<td>Code of Federal Regulations</td>
</tr>
<tr>
<td>CMMP</td>
<td>Contaminated Media Management Plan</td>
</tr>
<tr>
<td>COC</td>
<td>Contaminant of Concern</td>
</tr>
<tr>
<td>cPAHs</td>
<td>Carcinogenic Polycyclic Aromatic Hydrocarbons</td>
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<tr>
<td>CSCSL</td>
<td>Confirmed and Suspected Contaminated Sites List</td>
</tr>
<tr>
<td>CSD</td>
<td>Cleanup Site Detail</td>
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<tr>
<td>Ecology</td>
<td>Washington State Department of Ecology</td>
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<td>Environmental Data Resources, Inc.</td>
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<tr>
<td>EPA</td>
<td>U.S. Environmental Protection Agency</td>
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<tr>
<td>ERNS</td>
<td>Emergency Response Notification System</td>
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<td>ESA</td>
<td>Environmental Site Assessment</td>
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<tr>
<td>GSP</td>
<td>General Special Provisions</td>
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<td>Health and Safety Plan</td>
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<td>Hazardous Materials</td>
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<td>HWA GeoSciences Inc.</td>
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<tr>
<td>ICR</td>
<td>Independent Cleanup Report</td>
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<tr>
<td>LDW</td>
<td>Lower Duwamish Waterway</td>
</tr>
<tr>
<td>LUST</td>
<td>Leaking Underground Storage Tank</td>
</tr>
<tr>
<td>mg/kg</td>
<td>Milligram per Kilogram</td>
</tr>
<tr>
<td>MTCA</td>
<td>Model Toxics Control Act</td>
</tr>
<tr>
<td>NFA</td>
<td>No Further Action</td>
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</table>
NPL  National Priorities List
PAHs  Polycyclic Aromatic Hydrocarbons
PCB  Polychlorinated Biphenyl
RCRA  Resource Conservation and Recovery Act
ROW  Right-of-Way
SEMS  Superfund Enterprise Management System
SDOT  Seattle Department of Transportation
SEMS  Superfund Enterprise Management System
SHA  Site Hazard Assessment
SHWS  State Hazardous Waste Site
SPCC  Spill Prevention Control and Countermeasures
SWPPP  Stormwater Pollution Prevention Plan
TCE  Trichloroethylene
TPH  Total Petroleum Hydrocarbons
TPH-Dx  Diesel-Range Total Petroleum Hydrocarbons
TPH-Gx  Gasoline-Range Total Petroleum Hydrocarbons
TPH-O  Oil-Range Total Petroleum Hydrocarbons
μg/L  Micrograms per Liter
USGS  U.S. Geological Survey
UST  Underground Storage Tank
VE  Vapor Extraction
VOC  Volatile Organic Compound
WAC  Washington Administrative Code
WSDOT  Washington State Department of Transportation
WSP  WSP USA Inc.
EXECUTIVE SUMMARY

HWA GeoSciences Inc. (HWA) has completed this Hazardous Materials Analysis Report (HazMat Report) for WSP USA Inc. (WSP), on behalf of Seattle Department of Transportation (SDOT), for the planned East Marginal Way Corridor Design Improvements Project (East Marginal Way Project). For purposes of this report, “hazardous materials” means hazardous substances, hazardous wastes, and contaminated soil and/or ground water.

The purpose of the HazMat Report is to assess the potential for adverse environmental impacts to the planned project from current or historical property uses in the vicinity of the project area, and to provide potential mitigation measures for those impacts.

Project Purpose

The focus of the HazMat Report was to research existing information available through state and federal environmental regulatory databases and historical documentation to identify properties within and adjacent to the project area with a history of, or potential for, hazardous materials to be present, that could affect the East Marginal Way Project during project design and construction, or result in environmental liability associated with potential property purchase. HWA contracted with Environmental Data Resources (EDR) for a regulatory database search within an eighth of a mile to a mile radius (based on type of regulatory database listing, Washington State Department of Transportation (WSDOT) guidance, and American Society for Testing Materials [ASTM] standards) surrounding the project area corridor. In addition, historical documentation consisting of historical aerial photographs, historical topographic maps, Sanborn fire insurance maps, and reverse city directories were also provided by EDR for the project corridor. A reconnaissance project area, conducted from public rights-of-way or publicly accessible properties, was also completed to identify areas of potential concern.

Project Description

Our understanding of the project scope and status was based on information provided by WSP. The East Marginal Way Project will consist of right-of-way and streetscape improvements within an approximately two-mile roadway corridor that extends along Alaskan Way South and East Marginal Way South from the vicinity of South Atlantic Street to approximately 200 feet south of South Alaska Street (herein referred to as the Project Area). The project is broken up into 3 segments and is expected to be constructed in two projects, the first being the North Segment Phase 1 and the second being North Segment Phase 2 and Central Segment. Phase 1 improvements include construction of a protected bicycle facility between South Spokane Street and South Atlantic Street, a new traffic signal at South Horton Street, adjustment to traffic signals at South Atlantic and South Spokane Streets, realignment of BNSF Railway (BNSF) industry service tracks and rebuild of the existing traffic signal at South Hanford Street, and
associated improvements. The goal of the project is full separation of bicycle and truck traffic on East Marginal Way, including at traffic signals.

Phase 2 improvements include reconstruction of East Marginal Way to Heavy Haul pavement standards between approximately South Spokane Street and South Massachusetts Street, construction of new curb and sidewalk, drainage collection and conveyance systems, water quality treatment facilities, flow control facilities, updates to utility infrastructure and replacement of the existing water main for most of the project area. The Central segment is the area between South Spokane Street and approximately 200 feet south of South Alaska Street. In this segment, the focus is on multimodal safety and connectivity. Desired improvements include improved walking and bicycling facilities between South Spokane Street and Duwamish Avenue South, a multi-use trail on the west side of East Marginal Way between Duwamish Avenue South and Diagonal Avenue South, and changes to driveways, Union Pacific Railroad’s (UPRR’s) industrial service track, and overall circulation as needed.

Affected Environment

Based on our data collection, field reconnaissance, and evaluation activities, evidence of potential hazardous materials conditions potentially impacting the soil and/or ground water of the Project Area were identified. These conditions include:

- **Contaminated Sites:** Approximately 1,000 regulatory-listed properties were identified on multiple regulatory databases. Of these, the vast majority were considered to be no impact properties and were eliminated from further consideration. The remaining 30 regulatory-listed properties were further evaluated for their potential risk to the Project Area. Fifteen of these 30 properties are considered low impact properties that are not anticipated to result in contamination being encountered during construction. Twelve properties are considered to be moderate impact properties that have a reasonable potential for contaminants to migrate to and impact the Project Area, but there is no conclusive evidence. The remaining three properties are considered high impact and anticipated to pose a risk of contamination being encountered in the Project Area during construction.

- **Historical and/or Current Adjoining Property Uses:** Several properties adjacent to the Project Area were identified as having historical and/or current industrial, commercial, or railway uses that could have resulted in potential releases of hazardous materials to the surrounding environment. The contaminants with highest probability to be associated with these historic and/or current property uses include metals, solvents, and petroleum hydrocarbons. Some of these historical uses could result in potential abandoned underground storage tanks located within or in close proximity to the Project Area.

- **Physical Environment:** Dredged material from the Lower Duwamish Waterway and other artificial fill is present along essentially the entire Project Area corridor. Potential
contaminants in these fill materials could include petroleum constituents, metals, creosote (from treated wood), polycyclic aromatic hydrocarbons, and other unknown contaminants.

**Construction Impacts and Mitigation**

The potential to encounter hazardous materials exists within several locations along the Project Area. To mitigate potential construction impacts, SDOT would:

- Conduct visual and olfactory screening of soils and ground water during excavation activities for indications of contamination. If suspect soils and/or ground water are encountered during project construction, or, in areas of known contamination, perform sampling and laboratory analysis to characterize the materials for proper management, handling, and disposal (as needed), including appropriate health and safety measures and compliance with applicable local, state and federal regulations;
- Develop protocol and select areas for field screening, sampling, and laboratory analysis based on the evaluation of adjoining known contaminated sites presented herein.
- Utilize best management practices for stormwater and erosion control;
- Follow Washington State Department of Ecology (Ecology) Underground Storage Tank (UST) reporting and removal regulations if abandoned or unreported regulated USTs are encountered during construction;
- Apply appropriate health and safety measures;
- Develop a contaminated media management plan and project specifications that outline proper testing, handling and disposal of any contaminated soil or water encountered during project construction. Project specifications may include WSDOT Standard Specifications, general special provisions (GSPs), or special provisions (project specific specifications) if needed. Typically, GSPs are added to the construction contract when contamination is predicted but not known. Special Provisions are used for known contamination. These specifications inform the Contractor of known or potential contaminants and any investigative reports available for the Contractor’s review.

Excavated soils generated during construction that require off site removal (i.e., net export soils) that do not contain contaminants exceeding cleanup levels may still require treatment or disposal at a licensed facility, as many fill sites will not accept soils with detectable concentrations of contaminants, and liability may be incurred by the project owner for improper disposal of soils. The cost premium to dispose of soils below cleanup levels yet above unrestricted use criteria may therefore still be similar to that for “contaminated” soils.

**Property Impacts and Mitigation**

Right-of-Way (ROW) property acquisitions could occur as part of the East Marginal Way Project. Acquisitions of properties with known or potential hazardous materials conditions/contamination may present a liability to SDOT. Mitigating potential liability from
property acquisitions is typically accomplished via the due diligence process by completing Phase I Environmental Site Assessments (ESAs) and/or Phase II Subsurface Investigations (based on the results of the Phase I ESA). Phase I ESAs should be conducted for property or ROW acquisitions associated with the project. Phase II ESAs should be conducted for property acquisitions in areas where known contamination has been identified on or adjacent to the Project Area.

**Operational Impacts and Mitigation**

On-going and future remediation of properties adjacent to the Project Area could be impacted by the operation of new facilities installed underground as part of the project construction. Potentially contaminated soil or ground water on adjacent properties and within the ROW could also affect maintenance activities for the completed project. Operation and maintenance of the East Marginal Way Project features is not expected to result in the release of hazardous materials into the environment from unintentional spills.
HAZARDOUS MATERIALS ANALYSIS REPORT
EAST MARGINAL WAY CORRIDOR DESIGN IMPROVEMENTS PROJECT
ALASKAN WAY SOUTH AND EAST MARGINAL WAY
SEATTLE, WASHINGTON

1. INTRODUCTION

HWA GeoSciences Inc. (HWA) is pleased to present this Hazardous Materials Analysis Report (HazMat Report) to WSP USA Inc. (WSP) regarding the Seattle Department of Transportation (SDOT) East Marginal Way Corridor Design Improvements Project (East Marginal Way Project). We understand SDOT plans to improve freight mobility, safety, and efficiency within the East Marginal Way Project corridor. The project will include reconstructing roadway to heavy haul standards, constructing a protected bicycle facility, traffic signal installation/upgrades, curb and sidewalk installation, and replacement of the existing water main. The East Marginal Way Project corridor, an approximately two-mile roadway corridor, extends along Alaskan Way South and East Marginal Way South from the vicinity of South Atlantic Street to approximately 200 feet south of South Alaska Street.

The following sections of this report describe our scope of work, which included data collection and review activities, reconnaissance and investigation activities; and our findings and conclusions.

1.1 PROJECT BACKGROUND

Our understanding of the project scope and status was based on information provided by WSP. The East Marginal Way Project will consist of right-of-way and streetscape improvements within an approximately two-mile roadway corridor that extends along Alaskan Way South and East Marginal Way South from the vicinity of South Atlantic Street to approximately 200 feet south of South Alaska Street (herein referred to as the Project Area). The project is broken up into 3 segments and is expected to be constructed in two projects, the first being the North Segment Phase 1 and the second being North Segment Phase 2 and Central Segment. Phase 1 improvements include construction of a protected bicycle facility between South Spokane Street and South Atlantic Street, a new traffic signal at South Horton Street, adjustment to traffic signals at South Atlantic and South Spokane Streets, realignment of BNSF Railway (BNSF) industry service tracks and rebuild of the existing traffic signal at South Hanford Street, and associated improvements. The goal of the project is full separation of bicycle and truck traffic on East Marginal Way, including at traffic signals.

Phase 2 improvements include reconstruction of East Marginal Way to Heavy Haul pavement standards between approximately South Spokane Street and South Massachusetts Street, construction of new curb and sidewalk, drainage collection and conveyance systems, water quality treatment facilities, flow control facilities, updates to utility infrastructure and replacement of the existing water main for most of the project area. The Central segment is the area between South Spokane Street and approximately 200 feet south of South Alaska Street. In this segment, the focus is on multimodal safety and connectivity. Desired improvements include
improved walking and bicycling facilities between South Spokane Street and Duwamish Avenue South, a multi-use trail on the west side of East Marginal Way between Duwamish Avenue South and Diagonal Avenue South, and changes to driveways, Union Pacific Railroad’s (UPRR’s) industrial service track, and overall circulation as needed.

As of the date of this report, WSP was scheduled to begin the 60% design submittal in 2020. Based on this preliminary project status, HWA was provided the following information:

- Estimated planned excavation depths below existing grade are as follows:
  - Excavations of approximately two feet for roadway reconstruction along essentially the entire project corridor.
  - Approximately 10 to 15-foot deep shaft foundation excavations for new signal poles or signal pole improvements, pedestrian push button poles, and dynamic message signs at the intersections of 1) Alaskan Way South and South Atlantic Street, 2) East Marginal Way South and South Hanford Street, 3) East Marginal Way South and South Horton Street, 4) East Marginal Way South and South Spokane Street, 5) East Marginal Way South and South Idaho Street, 6) just south of the intersection of East Marginal Way South and Diagonal Avenue South, and 7) just south of the intersection of East Marginal Way South and South Alaska Street.
  - Water and storm line excavations ranging between approximately four to six feet deep along essentially the entire Project Area with select locations with excavations depths that may reach up to eight to 12 feet.
  - Illumination and Intelligent Transportation System conduit excavations of up to four feet deep in select locations along the project corridor.

- The East Marginal Way Project may require partial acquisition of adjoining parcels. At the time of this report, WSP was able to provide information on one known potential partial property acquisition. This partial property acquisition was identified as the Port/Northwest Seaway Alliance (NWSA) property. WSP indicated that large slivers of the existing sidewalk on the west side of East Marginal Way South are within Port/NWSA property and these areas may be acquired by SDOT or SDOT may obtain an easement from the Port of Seattle.

Considering the length of the Project Area (approximately two-miles), depth to ground water varies across the Project Area. Review of Environmental Data Resources Inc. (EDR) state database well information, Washington State Department of Ecology (Ecology) well logs, and previous environmental reports for nearby properties generally indicates static ground water levels near the Project Area range from approximately 5 to 10 feet below ground surface (bgs) and may vary with tidal influence. Based on this information, ground water is expected to be encountered during construction.
1.2 Objectives

The objectives of this Hazardous Materials Analysis Report included:

1. Identifying existing and potential hazardous materials and/or adverse environmental conditions;
2. Assessing the impacts that existing and potential hazardous materials might have on the project or on potential for environmental liability associated with property acquisition; and,
3. Identifying measures to mitigate potential impacts.

1.3 Scope of Work

HWA’s scope of work for the project included:

- Review federal, state, and local agency environmental regulatory databases for the Project Area and adjoining properties, focusing on the identification of any record of the presence of hazardous substances, underground storage tanks (USTs), or hazardous substance spills;
- Review historical documentation including:
  - Historical aerial photographs
  - Historical topographic maps
  - Sanborn fire insurance maps, where coverage available
  - Reverse city directories for the streets included as part of the Project Area
- Review existing reports documenting previous environmental investigations of the Project Area and/or adjoining properties (as available online from Ecology)
- Perform a visual reconnaissance of the Project Area and adjacent properties from public Right-of-Way (ROW) or publicly accessible properties (windshield survey) to document ground surface conditions, recent activities, and identify existing and/or potential hazardous materials conditions;
- Evaluate the information, data, and observations collected during the above activities to identify potential hazardous materials conditions at the Project Area and/or adjoining properties;
- Assess the impacts that hazardous materials conditions might have on the project (if present), and describe appropriate mitigation measures; and,
- Prepare draft and final Hazardous Materials Analysis Report describing our data collection, field activities, data evaluation, findings, and conclusions.
2. PROJECT AREA DESCRIPTION

The following sections describe the Project Area, its geographic setting, and hydrogeologic conditions based on review of background information and Project Area reconnaissance.

2.1 LOCATION

The Project Area consists of an approximately two-mile roadway corridor and adjacent ROWs that include portions of Alaskan Way South and East Marginal Way South. The Project Area corridor extends from the vicinity of South Atlantic Street to approximately 200 feet south of South Alaska Street in Seattle, King County, Washington. Figure 1 shows the Project Area location and vicinity. Figure 2 shows the Project Area layout.

2.2 PHYSICAL SETTING

The Project Area is within a mixed-use, urban area generally consisting of industrial, maritime, railway and commercial properties with industrial properties dominating the landscape.

The Project Area is relatively flat and the nearby land slopes gently to the west. Project Area elevation is approximately five feet above mean sea level. The nearest surface water body is the Lower Duwamish Waterway (LDW), which is generally located at least 100-feet west of the Project Area (see Figure 2).

2.3 GEOLOGIC/HYDROGEOLOGIC SETTING

General geologic information for the Project Area was obtained from *The Geologic Map of Seattle- A Progress Report* (U.S. Geological Survey [USGS], 2005), which indicates the Project Area is likely underlain by a veneer of “artificial fill” (af) or “artificial fill in historic river channels” (afr). The types of fill are described as very soft to stiff or very loose to dense gravel, sand, silt, concrete, bricks, coal, wood, garbage, slag, and other materials, placed as a direct result of human activity and historic Duwamish River channel straightening by US Army Corps of Engineers in the 1930s. The af is of substantial areal extent or thickness and likely greater than 2 meters in thickness while the afr is 7 to 10 meters thick. Soils likely to be encountered below the fill consist of tide flat deposits (map unit Qtf), peat (map unit Qp), and younger alluvium (map unit Qyal). The Qtf unit is described as very loose to dense silt, sand, organic sediment and detritus, with some shells, historically exposed in broad coastal benches at low tide and now fill covered. The Qp unit predominantly consists of plant materials and woody debris, typically interbedded with silt and clay and can vary in thickness from one meter to tens of meters. The Qyal unit is moderately sorted deposits of cobble gravel, pebbly sand, and sandy silt deposited by streams and running water, and may contain soft peat lenses.

From review of historical topographic maps dating from the 1890s, the majority of the Project Area was originally part of Elliott Bay. By 1908, fill had been placed, which created the land along the majority of the Project Area. Prior to the early 1900s, the southernmost portion of the Project Area (generally south of the present day South Spokane Street) consisted of portions of the Duwamish River and adjacent tide flats and riverbanks. In 1913, dredging of the Duwamish
River began in order to straighten the river and facilitate navigation and economic development. The dredged portion of the river, referred to as the LDW, extended from the vicinity of the present day South Spokane Street to south of South Alaska Street, the southern terminus of the Project Area. Dredged material from the river was utilized to create Harbor Island and to bring the elevations of the lowlands, including the Project Area, above flood levels. Fill from upland sources was also widely used during filling of the tide flat areas. In many of the Project Areas, fill was placed over timber and debris that had previously been utilized in the construction of piers, wharves and trestles.

Ground water levels near the project area range from approximately 5 to 10 feet bgs and are expected to be encountered during some of the project construction activities. Tidal changes in the LDW may influence ground water levels and flow direction in the Project Area. Ground water may be of sufficient quantities to require removal and/or containment within excavations, especially during the rainy season. Shallower, perched ground water conditions also may be encountered within excavation areas.

The dredged material from the LDW and artificial fill along essentially the entire Project Area corridor and over former piers, wharves and trestles are likely to include adversely affected soils and could potentially impact the ground water in the Project Area. Coal, slag, garbage and other debris in the fill likely contains contaminants including petroleum hydrocarbons, heavy metals, creosote (from treated wood), polycyclic aromatic hydrocarbons (PAHs), solvents, polychlorinated biphenyls (PCBs), and other contaminants.

2.4 CURRENT USE OF PROJECT AREA AND ADJACENT PROPERTIES

The Project Area is currently a roadway corridor with associated sidewalk and other transportation, utility, and stormwater facility improvements. Adjacent property uses include mixed-use industrial, maritime, railway, commercial, and public roadway properties including, but not limited to; several Port of Seattle terminals, Highway 99, and various industrial properties and commercial businesses. East Marginal Way South and Highway 99 merge to one roadway in the vicinity of South Nevada Street, approximately 0.4 miles north of the southern terminus of the Project Area. The west-adjoining properties consist mainly of Port of Seattle and industrial properties, beyond which is the LDW. The northeast-adjoining properties generally consist of Highway 99 with railroad operating properties beyond. The remaining east-adjoining properties include various industrial warehouse and commercial properties. Site photos are included in Appendix A.
3. PROJECT AREA AND ADJOINING PROPERTY HISTORY

3.1 PURPOSE AND GENERAL PROJECT AREA AND ADJOINING PROPERTY USE

HWA investigated land use history of the Project Area and adjoining properties by reviewing historical aerial photographs, Sanborn fire insurance maps, historical topographic maps, and reverse city directories for the roadways included within the Project Area. Historical data review was performed to gain an understanding of previous uses and/or activities at the Project Area and adjacent properties. Historical use and/or activities may be associated with adverse environmental conditions, which may be a concern during proposed project construction activities.

Historical research indicates that prior to the 1890s much of the Project Area consisted of Elliot Bay or the Duwamish River. In the early 1900s, fill had been placed on the northern portion of the Project Area (north of South Spokane Street) with roadway, railway, and industrial development following, and by 1913 dredging of the LDW had begun. By the 1930s, the Project Area was a public roadway/ROW while the adjoining properties consisted of industrial, commercial, residential and undeveloped properties. By the early 1950s, the Project Area adjoining properties were similar to their current configurations with uses including Highway 99/Alaskan Way Viaduct, Port of Seattle properties, and industrial and commercial properties.

3.2 HISTORICAL TOPOGRAPHIC MAPS

HWA reviewed historical topographic maps of the Project Area and vicinity spanning from 1894 to 2014, available from EDR (EDR, 1/30/2018). Copies of the EDR topographic maps are included in Appendix B.

During the 1890s, the majority of the Project Area (north of South Spokane Street) was part of Elliott Bay while the southernmost portion (generally south of South Spokane Street) consisted of sections of the Duwamish River and adjacent tide flats and riverbanks. Development of the Project Area and adjoining properties consisted of piers, wharfs and trestles north of South Spokane Street and a minimal number of structures were noted adjacent to the southernmost portion of the Project Area. By 1908, fill had been placed on areas of the Project Area north of South Spokane Street creating land that was developed with roadways and industrial and maritime facilities. At that time, residential development was visible adjacent to the southernmost portion of the Project Area. By 1968, the Project Area consisted of a roadway corridor with adjoining industrial, commercial and residential properties and the LDW located to the west.

3.3 HISTORICAL AERIAL PHOTOGRAPHS

HWA reviewed historical aerial photographs of the Project Area and vicinity, at approximately 10-year intervals spanning from 1936 to 2015, available from EDR (EDR, 2/6/2018). Copies of the EDR aerial photographs are included in Appendix C. In 1936, the Project Area was visible as a roadway corridor, with possible unpaved sections. Adjoining properties generally consisted of port, railroad and industrial properties with undeveloped lands also present on the
southernmost portion of the Project Area. During the 1940s to the 1950s, an increase in commercial and industrial development is visible on the adjoining properties with a significant increase in development in the southernmost portion of the Project Area. From 1968 to 2015, the Project Area was similar to its current configuration, a paved public roadway. During this time, the adjoining properties also appear similar to the present-day configuration with properties consisting of Highway 99/former Alaskan Way Viaduct, Port of Seattle properties, railway, industrial, and commercial properties.

3.4 **SANBORN FIRE INSURANCE MAPS**

Sanborn Fire Insurance maps dating from 1904, 1916, 1929, 1949, 1950 and 1967 were available for portions of the Project Area and adjoining properties (EDR, 2/7/18). A copy of the EDR Certified Sanborn Map Report is included in Appendix D.

In general, review of the Sanborn maps indicates that the portions of the Project Area have been developed as a public roadway since the early 1900s. Adjacent property use consisted of industrial and commercial properties including, but not limited to:

- Railroad tracks and maintenance facilities;
- Port of Seattle terminals and various maritime related facilities
- Manufacturing companies (e.g., steel/sheet metal production, and metal foundries; glass and windows; food processing and equipment production; paint production; milling and lumber companies, paper manufacturing and printing facilities; fisheries; compressed gas (oxygen and acetylene) producers; and electrical equipment manufacturers and repair;
- Phillips Petroleum Company and Standard Oil Company bulk fuel plants;
- Government facilities (e.g., Washington State Liquor Control Board, “U.S. Gov’t Property,” US Quartermaster Depot [present day US ACE property])
- Various warehouse storage facilities;
- Machine shops; and
- Gasoline service stations, commercial fueling stations and automobile/truck/marine vessel/heavy equipment repair shops.

In addition to this, several environmentally suspect features were located within the Project Area footprint or immediately adjacent to the ROW. These areas and associated features are noted below and shown on Figure 3.

- Two “gas & oil” (gasoline stations) facilities were noted on 1950 Sanborns as being located immediately adjacent west of East Marginal Way South in the vicinity of the Terminal 30 property (discussed in Section 4 below). No tank locations were identified with respect to these former gas & oil facilities.
- A building located in the vicinity of historical address 4610 East Marginal Way South was noted on the 1967 Sanborn as having been occupied by a paper box manufacturing and printing facility with a gasoline “tank” located just off the northwest corner of the
building. This gasoline tank was depicted as immediately adjacent to East Marginal Way South and could potentially be located within the present day Project Area footprint.

Many of the commercial and industrial uses noted above that are adjacent to the Project Area could have the potential to cause adverse environmental impacts on the Project Area. Adverse impacts from adjoining property hazardous material and/or fuel storage, handling and disposal practices are not unusual at commercial properties, such as gasoline service stations or dry-cleaning facilities, especially facilities that have been in operation prior to state and federal environmental regulations. Several of the properties noted on the Sanborn Maps were also identified in the environmental regulatory records reviewed and are discussed in Section 4 below. In addition, the status of potential tanks (i.e. decommissioned, abandoned, etc.) is unknown.

3.5 REVERSE CITY DIRECTORIES

HWA reviewed reverse city directories for streets included within the Project Area corridor, Alaskan Way South and East Marginal Way South, available from Environmental Data Resources (EDR, 2/14/2018). The EDR city directory documentation is included in Appendix E.

Review of reverse city directories dating from 1940 to 2014 indicate that the adjoining properties to the Project Area were predominantly occupied by industrial and commercial operations including, but not limited to: Port of Seattle, public and private sector maritime facilities, various government agencies, Boeing missile production center, manufacturing companies, lumber mills, fisheries and food distributors, machine shops, gasoline service stations, automobile, boat and equipment repair facilities, printing facilities, restaurants, and retail establishments.

3.6 EDR HISTORICAL AUTO AND DRY CLEANER DATABASE

The EDR database report (see Section 4) includes a search of “high risk historical records” that identifies historical automobile and dry cleaning related facilities. A total of three historical automobile properties were identified as being within the “Target Property” and six were noted as located within 1/8 mile of the Project Area. Of these nine properties, two are identified by EDR as adjacent to the Project Area and the remaining seven are identified as located close to the Project Area. Table 1 identifies these properties and their associated addresses and EDR map identification number. No historical dry cleaning related facilities were identified within 1/8 mile of the Project Area. A copy of the complete EDR database report is included in Appendix F.
<table>
<thead>
<tr>
<th>Site Name</th>
<th>Address</th>
<th>EDR Map ID / Focus Map</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>IDENTIFIED AS “WITHIN THE REQUESTED TARGET PROPERTY”</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>TOM AND BILL S SERVICE</td>
<td>2201 E MARGINAL WAY</td>
<td>137 / 3</td>
</tr>
<tr>
<td>INDUSTRIAL SERVICE STATION</td>
<td>2711 E MARGINAL WAY</td>
<td>F157 / 3</td>
</tr>
<tr>
<td>ASSOCIATED AUTO BODY AND FENDER WORKS</td>
<td>3304 E MARGINAL WAY</td>
<td>H171 / 5</td>
</tr>
<tr>
<td><strong>IDENTIFIED AS “WITHIN APPROXIMATELY 0.125 MILES OF THE REQUESTED TARGET PROPERTY”</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>SHIPYARD SERVICE STA</td>
<td>2959 E MARGINAL WAY</td>
<td>O198 / 3</td>
</tr>
<tr>
<td>STAR CARRIAGE CO THE</td>
<td>91 STACY</td>
<td>216 / 3</td>
</tr>
<tr>
<td>SHULTZ DISTRIBUTING</td>
<td>1901 E MARGINAL WAY</td>
<td>230 / 3</td>
</tr>
<tr>
<td>BOTHELL AND WATERS</td>
<td>110 W MASSACHUSETTS</td>
<td>AA236 / 3</td>
</tr>
<tr>
<td>PHANTOM RESTORATIONS</td>
<td>30 S HORTON ST</td>
<td>AF277 / 6</td>
</tr>
<tr>
<td>PHANTOM RESTORATIONS</td>
<td>40 S HORTON ST</td>
<td>AF296 / 6</td>
</tr>
</tbody>
</table>

1 Properties identified within 1/8 mile of the Project Area.
2 See EDR report (Appendix F).
4. REGULATORY AGENCY RECORDS

4.1. REVIEW OF AGENCY AND STATE-MAINTAINED DATABASE INFORMATION

HWA contracted EDR to compile information from national, state, and local regulatory databases listing specific properties where known or suspected adverse environmental conditions might exist. The search includes the Project Area and other properties within an eighth of a mile to a mile radius from the Project Area (based on type of regulatory database listing, Washington State Department of Transportation (WSDOT) guidance and ASTM standards). Based on the addition of approximately 800 feet to the southern portion of the Project Area during the project process, two EDR database reports were reviewed as part of the HazMat analysis. Appendix F contains the complete EDR reports, including executive summaries with the results of the database search, and maps showing the approximate locations of identified sites.

Environmental regulatory database listed-properties identified within areas of potential influence to the project were categorized based on their potential risk to the East Marginal Way Project. HWA utilized a risk category system based on WSDOT’s Guidance & Standard Methodology for WSDOT Hazardous Materials Discipline Reports (WSDOT, 2017). The follow risk categories were used to rank properties based on relative risk of adverse impacts to the Project Area.

- **No Impact:** These sites were eliminated from further consideration due to the nature or status of the database listing (e.g., no reported or suspected releases), media affected, or the distance and/or location of the property relative to the Project Area.

- **Low Impact:** These sites have a low likelihood to impact the Project Area because there was no evidence to suggest that ground water from the site of concern is impacted, or offsite migration of the contamination is not expected to impact the Project Area.

- **Moderate Impact:** These sites have a moderate likelihood to impact the Project Area because of the type or extent of contaminant, and/or ground water from the site of concern is impacted and has a reasonable potential to migrate to, and impact the Project Area, but there is no conclusive evidence.

- **High Impact:** These sites may be substantially contaminated and could create a major liability for SDOT either during construction or by acquiring all or a portion of the site. If the site has undergone a detailed investigation and a feasibility study, the impacts and remediation costs may be predicted. Nonetheless, the site is identified as a high impact site because of its potentially substantial impact or liability. In general, high impact sites are properties that may have large volumes of contaminated soil, ground water, or sediment, or may have multiple, complex types of contaminants that require special handling and disposal that is expensive to manage.
The EDR database searches identified approximately 1,000 regulatory-listed properties, some of which included one physical property that was identified on multiple regulatory databases or duplication of property listings due to overlap in the two database reports. Of these, the vast majority were considered to be no impact properties and were eliminated from further consideration. Thirty properties were evaluated further to prioritize the highest concerns to the Project. The 30 sites that were further evaluated are either located within the Project Area or are considered to be adjacent or in close proximity to the Project Area. HWA categorized these 30 properties as 15 low impact, 12 moderate impact, and three high impact properties. These sites are illustrated on Figure 3. These remaining low, moderate and high impact properties are discussed below (in the order identified in the EDR reports). Table 2, which summarizes the low, moderate, and high impact properties; estimated ground water depth in the vicinity of these properties; and proposed mitigation measures, is included below. Figure 3 depicts potential sites of concern. Copies of the EDR reports are included in Appendix F.
<table>
<thead>
<tr>
<th>Property Name and Address</th>
<th>EDR Map ID Code</th>
<th>Distance, Direction, and Relative Elevation</th>
<th>Relative Database Listings¹</th>
<th>Contaminants</th>
<th>Media</th>
<th>Status</th>
<th>Potential Risk to Project Area</th>
<th>Approximate Depth to Ground Water (ft bgs)</th>
<th>Potential Acquisition and/or Construction Impacts</th>
<th>Proposed Mitigation Measure²</th>
</tr>
</thead>
<tbody>
<tr>
<td>WA DOT South Atlantic St / S Atlantic St &amp; Alaskan Way</td>
<td>A1</td>
<td>Project Area</td>
<td>CSCSL</td>
<td>TPH-Dx &amp; PAHs</td>
<td>Soil &amp; ground water</td>
<td>Awaiting Cleanup</td>
<td>High</td>
<td>Not reported</td>
<td>Impacted soil and ground water during excavation</td>
<td>Soil and ground water sampling ahead of construction</td>
</tr>
<tr>
<td>USCG / 1519 Alaskan Way South</td>
<td>B5-B120</td>
<td>West-adjoining, same elevation</td>
<td>ERNS, RGA LUST, CSCSL, LUST, CSCSL-NFA, CA HAZNET, RCRA-NonGen, RCRA-LQG, ICR, UST, SEMS-ARCHIVE,</td>
<td>TPH-“other”</td>
<td>Soil</td>
<td>Cleanup Started &amp; NFA</td>
<td>Low</td>
<td>Not reported</td>
<td>Impacted soil during excavation</td>
<td>Visual and olfactory field screening of soils and ground water</td>
</tr>
<tr>
<td>US GSA /1555 Alaskan Way South</td>
<td>B121-B126</td>
<td>West-adjoining, same elevation</td>
<td>ICR, RGA LUST, RCRA-NonGen, VCP, CSCSL, LUST &amp; UST</td>
<td>Benzene, TPH-Dx/Gx/other, PAHs, metals, non-halogenated pesticides/solvents &amp; PCBs</td>
<td>Soil &amp; ground water</td>
<td>Cleanup Started</td>
<td>Moderate</td>
<td>Not reported</td>
<td>Impacted soil and ground water during excavation</td>
<td>Visual and olfactory field screening of soils and ground water</td>
</tr>
<tr>
<td>GATX / 1733 Alaskan Way South</td>
<td>C128-C134</td>
<td>West-adjoining, same elevation</td>
<td>RCRA-NonGen, CSCSL, ICR, FUELS Program, CSCSL-NFA, UST</td>
<td>Metals, non-halogenated solvents, TPH-“unspecified” &amp; PAH</td>
<td>Soil, ground water &amp; sediments</td>
<td>Cleanup Started (upland) &amp; Awaiting Cleanup (sediments)</td>
<td>Moderate</td>
<td>Not reported</td>
<td>Impacted soil and ground water during excavation</td>
<td>Visual and olfactory field screening of soils and ground water</td>
</tr>
<tr>
<td>Property Name and Address</td>
<td>EDR Map ID Code</td>
<td>Distance, Direction, and Relative Elevation</td>
<td>Relative Database Listings(^1)</td>
<td>Contaminants</td>
<td>Media</td>
<td>Status</td>
<td>Potential Risk to Project Area</td>
<td>Approximate Depth to Ground Water (ft bgs)</td>
<td>Potential Acquisition and/or Construction Impacts</td>
<td>Proposed Mitigation Measure(^2)</td>
</tr>
<tr>
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</tr>
<tr>
<td>2431 Terminal 30 / 2431 East Marginal Way South</td>
<td>E138-E156</td>
<td>West-adjoining, same elevation</td>
<td>ERNS, RGA LUST, RCRA-VSQG, UST &amp; ICR</td>
<td>TPH</td>
<td>Soil &amp; ground water</td>
<td>Not Reported</td>
<td>Moderate</td>
<td>Not reported</td>
<td>Impacted soil and ground water during excavation</td>
<td>Visual and olfactory field screening of soils and ground water</td>
</tr>
<tr>
<td>2715 Terminal 30 / 2715 East Marginal Way South</td>
<td>F158-F162</td>
<td>West-adjoining, same elevation</td>
<td>ERNS, RCRA-NonGen, CSCSL, LUST &amp; CSCSL-NFA</td>
<td>TPH-Dx/Gx/O, VOCs &amp; PAHs</td>
<td>Soil, ground water &amp; sediments</td>
<td>Cleanup Started &amp; NFA</td>
<td>Moderate &amp; High</td>
<td>8-14</td>
<td>Impacted soil and ground water during excavation</td>
<td>Soil and ground water sampling ahead of construction</td>
</tr>
<tr>
<td>Terminal 25 / 3225 East Marginal Way South</td>
<td>G163-G170</td>
<td>West-adjoining, same elevation</td>
<td>RGA LUST, LUST, UST, CSCSL-NFA, RCRA-NonGen &amp; ERNS</td>
<td>TPH-Gx &amp; BTEX</td>
<td>Soil &amp; ground water</td>
<td>NFA</td>
<td>Moderate</td>
<td>Not reported</td>
<td>Impacted soil and ground water during excavation</td>
<td>Visual and olfactory field screening of soils and ground water</td>
</tr>
<tr>
<td>East Marginal Way S Bridge Rehabilitation / E Marginal Way S at S Horton St</td>
<td>H172</td>
<td>Project Area</td>
<td>CSCSL</td>
<td>Arsenic, benzene, dioxin/dibenzofuran compounds &amp; PAHs</td>
<td>Soil</td>
<td>Awaiting Cleanup</td>
<td>High</td>
<td>Not reported</td>
<td>Impacted soil during excavation</td>
<td>Soil and ground water sampling ahead of construction</td>
</tr>
</tbody>
</table>
# TABLE 2
Sites with Potentially Adverse Environmental Conditions Based on Regulatory Database Searches
(Discussed in Order Identified in EDR Database Report)

<table>
<thead>
<tr>
<th>Property Name and Address</th>
<th>EDR Map ID Code</th>
<th>Distance, Direction, and Relative Elevation</th>
<th>Relative Database Listings</th>
<th>Contaminants</th>
<th>Media</th>
<th>Status</th>
<th>Potential Risk to Project Area</th>
<th>Approximate Depth to Ground Water (ft bgs)</th>
<th>Potential Acquisition and/or Construction Impacts</th>
<th>Proposed Mitigation Measure</th>
</tr>
</thead>
<tbody>
<tr>
<td>BEI / 3400 East Marginal Way South</td>
<td>I174-I176</td>
<td>150 feet east</td>
<td>SEMS-ARCHIVE, RCRA-NonGen, CSCSL-NFA, ERNS</td>
<td>Halogenated organics</td>
<td>Soil</td>
<td>NFA</td>
<td>Low</td>
<td>Not reported</td>
<td>Impacted soil and ground water during excavation</td>
<td>Visual and olfactory field screening of soils and ground water</td>
</tr>
<tr>
<td>Griffin / 4301 East Marginal Way South</td>
<td>M184-M190</td>
<td>West-adjoining, same elevation</td>
<td>RGA LUST, LUST, UST, CSCSL-NFA, RCRA-NonGen &amp; ICR</td>
<td>TPH, BTEX &amp; lead</td>
<td>Soil</td>
<td>NFA</td>
<td>Low</td>
<td>Not reported</td>
<td>Impacted soil and ground water during excavation</td>
<td>Visual and olfactory field screening of soils and ground water</td>
</tr>
<tr>
<td>Cascade Machinery / 4600 East Marginal Way South &amp; 21 South Nevada</td>
<td>N193, T212-T214 &amp; 219</td>
<td>East-adjoining, same elevation</td>
<td>RGA LUST, LUST, UST, ICR, CSCSL-NFA &amp; RCRA-NonGen</td>
<td>TPH-Gx &amp; waste oil</td>
<td>Soil &amp; ground water</td>
<td>NFA</td>
<td>Moderate</td>
<td>Not reported</td>
<td>Impacted soil and ground water during excavation</td>
<td>Visual and olfactory field screening of soils and ground water</td>
</tr>
<tr>
<td>Ponchos / 3685 Duwamish Avenue South</td>
<td>U217 &amp; U218</td>
<td>West-adjoining, same elevation</td>
<td>HSL, CSCSL &amp; VCP</td>
<td>HVOCs &amp; metals</td>
<td>Soil &amp; ground water</td>
<td>Cleanup Started</td>
<td>Moderate</td>
<td>Not reported</td>
<td>Impacted soil and ground water during excavation</td>
<td>Visual and olfactory field screening of soils and ground water</td>
</tr>
<tr>
<td>Property Name and Address</td>
<td>EDR Map ID Code</td>
<td>Distance, Direction, and Relative Elevation</td>
<td>Relative Database Listings¹</td>
<td>Contaminants</td>
<td>Media</td>
<td>Status</td>
<td>Potential Risk to Project Area</td>
<td>Approximate Depth to Ground Water (ft bgs)</td>
<td>Potential Acquisition and/or Construction Impacts</td>
<td>Proposed Mitigation Measure²</td>
</tr>
<tr>
<td>-------------------------------------------</td>
<td>----------------</td>
<td>--------------------------------------------</td>
<td>----------------------------</td>
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<td>-----------------------------------------------</td>
<td>---------------------------------</td>
</tr>
<tr>
<td>Terminal 106 NW / 3629 Duwamish Avenue South</td>
<td>AC28-AC291</td>
<td>West-adjoining, same elevation</td>
<td>RCRA-NonGen, CSCSL, LUST &amp; ICR</td>
<td>TPH, BTEX &amp; lead</td>
<td>Soil &amp; ground water</td>
<td>Cleanup Started</td>
<td>Low</td>
<td>Not reported</td>
<td>Impacted soil and ground water during excavation</td>
<td>Visual and olfactory field screening of soils and ground water</td>
</tr>
<tr>
<td>Chevron 4097 / 4525 Diagonal Avenue South</td>
<td>V220-V221</td>
<td>West-adjoining, same elevation</td>
<td>ICR, VCP, HSL &amp; CSCSL</td>
<td>Metals, non-halogenated solvents, “unspecified” TPH, PCBs &amp; PAHs</td>
<td>Soil, ground water, surface water &amp; sediments</td>
<td>Cleanup Started</td>
<td>Low</td>
<td>Not reported</td>
<td>Impacted soil and ground water during excavation</td>
<td>Visual and olfactory field screening of soils and ground water</td>
</tr>
<tr>
<td>Dragon Fly Forge / 3600 East Marginal Way</td>
<td>W223-W225</td>
<td>East-adjoining, same elevation</td>
<td>RCRA-NonGen, ERNS, HSL &amp; CSCSL</td>
<td>Arsenic &amp; trivalent chromium</td>
<td>Soil</td>
<td>Cleanup Started</td>
<td>Low</td>
<td>Less than 25</td>
<td>Impacted soil and ground water during excavation</td>
<td>Visual and olfactory field screening of soils and ground water</td>
</tr>
<tr>
<td>Crescent Foods / 25 South Hanford Street</td>
<td>Y231-Y234</td>
<td>East-adjoining, same elevation</td>
<td>ICR &amp; RGA LUST</td>
<td>“Petroleum Products”</td>
<td>Soil &amp; ground water</td>
<td>Not reported</td>
<td>Moderate</td>
<td>Not reported</td>
<td>Impacted soil and ground water during excavation</td>
<td>Visual and olfactory field screening of soils and ground water</td>
</tr>
</tbody>
</table>

¹ Relative Database Listings:
- CSCSL: Corrective Action Selection List
- LUST: List of Uncontrolled Soil and Groundwater
- ICR: Inactive Contaminated Response
- ERNS: Early Release Notice System

² Proposed Mitigation Measures:
- Visual and olfactory field screening of soils and ground water
- Impact assessments and remediation plans for identified contaminants
TABLE 2
Sites with Potentially Adverse Environmental Conditions Based on Regulatory Database Searches
(Discussed in Order Identified in EDR Database Report)

<table>
<thead>
<tr>
<th>Property Name and Address</th>
<th>EDR Map ID Code</th>
<th>Distance, Direction, and Relative Elevation</th>
<th>Relative Database Listings1</th>
<th>Contaminants</th>
<th>Media</th>
<th>Status</th>
<th>Potential Risk to Project Area</th>
<th>Approximate Depth to Ground Water (ft bgs)</th>
<th>Potential Acquisition and/or Construction Impacts</th>
<th>Proposed Mitigation Measure2</th>
</tr>
</thead>
<tbody>
<tr>
<td>Horton Shop</td>
<td>X259-X267</td>
<td>East-adjoining, same elevation</td>
<td>RGA LUST, UST, RCRA- VSOG, ERNS, LUST, CSCSL-NFA &amp; ICR</td>
<td>TPH-Gx/Dx, BTEX &amp; waste oil</td>
<td>Soil &amp; ground water</td>
<td>NFA</td>
<td>Moderate</td>
<td>Not reported</td>
<td>Impacted soil and ground water during excavation</td>
<td>Visual and olfactory field screening of soils and ground water</td>
</tr>
<tr>
<td>EMW Grade Separation / Duwamish Way S &amp; S Spokane St</td>
<td>AC269</td>
<td>400 feet west, same elevation</td>
<td>HSL &amp; CSCSL</td>
<td>TPH-O, PAHs &amp; arsenic</td>
<td>Soil &amp; ground water</td>
<td>Cleanup Started</td>
<td>Low</td>
<td>Not reported</td>
<td>Impacted soil and ground water during excavation</td>
<td>Visual and olfactory field screening of soils and ground water</td>
</tr>
<tr>
<td>MCE / 3670 East Marginal Way South</td>
<td>AD27-AD272</td>
<td>East-adjoining, same elevation</td>
<td>VCP, UST, CSCSL-NFA &amp; RCRA-NonGen</td>
<td>TPH-O, arsenic, lead, cadmium &amp; PCBs</td>
<td>Soil &amp; ground water</td>
<td>NFA</td>
<td>Low</td>
<td>Not reported</td>
<td>Impacted soil and ground water during excavation</td>
<td>Visual and olfactory field screening of soils and ground water</td>
</tr>
<tr>
<td>MC Terminals; 40 S Spokane St</td>
<td>AH284 &amp; AH285</td>
<td>400 feet east, same elevation</td>
<td>ICR &amp; CSCSL</td>
<td>Base/Neutral/Acid Organics, PAHs, &amp; halogenated organics</td>
<td>Soil, ground water</td>
<td>Awaiting Cleanup</td>
<td>Moderate</td>
<td>Not reported</td>
<td>Impacted soil and ground water during excavation</td>
<td>Visual and olfactory field screening of soils and ground water</td>
</tr>
<tr>
<td>Property Name and Address</td>
<td>EDR Map ID Code</td>
<td>Distance, Direction, and Relative Elevation</td>
<td>Relative Database Listings¹</td>
<td>Contaminants</td>
<td>Media</td>
<td>Status</td>
<td>Potential Risk to Project Area</td>
<td>Approximate Depth to Ground Water (ft bgs)</td>
<td>Potential Acquisition and/or Construction Impacts</td>
<td>Proposed Mitigation Measure²</td>
</tr>
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</tr>
<tr>
<td>Irish Foundry / 45 South Spokane St.</td>
<td>AI292-AI295</td>
<td>450 feet E, same elevation</td>
<td>VCP, CSCSL, ICR, RCRA-NonGen &amp; US BROWNFIELDSDS</td>
<td>Metals &amp; “unspecified” TPH</td>
<td>Soil &amp; ground water</td>
<td>Awaiting Cleanup</td>
<td>Low</td>
<td>Not reported</td>
<td>Impacted soil and ground water during excavation</td>
<td>Visual and olfactory field screening of soils and ground water</td>
</tr>
<tr>
<td>Coast Crane / 1531 Utah Ave South</td>
<td>AJ299-AJ303</td>
<td>250 feet E, same elevation</td>
<td>RGA LUST, HSL, CSCSL, LUST, UST, ICR &amp; RCRA-NonGen</td>
<td>TPH-Gx/Dx/O &amp; benzene</td>
<td>Soil &amp; ground water</td>
<td>Cleanup Started</td>
<td>Low</td>
<td>Not reported</td>
<td>Impacted soil and ground water during excavation</td>
<td>Visual and olfactory field screening of soils and ground water</td>
</tr>
<tr>
<td>ECD / 9 South Massachusetts</td>
<td>AN31-AN317</td>
<td>West-adjoining, same elevation</td>
<td>RCRA-NonGen, VCP, CSCSL, LUST &amp; UST</td>
<td>TPH-Gx &amp; halogenated organics</td>
<td>Soil &amp; surface water</td>
<td>Cleanup Started</td>
<td>Low</td>
<td>Not reported</td>
<td>Impacted soil and ground water during excavation</td>
<td>Visual and olfactory field screening of soils and ground water</td>
</tr>
<tr>
<td>Terminal 106 / 44 South Nevada Street</td>
<td>AL319-AL321</td>
<td>West-adjoining, same elevation</td>
<td>HSL, CSCSL, LUST, UST, RCRA-NonGen &amp; ICR</td>
<td>Benzene, lead &amp; TPH-Gx/other</td>
<td>Soil &amp; ground water</td>
<td>Cleanup Started</td>
<td>Low</td>
<td>Not reported</td>
<td>Impacted soil and ground water during excavation</td>
<td>Visual and olfactory field screening of soils and ground water</td>
</tr>
</tbody>
</table>
## TABLE 2
Sites with Potentially Adverse Environmental Conditions Based on Regulatory Database Searches
(Discussed in Order Identified in EDR Database Report)

<table>
<thead>
<tr>
<th>Property Name and Address</th>
<th>EDR Map ID Code</th>
<th>Distance, Direction, and Relative Elevation</th>
<th>Relative Database Listings(^1)</th>
<th>Contaminants</th>
<th>Media</th>
<th>Status</th>
<th>Potential Risk to Project Area</th>
<th>Approximate Depth to Ground Water (ft bgs)</th>
<th>Potential Acquisition and/or Construction Impacts</th>
<th>Proposed Mitigation Measure(^2)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Ash Grove / 3801 E Marginal Way</td>
<td>AP323 &amp; AP324</td>
<td>West-adjoining, same elevation</td>
<td>HSL, CSCSL, SEMS-ARCHIVE, RCRA-VSQG</td>
<td>Halogenated organics, metals, TPH &amp; PCBs</td>
<td>Soil, ground water &amp; air</td>
<td>Awaiting Cleanup</td>
<td>Moderate</td>
<td>Not reported</td>
<td>Impacted soil and ground water during excavation</td>
<td>Visual and olfactory field screening of soils and ground water</td>
</tr>
<tr>
<td>SR 519 St Improvement; Alaskan Way S</td>
<td>AS334</td>
<td>700 feet east, same elevation</td>
<td>CSCSL</td>
<td>Halogenated Organics, metals, “unspecified” TPH &amp; PAHs</td>
<td>Soil &amp; ground water</td>
<td>Awaiting Cleanup</td>
<td>Low</td>
<td>Not reported</td>
<td>Impacted soil and ground water during excavation</td>
<td>Visual and olfactory field screening of soils and ground water</td>
</tr>
<tr>
<td>Terminal 37 / 1201 Alaskan Way South</td>
<td>AS341-AS343</td>
<td>600+ feet north, same elevation</td>
<td>CSCSL, LUST, UST, RCRA-NonGen &amp; ICR</td>
<td>Benzene &amp; TPH-“other”</td>
<td>Soil &amp; ground water</td>
<td>Cleanup Started</td>
<td>Low</td>
<td>Not reported</td>
<td>Impacted soil and ground water during excavation</td>
<td>Visual and olfactory field screening of soils and ground water</td>
</tr>
<tr>
<td>Harbor Island Lead</td>
<td>512</td>
<td>¼ mile west, same elevation</td>
<td>NPL, SEMS, US ENGINEERING CONTROLS &amp; US INSTITUTIONAL CONTROLS</td>
<td>Lead &amp; “other contaminants” including but not limited to PCBs, metals, cPAHs &amp; tributyltin</td>
<td>Soil, ground water &amp; sediment</td>
<td>NPL Site</td>
<td>Low</td>
<td>Not reported</td>
<td>Impacted soil and ground water during excavation</td>
<td>Visual and olfactory field screening of soils and ground water</td>
</tr>
<tr>
<td>Property Name and Address</td>
<td>EDR Map ID Code</td>
<td>Distance, Direction, and Relative Elevation</td>
<td>Relative Database Listings(^1)</td>
<td>Contaminants</td>
<td>Media</td>
<td>Status</td>
<td>Potential Risk to Project Area</td>
<td>Approximate Depth to Ground Water (ft bgs)</td>
<td>Potential Acquisition and/or Construction Impacts</td>
<td>Proposed Mitigation Measure(^2)</td>
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</tr>
<tr>
<td>US ACE / 4735 East Marginal Way South</td>
<td>Z238-Z253</td>
<td>West-adjoining, same elevation</td>
<td>CSCSL, VCP, ERNS, ICR, RGA LUST, UST, RCRA-NonGen &amp; RGA HWS</td>
<td>TPHs, VOCs, HVOCs, cPAHs &amp; metals</td>
<td>Soil &amp; ground water</td>
<td>Cleanup started</td>
<td>Moderate</td>
<td>8-10</td>
<td>Impacted soil and ground water during excavation</td>
<td>Visual and olfactory field screening of soils and ground water</td>
</tr>
<tr>
<td>Perfection Smokery / 4660 East Marginal Way</td>
<td>Z235 &amp; AG279</td>
<td>East-adjoining, same elevation</td>
<td>RGA LUST, HSL, CSCSL, LUST, UST, ICR &amp; RGA HWS</td>
<td>Non-halogenated solvents &amp; TPH-Gx</td>
<td>Soil &amp; ground water</td>
<td>Cleanup Started</td>
<td>Moderate</td>
<td>7-8</td>
<td>Impacted soil and ground water during excavation</td>
<td>Visual and olfactory field screening of soils and ground water</td>
</tr>
</tbody>
</table>

\(^1\) See EDR report (Appendix F).

\(^2\) Details regarding recommended mitigation measures if suspect impacted soil and/or ground water encountered are discussed in Section 8.
WA DOT South Atlantic Street: South Atlantic Street and Alaskan Way South, Project Area (Facility Site ID 24025, Cleanup Site ID 12505). This site is included in Ecology’s Confirmed and Suspected Contaminated Sites List (CSCSL) due to discovery and investigations in 2013 and 2014 that identified the following contaminants at the property: polycyclic aromatic hydrocarbons (PAHs) confirmed above Model Toxic Control Act (MTCA) regulatory cleanup levels in soil and suspected in ground water, and diesel-range total petroleum hydrocarbons (TPH-Dx) suspected in ground water. According to an Ecology 2014 Initial Investigation document, an orphan 1,000-gallon heating oil UST was encountered during stormwater piping excavation activities along the Elliott Bay Trail near the Port of Seattle’s Terminal 46. Approximately 10 cubic yards of impacted soils were excavated but TPH-Dx (at 30,000 milligrams per kilogram [mg/kg]), oil-range TPH (TPH-O, at 24,000 mg/kg), naphthalene, and carcinogenic PAHs (cPAHs) above regulatory cleanup levels were left in place at approximately 10 feet bgs, the bottom of the excavation. Ground water was not investigated but impacts were considered to be likely.

Based on the location of the contamination identified at this property (i.e., within the Project Area), it is HWA’s opinion that the environmental contamination in soil and suspected in the ground water at this property have a high potential to impact the Project Area. HWA recommends sampling and analysis of soils and/or ground water (if encountered) prior to construction if excavation is to occur in the vicinity of this property.

1519 Alaskan Way South/US Coast Guard Pier 35/US Coast Guard Support FAC Pier 36/US CG Integrated Support Command Seattle/USCG Boutwell Whec719/Coast Guard Base Seattle/US Coast Guard Facility/USCG Support Center Seattle/USDOH CG Seattle Support Center (USGC): 1519 Alaskan Way South, west-adjoining property (Facility Site ID 68879649, Cleanup Site IDs 10181 and 10182). The USCG property is identified in the EDR report for several Ecology Emergency Response Notification System (ERNS) database listings. The ERNS database is a general tracking system utilized by Ecology for reporting releases of oil and hazardous substances. The ERNS reports for the USGS ISCS property are generally related to minor (less than five gallons) releases of hazardous materials (e.g., fuels, hydraulic oils, paints, sewage, etc.) to Elliot Bay from marine vessels, the paved or concrete ground surface, or into storm drain. The USGS property is also identified on Ecology’s CSCSL and CSCSL- No Further Action (NFA) databases with two separate cleanup site identification numbers, which can indicate that multiple releases have occurred at this property or that different locations of the property are considered to be separate regulated sites by Ecology. According to information provided in Ecology’s Cleanup Site Details (CSD) for the USCG property CSCSL-NFA listing, a leaking underground storage tank (LUST) at this property was reported to Ecology in 1992 and “petroleum other” impacts were noted to be above MTCA regulatory cleanup levels in soils. No information regarding the exact location of these impacts or remedial actions that may have occurred were identified in the CSD. The EDR database report indicates that the CSCSL listing for this property is also related to “petroleum-other” impacts above cleanup levels in soil but no other information regarding this CSCSL listing was identified.
Although the exact location of the environmental impacts at the USGS property are unknown, based on the inferred downgradient location of the USCG property relative to the Project Area and soil impacts only; it is HWA’s opinion the USGS property has a low likelihood to cause adverse environmental impacts to the Project Area. HWA recommends visual and olfactory field screening of soils and ground water (if encountered) during construction if excavation occurs in the vicinity of this property.

**US GSA Federal Warehouse/Alaskan Way/Federal Warehouse (US GSA):** 1555 Alaskan Way South, west-adjoining property (Facility Site ID 91231465, Cleanup Site ID 6842). According to Ecology’s UST database available online, the US GSA property had a 1,000-gallon unleaded gasoline UST that was removed from the property in 1996. An 8,300-gallon heating oil UST and another UST with unreported capacity or contents were both noted to have a status of “exempt.” It is unknown if these exempt USTs still remain on this property. Ecology’s CSD of the property indicates that soil and ground water contamination associated with LUSTs were reported to Ecology in 1998. Contamination has been identified as the following: benzene, TPH-Dx, gasoline-range TPH (TPH-Gx) and TPH-“other” confirmed above regulatory cleanup levels in soil and ground water; PAHs confirmed above cleanup levels in soil and suspected in ground water; and metals, non-halogenated pesticides, and PCBs suspected in ground water. No Ecology site documents regarding the contamination identified at this property are available online.

Based on the unknown location of the soil and ground water impacts at this adjoining property; it is HWA’s opinion the US GSA property has a moderate likelihood to cause adverse environmental impacts to the Project Area. HWA recommends visual and olfactory field screening of soils and ground water (if encountered) during construction if excavation occurs in the vicinity of this property.

**First Recovery Seattle/GATX Facility (GATX)/GATX Facility Pier 34/General Transport Co.:** 1733/1733A Alaskan Way South, west-adjoining property (Facility Site ID 2523, Cleanup Site ID 2543). According to Ecology’s CSD, the GATX property was reportedly a tank storage terminal that has contamination consisting of priority pollutant metals, non-halogenated solvents, unspecified petroleum products, and PAHs that were confirmed above cleanup levels in the soil and ground water and were suspected in sediments at this property. No Ecology site documents regarding this contamination are available online.

Based on the unknown location of the contamination identified and the media impacted (soil and ground water); it is HWA’s opinion the GATX property has a moderate likelihood to cause adverse environmental impacts to the Project Area. HWA recommends visual and olfactory field screening of soils and ground water (if encountered) during construction if excavation occurs in the vicinity of this property.
Port of Seattle Terminal 30/SSA Terminals Seattle LLC/Terminal 30/2431 East Marginal Way South (2431 Terminal 30), 2431 East Marginal Way South, west-adjoining property (Facility Site ID 2055, UST Site ID 6267). According to Ecology’s UST database available online, the 2431 Terminal 30 property had a 5,000-gallon waste oil UST that was closed in place in 2009; and a 1,000-gallon leaded gasoline UST, two approximately 100 to 1,100-gallon waste oil USTs, and a 650-gallon heating oil UST that were all removed from the property in 1996. Ecology’s Independent Cleanup Report (ICR) database notes Interim Cleanup Reports regarding petroleum contamination to soil and ground water from tanks were received by Ecology in May and December 1992, June 1993, July 1995, and January 1996. No Ecology site documents regarding the contamination identified at the 2431 East Marginal Way South address are available online. However, several other environmental database listings with online Ecology documents available for review were identified for a property identified as Terminal 30 but addressed at 2715 East Marginal Way (see discussion of next property below).

Based on the unknown location of the soil and ground water impacts identified at the 2431 Terminal 30 property; it is HWA’s opinion this property has a moderate likelihood to cause adverse environmental impacts to the Project Area. HWA recommends visual and olfactory field screening of soils and ground water (if encountered) during construction if excavation occurs in the vicinity of this property.

2715 East Marginal Way/Crowley Marine Services Inc./Port of Seattle Terminal 30 (2715 Terminal 30), 2715 East Marginal Way South, west-adjoining property (Facility Site ID 2055, Cleanup Site IDs 4394, 9657, and 9658). According to Ecology’s CSD and an Ecology April 2019 Site Status for the property, the 2715 Terminal 30 property is an approximately 33.9-acre property with approximately 11 acres in the northern portion of the property that is considered the “cleanup Site.” The 2715 Terminal 30 property was a Chevron Bulk fuel terminal from approximately 1905 to 1984 with a variety of purposes including a lumber yard, machine shop, and a shipyard. The property has been utilized as a Port of Seattle container facility since 1985. Remediation of the property began in the 1980s and contaminants identified as TPH-Gx, TPH-Dx, TPH-O, volatile organic compound (VOCs) including benzene, toluene, ethylbenzenes and xylenes (BTEX), and PAHs have been confirmed above cleanup levels in soil, ground water, and/or sediments, and are suspected in surface water at the property. PCBs and metals are also confirmed above cleanup levels in the sediments at this property. From review of a 2015 Cleanup Action Plan, 2016 (Revised from 2013) Remedial Investigation/Feasibly Study, and a December 2018 Engineering Design Report, a recovery system was installed on the 2715 Terminal 30 property in the early 1990s which removed over 171,000 gallons of petroleum product from ground water. In 2007 more than 24,000 cubic yards of petroleum impacted soil was excavated and disposed of offsite. Various other actions including capping the site, installation of over 100 monitoring and recovery wells, oxygen release compound injections, installation of a sheet pile wall, and continued monitoring have also occurred at the 2715 Terminal 30 property. Although the extent of petroleum contamination is noted to have been “significantly reduced,” soil and ground water impacts above cleanup levels
remain at this site. The extent of soil and ground water contamination at this property extends from the vicinity of the LDW into the western ROW of East Marginal Way South. Ground water depths are noted to be between eight to 14 feet bgs with flow to the west, toward the Duwamish Waterway, with notation that ground water flow is strongly influenced by tidal fluctuations and man-made structures. This property is identified on both the CSCSL and CSCSL-NFA databases. From review of two 2012 NFA letters for the property, the NFAs issued for this property appear to be associated with two separate LUSTs and are not for the overall 2715 Terminal 30 property.

Based on the large magnitude of contamination impacts, and location of soil and ground water contamination identified within Project Area; it is HWA’s opinion that the environmental impacts at the 2715 Terminal 30 property that extend into the western ROW of East Marginal Way have a high potential to impact the Project Area while other impacts at this property have a moderate potential to impact the Project Area. HWA recommends sampling and analysis of soils and/or ground water (if encountered) prior to construction in the vicinity of the high impact area of this property and visual and olfactory field screening of soils and ground water (if encountered) during construction if excavation occurs in the vicinity of other portions of this property.

Terminal 25/Matson Terminal 25 (Terminal 25), 3225 East Marginal Way South, west-adjoining property (Facility Site ID 38379351, Cleanup Site ID 8972). Information from Ecology’s CSD and a 2012 NFA letter indicate that the Terminal 25 property had a LUST that was reported to Ecology in 1989 with TPH-Gx and BTEX impacts to both soil and ground water. An independent cleanup action was performed (date and type of remedial action not identified) that remediated contaminants of concern (COCs) in soil and ground water to below cleanup levels. The location of these impacts was not identified in the documents available for review. From review of King County tax assessor parcel maps and Ecology’s mapping feature, the Terminal 25 property address is located on the south portion of the 2715 Terminal 30 property discussed above.

Based on the unknown location of the soil and ground water impacts identified at the Terminal 25 property; it is HWA’s opinion this property has a moderate likelihood to cause adverse environmental impacts to the Project Area. HWA recommends visual and olfactory field screening of soils and ground water (if encountered) during construction if excavation occurs in the vicinity of this property.

East Marginal Way South Bridge Rehabilitation, East Marginal Way South at South Horton Street, potentially Project Area (Facility Site ID 20793, Cleanup Site ID 12027). According to Ecology’s CSD, this site is included in Ecology’s CSCSL due to discovery and investigation in 2011 that identified the following contaminants: arsenic, benzene, dioxin/dibenzofuran compounds, and PAHs confirmed above cleanup levels in soil. No Ecology documents
regarding the contamination at this property are available online. Ecology’s mapping tool indicates that this site is either located immediately adjacent to or within the Project Area.

Based on the location of this property (possibly within the Project Area); it is HWA’s opinion this property has a high likelihood to cause adverse environmental impacts to the Project Area. HWA recommends sampling and analysis of soils and/or ground water (if encountered) prior to construction where excavation is to occur in the vicinity of this property.

**Crowley Environmental Services Corp/BEI Chempro Field Sves PS (BEI):** 3400 East Marginal Way South, 150 feet east of western leg of East Marginal Way and east-adjoining property to eastern leg of East Marginal Way (Facility Site ID 2114, Cleanup Site ID 84). According to Ecology’s CSD, this site has halogenated organics suspected in soils. No Ecology site documents regarding the contamination identified at this property are available online for review.

Based on the distance and unconfirmed soil impacts (suspected only); it is HWA’s opinion this property has a low likelihood to cause adverse environmental impacts to the Project Area. HWA recommends visual and olfactory field screening of soils and ground water (if encountered) during construction if excavation occurs in the vicinity of this property.

**Griffin Envelope Inc./Gunning John (Griffin),** 4301 East Marginal Way South and 21 South Nevada, west-adjoining property (Facility Site ID 79931991, UST Site ID 10580). According to a 1992 UST Site Check and Site Assessment report and Ecology 2016 Site Hazard Assessment (SHA) and NFA letter, Griffin property had six 300 to 1,000-gallon heating oil USTs and three 1,000 to 2,000-gallon gasoline USTs that were all removed in 1991 and 1992. Five of these USTs were located on the north side of the existing building, two were located on the west side of the building, and the location of the remaining two USTs was not identified. Exact locations of the USTs were not identified. After removal of these USTs, two rounds of cleanup excavation were conducted, after which all confirmation soil samples were below MTCA Method A cleanup levels for TPH, BTEX and lead. Ground water was not encountered in the UST excavations. Ecology concluded that the Griffin property no longer posed a threat to human health and issued and NFA for the site in 2016.

Based on the media impacted (soil only) with no remaining impacts exceeding cleanup levels; it is HWA’s opinion this property has a low likelihood to cause adverse environmental impacts to the Project Area. HWA recommends visual and olfactory field screening of soils and ground water (if encountered) during construction if excavation occurs in the vicinity of this property.

**Cascade Machinery/Cascade Machinery & Electric Inc.:** 4600 East Marginal Way South, east-adjoining property (Facility Site ID 23858669, Cleanup Site ID 8397). According to Ecology’s CSD and a 2011 NFA letter, this site has TPH-Gx, TPH-O and benzene impacts to soil from a LUST. The LUST was reported to Ecology in 1990 and by 2002 soils were
remediated to below cleanup levels. The CSD does not indicate impacts to ground water but the NFA letter notes that ground water was affected. No information regarding the number of LUSTs (single or multiple), location or extent of impacts, or soil/ground water COC concentrations were identified in the documents available for review. Based on a review of historical Sanborn Fire Insurance Maps (see Section 3.4), a “gasoline tank” was identified in the vicinity of this property and adjacent to the Project Area. However, it is unknown if this Sanborn identified tank was associated with the Cascade Machinery LUST impacts.

Based on the unknown location and extent of impacts to soil, and possibly ground water; it is HWA’s opinion the Cascade Machinery property has a moderate likelihood to cause adverse environmental impacts to the Project Area. HWA recommends sampling and analysis of soils and/or ground water (if encountered) prior to construction if excavation is to occur in the vicinity of this property.

**Ponchos Legacy Property (Poncho)**, 3685 Duwamish Avenue South, west-adjoining property (Facility Site ID 8613035, Cleanup Site ID 3221). According to Ecology CSD and 2015 SHA, the Poncho property was formerly an iron works and manufacturing facility, followed by a rubber belt manufacturing facility, and is currently a vacant property owned by the Port of Seattle. As part of the East Marginal Way Grade Separation Project, soil and ground water samples were collected from this property from 2005 to 2007 with analysis for TPHs, VOCs, metals, PCBs and PAHs. Soil samples indicated that cPAHs (at two feet bgs) and trichloroethylene (TCE, depth not noted) concentrations were above MTCA Method A cleanup levels in soils. Arsenic, total chromium, lead, and TCE were also detected above MTCA Method A cleanup levels in ground water. In 2007 potassium permanganate solution was injected into shallow ground water via direct-push probes and subsequent quarterly ground water monitoring indicated that arsenic and TCE were still above cleanup levels in 2008. The SHA notes that the 2008 data is the most recent data available for review in Ecology’s files. The ground water impacts above cleanup levels were detected in wells located approximately 300 feet from the west ROW of East Marginal Way South and 160 feet west of the East Marginal Way South offramp from the West Seattle Bridge. Ground water is located at approximately 4.5 to nine feet bgs with a ground water flow to the south or southwest.

Based on the distance and cross-gradient location of impacts to soil and ground water above cleanup levels; it is HWA’s opinion this property has a moderate likelihood to cause adverse environmental impacts to the Project Area. HWA recommends visual and olfactory field screening of soils and ground water (if encountered) during construction if excavation occurs in the vicinity of this property.

**Seattle Port Terminal 104/Direct Container Line/Port of Seattle Terminal 106 NW (Terminal 106 NW)**: 3629 Duwamish Avenue South, west-adjoining property (Facility Site ID 2313, Cleanup Site IDs 1825 and 7817). Ecology’s CSD and 2015 SHA reports for each cleanup site ID indicate that this property is a former cargo and shipping terminal that is currently...
occupied by a warehouse utilized for storage, assembly, and product (exact type not specified) production. Cleanup Site ID 1825 is related to lead dust identified in the southwest corner of the parcel, and Cleanup Site ID 7817 is related to a LUST that was removed from the western portion of this property. During the early 1990s, assessments of this property identified lead above regulatory cleanup levels in the soil from airborne dust particles. These impacted soils were located over 1,000 feet from the Project Area and were remediated via excavation and revisions to workplace practices to reduce airborne dust. In 1991, a 3,000-gallon gasoline UST was removed from the vicinity of the southwest corner of the existing building on the property, over 1,000 feet from the Project Area. Soil samples collected from the excavation identified “petroleum hydrocarbons” above the MTCA Method A cleanup level at approximately eight to 10 feet bgs with ground water encountered at approximately nine feet bgs. Petroleum impacted soils were excavated but some TPH-Gx impacted soil was left in place due to the existing building. Subsequent to excavation, monitoring wells were installed and TPH-Gx and BTEX impacts above cleanup levels were identified in soils and ground water. The SHA notes that the Port of Seattle implied a remediation of natural attenuation for the LUST impacts and has not provided Ecology with information about the contamination on this property since 1995. Ground water flow is noted to be to the northwest toward the Duwamish River.

Based on the distance and downgradient location of the impacts to soil and ground water at this property relative to the Project Area; it is HWA’s opinion that the Terminal 106 NW property has a low likelihood to cause adverse environmental impacts to the Project Area. HWA recommends visual and olfactory field screening of soils and ground water (if encountered) during construction if excavation occurs in the vicinity of this property.

**Chevron #4097/Chevron Seattle Terminal 4097 (Chevron 4097):** 4525 Diagonal Avenue South, west-adjoining property (Facility Site ID 2344, Cleanup Site ID 2132). According to a 2016 Ecology SHA, Chevron 4097 property consists of two parcels, an eastern parcel adjacent to the Project Area and a western parcel approximately 1,000 feet west of the Project Area. The eastern parcel was utilized to stockpile petroleum-impacted soils and gas station equipment from 1984 to 1992. The northwestern portion of the property was also utilized for land-farming petroleum-impacted soils and as a disposal pit to treat PCB impacted sediments. Land farmed soils were reportedly removed from the property in the early 1990s. Five thousand cubic yards of soil/fill material was excavated, and additional soil excavations occurred during the early 2000s. Soil and ground water investigations/monitoring conducted on the northwest and western portions of the property during the early 2000s to 2015 indicated impacts of TPHs, metals, PCBs, and PAHs above cleanup levels in soil and sediments. The SHA did not identify any impacts to the one monitoring well on the eastern portion of the property or include details regarding other potential investigations/contamination that may have occurred on the eastern parcel. Ground water is located at approximately 10 feet bgs and has tidally influenced flow from the adjacent west LDW.
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Based on the distance and downgradient location of impacts identified on this property relative to the Project Area; it is HWA’s opinion that the Chevron 4097 property has a low likelihood to cause adverse environmental impacts to the Project Area. HWA recommends visual and olfactory field screening of soils and ground water (if encountered) during construction if excavation occurs in the vicinity of this property.

**Alaskan Copper Works Seattle/3600 East Marginal Way South/Dragon Fly Forge (Dragon Fly Forge):** 3600 East Marginal Way South, adjacent to east leg of East Marginal Way South and 100 feet east of the west leg (Facility Site ID 11415, Cleanup Site ID 1404). According to Ecology’s CSD and a 2015 SHA, the Dragon Fly Forge property was an “metal servicing facility” until 1992 (exact duration not noted). During the closure of a 2,800-gallon “passivation tank” a release from the tank was identified. Soil samples from the vicinity of the tank were analyzed with two samples having arsenic and/or trivalent chromium above cleanup levels. The location of this tank and the associated soil samples were approximately 120 feet east of the eastern leg of East Marginal Way South. The SHA notes that no reports regarding any further action or remediation activities at the Site were available for review in Ecology's files. The SHA also notes that ground water was not encountered during soil sampling and is expected to be at depths of less than 25 feet bgs with an inferred ground water flow to the west.

Based on the distance of impacts to soil with no ground water impacts identified; it is HWA’s opinion the Dragon Fly Forge property has a low likelihood to cause adverse environmental impacts to the Project Area. HWA recommends visual and olfactory field screening of soils and ground water (if encountered) during construction if excavation occurs in the vicinity of this property.

**Crescent Foods:** 25 South Hanford Street, east-adjoining property to eastern leg of East Marginal Way South and 130 feet east of western leg (No Facility Site ID or Cleanup Site ID). According the EDR database report, this site has “petroleum product” impacts to soil and ground water from a 1990s LUST. No Ecology site documents regarding the contamination identified at this property are available online.

Based on the upgradient location of this property relative to the Project Area and impacts identified (soil and ground water); it is HWA’s opinion this property has a moderate likelihood to cause adverse environmental impacts to the Project Area. HWA recommends visual and olfactory field screening of soils and ground water (if encountered) during construction if excavation occurs in the vicinity of this property.

**Horton Maintenance Shop/Port of Seattle/Seattle Port Seaport Maintenance/25 South Horton/Port of Seattle Horton Street (Horton Shop):** 25 South Horton Street, east-adjoining property to eastern leg of East Marginal Way South and 100 feet east of western leg (Facility Site ID 77424421, Cleanup Site ID 10484). According to Ecology CSD and a 2012 NFA letter, the Horton Shop property has TPH-Gx, TPH-Dx, BTEX, and waste oil impacts to soil and ground water above cleanup levels from a LUST that was reported to Ecology in 1990. No
information regarding the location of the impacts or remedial actions that may have occurred were noted in the Ecology online documents.

Based on the upgradient location of the Horton Shop property and soil and ground water with remaining impacts above cleanup levels; it is HWA’s opinion this property has a moderate likelihood to cause adverse environmental impacts to the Project Area. HWA recommends visual and olfactory field screening of soils and ground water (if encountered) during construction if excavation occurs in the vicinity of this property.

**East Marginal Way Grade Separation Project ROW (EMW Grade Separation):** Duwamish Way South and South Spokane Street, 400 feet west (Facility Site ID 8257245, Cleanup Site ID 4105). This site is included in Ecology’s CSCSL due to a 2007 discovery of the following contaminants: TPH-O confirmed above cleanup levels in soil and ground water, PAHs confirmed above regulatory cleanup levels in ground water but below the cleanup levels in soil, and arsenic below cleanup levels in soil and ground water. According to a 2015 Ecology SHA, this site is a former street ROW and marine terminal that is located approximately 400 feet west of the Project Area. Remedial activities including oxygen reducing compound injections, ground water monitoring, and unconfirmed contaminated soil excavation with some petroleum impacted soils remaining have occurred at this site. As of 2008, TPH-Gx, TPH-O, and xylene concentrations in ground water at this site were either below cleanup levels or not detected. Ground water flow at this site was inferred to be toward the east (based on topography).

Based on the distance of this site relative to the Project Area and the environmental impacts identified; it is HWA’s opinion that the EMW Grade Separation site has a low likelihood to cause adverse environmental impacts to the Project Area. HWA recommends visual and olfactory field screening of soils and ground water (if encountered) during construction if excavation occurs in this vicinity.

**MCE Technologies Inc. (MCE):** 3670 East Marginal Way South, east-adjoining property to eastern leg of East Marginal Way South and 200 feet east of western leg (Facility Site ID 97358381, Cleanup Site ID 1685). According a 2014 Compliance Groundwater Monitoring Report and a 2016 NFA letter, the MCE property was occupied by a sheet metal facility until the 1960s followed by a heavy machine manufacturing company from the 1960s until 2001. Environmental investigations in the 1990s to 2007 identified TPH-O, arsenic, lead, cadmium, and PCBs above cleanup levels in soil and ground water. Impacted soils were noted at depths of two to eight feet bgs with source areas located over 400 feet east of the Project Area. Remedial excavations were conducted, and confirmation soil samples indicated that impacted soils had been removed with no COCs above cleanup levels remaining. Subsequent compliance ground water monitoring indicated that COCs in ground water were either not detected or detected at concentrations below cleanup levels, with COCs not detected in the two monitoring wells closest to (approximately 50 feet east of) the Project Area. In 2008, the site was redeveloped and a 2,000-gallon heating oil UST was identified near the southwest corner of the former building. A
small excavation appears to have occurred in the vicinity of the heating oil UST but specific details regarding the excavation were not identified. The heating oil UST excavation was approximately 120 feet east of the east leg of East Marginal Way South and subsequent ground water monitoring of a well in between this removed UST and the Project Area did not detect any COCs. Ground water was noted to be at depths of seven to 18 feet bgs with a measured ground water flow direction to the southwest. Ecology issued an NFA status for the property in 2016.

Based on the remedial actions, NFA status, and no detections of COCs in monitoring wells closest to the Project Area; it is HWA’s opinion the MCE property has a low likelihood to cause adverse environmental impacts to the Project Area. HWA recommends visual and olfactory field screening of soils and ground water (if encountered) during construction if excavation occurs in the vicinity of this property.

**MC Terminals:** 40 South Spokane Street, 350 feet east of the east leg of East Marginal Way South and 450 feet east of the west leg of East Marginal Way South (Facility Site ID 2372, Cleanup Site ID 3157). According to Ecology CSD, this site is included in Ecology’s CSCSL due to discovery in 1991 that noted the following contaminants: halogenated organics confirmed above regulatory cleanup levels in ground water and suspected in soil; and base/neutral/acid organics and PAHs suspected in ground water and soil. No Ecology site documents regarding the contamination identified at this property are available online.

Based on the upgradient location of this property relative to the Project Area and the contaminants confirmed above cleanup levels in ground water; it is HWA’s opinion that the MC Terminals property has a moderate likelihood to cause adverse environmental impacts to the Project Area. HWA recommends visual and olfactory field screening of soils and ground water (if encountered) during construction if excavation occurs in the vicinity of this property.

**Irish Foundry/Nelson Iron Works (Irish Foundry):** 45 South Spokane Street, 425 feet east of east leg of East Marginal Way South and 560 feet east of west leg of East Marginal Way South (Facility Site ID 2417, Cleanup Site ID 3274). According to Ecology’s CSD and a 2004 Further Action letter, this site is included in Ecology’s CSCSL due to a 1992 discovery of contamination at the property (source not identified). COCs at this property are identified as “unspecified” TPH confirmed above cleanup levels in soil and suspected in ground water. Priority pollutant metals are also suspected in the soil and ground water. According to the 2004 Further Action letter, delineation of the contaminant plume followed by pumping and treating ground water from an existing sump were advised. No specific details regarding the type of TPH impacts, location of contamination, or remedial actions taken (if any) were included in this letter. No other Ecology site documents regarding the contamination identified at this property are available online.

Based on the distance of this property relative to the Project Area and the contaminants identified; it is HWA’s opinion that the Irish Foundry property has a low likelihood to cause adverse environmental impacts to the Project Area. HWA recommends visual and olfactory field screening of soils and ground water (if encountered) during construction if excavation occurs in the vicinity of this property.
screening of soils and ground water (if encountered) during construction if excavation occurs in the vicinity of this property.

**Coast Crane Company of WA (Coast Crane):** 1531 Utah Avenue South, 250 feet east (Facility Site ID 17535113, Cleanup Site ID 8173). According to Ecology CSD, a 2004 Phase I ESA, and an Ecology 2013 SHA, the Coast Crane property had five 100 to 1,100-gallon USTs containing unleaded gasoline, leaded gasoline or waste oil that were removed from the property in 1996. Two waste oil aboveground storage tanks (ASTs), with 150 and 4,000-gallon capacities, were also removed from the property in 1989. The closest of these ASTs/USTs was the 4,000-gallon waste oil AST, which was located approximately 450 feet east of the Project Area. The Coast Crane property reportedly had soil and ground water contamination associated with LUSTs that were reported to Ecology in early 1989. Releases of TPH-Gx, TPH-Dx, TPH-O, and benzene to the soil and/or ground water were identified in 1988. Various remedial excavations and ground water monitoring were conducted in the vicinity of the removed USTs/ASTs. The most recent ground water report, dating from 1999, indicated a ground water monitoring well on this property that is closest to the Project Area had a TPH-Gx concentration of 54 micrograms per liter ($\mu g/L$), below the current cleanup level of 800 $\mu g/L$. This property has since been redeveloped and the Ecology SHA indicates that the redevelopment included subgrade parking, and affected soils were presumably removed during redevelopment.

Based on the distance of this property relative to the Project Area, the minimal ground water impacts identified in the monitoring well closest to the Project Area, and the Ecology opinion that redevelopment of this property with subgrade parking has likely remediated impacted soils; it is HWA’s opinion that the Coast Crane property has a low likelihood to cause adverse environmental impacts to the Project Area. HWA recommends visual and olfactory field screening of soils and ground water (if encountered) during construction if excavation occurs in the vicinity of this property.

**Emerald City Disposal Massachusetts/Emerald City Disposal (ECD):** 9 South Massachusetts, 350 feet west (Facility Site ID 82766892, Cleanup Site ID 6717). According to Ecology CSD, the ECD property has TPH-Gx confirmed above cleanup levels in soil and halogenated organics below cleanup levels in the soil but above cleanup levels in surface water. A LUST from this property was reported to Ecology in 1998 and cleanup at this property has reportedly started. Ecology’s mapping tool indicates that this site is located on a tax parcel that according to King County tax assessor records is addressed at 1519 Alaskan Way South, which is the same address as the USCG property identified on several regulatory databases and discussed above. No Ecology site documents regarding the contamination identified at the ECD property are available online.

Based on the distance and downgradient location of this property relative to the Project; it is HWA’s opinion that the ECD property has a low likelihood to cause adverse environmental impacts to the Project Area. HWA recommends visual and olfactory field screening of soils and
ground water (if encountered) during construction if excavation occurs in the vicinity of this property.

Seattle Port Term 106E/Port of Seattle/Port of Seattle Terminal #106 NW (Terminal 106): 44 South Nevada Street, west-adjoining property (Facility Site ID 8781589, Cleanup Site ID 7816). According to Ecology’s UST database, the Terminal 106 property reportedly had a 2,000-gallon heating oil UST, 2,000 and 3,000-gallon unleaded gasoline USTs, a 1,000-gallon leaded gasoline UST, and a 5,000-gallon diesel UST that were either closed in place or removed from the property in 1996. Ecology’s CSD and LUST databases indicate this property has benzene confirmed above the cleanup level in ground water and remediated below the cleanup level in soil; lead above the cleanup level in soil; TPH-Gx above cleanup levels in soil and ground water, and TPH-“other” above the cleanup level in ground water but remediated to concentrations below the cleanup level in soil. According to a 2015 Ecology SHA, the closest of the Terminal 106 USTs was located approximately 150 feet west of the Project Area. No information regarding soil or ground water sampling in the vicinity of this closest UST was included in the SHA. The SHA indicates that the contamination identified at this property is located on the northwest and western extents of this property, over 700 feet west of the Project Area.

Based on the distance and downgradient locations of the closest UST and contamination identified on this property relative to the Project Area; it is HWA’s opinion that the Terminal 106 property has a low likelihood to cause adverse environmental impacts to the Project Area. HWA recommends visual and olfactory field screening of soils and ground water (if encountered) during construction if excavation occurs in the vicinity of this property.

Ash Grove Cement/Lone Star Industries, Inc. (Ash Grove): 3801 East Marginal Way South, west-adjoining property (Facility Site ID 2142, Cleanup Site ID 18, Superfund Enterprise Management System (SEMS) Site ID 1000618 and Environmental Protection Agency (EPA) ID WAD009249616). According to the EDR report, the Ash Grove property is identified on the SEMS-Archive database but does not qualify for the Superfund National Priority List (NPL) “based on existing information.” A search of the EPA SEMS Search database did not identify the Ash Grove property or the associated address as a listed facility. Ecology’s CSD notes an NFA was issued for this property in 1998 but the site was reopened in 2012. According to a 2015 Ash Grove SHA Response Letter (addressed to Ecology from Ash Grove Cement) and a 2016 Ecology SHA, the Ash Grove property has been utilized as a cement manufacturing facility since 1920 and has several known and suspected prior releases from USTs, chemical spills, PCB-containing transformers/equipment, and historic wastewater handling practices. As of the 2016 SHA, no confirmed releases to soil or ground water had been reported but halogenated organics, metals, TPHs, and PCBs were suspected to be present in the soil and/or ground water. The SHA also notes that Ash Grove has several violations on record relating to fugitive dust and air emissions from the facility. No other Ecology site documents regarding the contamination identified at this property are available online.
Although no confirmed releases to soil or ground water have been reported for this property, based on the use of the property as a cement manufacturing facility since 1920, the suspected contamination identified at this property, and the notation of several violations on record relating to dust and air emissions; it is HWA’s opinion that the Ash Grove property has a moderate likelihood to cause adverse environmental impacts to the Project Area. HWA recommends visual and olfactory field screening of soils and ground water (if encountered) during construction if excavation occurs in the vicinity of this property.

**SR 519 Street Improvement:** Alaskan Way South, 700 feet east (Facility Site ID 8748379, Cleanup Site ID 4141). Ecology’s CSD indicates this site is included in Ecology’s CSCSL due to discovery and investigations in 2003-2004 that noted the following contaminants at the site: halogenated organics confirmed above cleanup levels in soil; metals above cleanup levels in soil and ground water; “unspecified” TPH above cleanup levels in soil and suspected in ground water; and PAHs above cleanup levels in soil and below cleanup levels in ground water. No Ecology site documents regarding the contamination identified at this site are available online. The Ecology CSD indicates that an alternate name for this site is the SR 519 Intermodal Access Project. From online research of this name, it appears that the SR 519 Intermodal Access Project involved building a westbound off-ramp from Interstate 90 and Interstate 5 to the South Atlantic Street overpass, a pedestrian bridge over railroad tracks on South Royal Brougham Way, and improvements to the First Avenue South and South Atlantic Street intersection. These areas of construction are at distances of 700 feet or more east of the Project Area.

Based on location/distances of construction identified for the SR 519 Street Improvement (alternate name on record with Ecology); it is HWA’s opinion that the SR 519 Street Improvement site has a low likelihood to cause adverse environmental impacts to the Project Area. HWA recommends visual and olfactory field screening of soils and ground water (if encountered) during construction if excavation occurs in this vicinity.

**Terminal 37/Stevedoring Svs of America Terminal 37 Port (Terminal 37):** 1201 Alaskan Way South, 600 feet north (Facility Site ID 41668943, Cleanup Site ID 9056). According to Ecology’s UST database, the Terminal 37 property reportedly had three unleaded gasoline and/or diesel USTs ranging in size from approximately 5,000 to 10,000-gallons that were removed from the property in 1996. In addition, this property has one 500-gallon waste oil UST that was closed in place on the property in 1996. Ecology’s CSD for the property indicates that soil and ground water contamination associated with LUSTs were reported to Ecology in the early 1990s. TPH- “other” and benzene have been confirmed above regulatory cleanup levels in soil and ground water at Terminal 37. No Ecology site documents regarding the contamination identified at this property are available online.

It should be noted that according to King County assessor, the 1201 Alaskan Way South address is an approximately 1,153 square-foot tax King County Waste Water tax parcel that is approximately 600 feet north of the northernmost portion of the Project Area.
Based on the likely distance of the Terminal 37 property from the Project Area; it is HWA’s opinion that the Terminal 37 property has a low likelihood to cause adverse environmental impacts to the Project Area. HWA recommends visual and olfactory field screening of soils and ground water (if encountered) during construction if excavation occurs in the vicinity of this property.

**Harbor Island (Lead):** Mouth of the Duwamish River, ¼ mile west (SEMS Site ID 1000949 and EPA ID WAD980722839). According to information obtained from the EPA SEMS Search database and Harbor Island (Lead) Superfund Site Profile, the Harbor Island (Lead) site is an NPL site that consists of Harbor Island, an approximately 420-acre island that supports businesses that conduct commercial and industrial activities, including ocean and rail transport operations. From these uses several “sites” on the island have environmental impacts that include “high levels” of contaminated ground water, sediment and soil with lead and “other contaminants” including but not limited to PCBs, arsenic, cPAHs, mercury, and tributyltin. The entire island and associated sediments are designated as a Superfund site. The profile summary indicates that to date, the Harbor Island (Lead) superfund cleanup sites have been cleaned up but contamination remains in both the upland soils and sediments at concentrations greater than allowable for unrestricted use. The Harbor Island (Lead) sites are undergoing long-term monitoring to ensure the cleanup activities are protective to human health and the environment. No air impacts were identified in the Harbor Island (Lead) Superfund Site profile.

Based on the distance and location (across the LDW) and media impacted; it is HWA’s opinion that the Harbor Island Lead property has a low likelihood to cause adverse environmental impacts to the Project Area. HWA recommends visual and olfactory field screening of soils and ground water (if encountered) during construction if excavation occurs in the vicinity of this property.

**4735 E. Marginal Way South/US General Services Administration/US General Services Administration/US Army Corps of Engineers/GSA Federal Center S Bldg 1206/US Army Engineer Dist Seattle/US GSA Federal Center S/US DOI BIA Federal Center S/US AF Waterport Logistics Office/Federal Ctr So (US ACE):** 4735 East Marginal Way South, west-adjoining property (Facility Site IDs 18866 and 10233917, Cleanup Site IDs 12493 and 5512). According to Ecology documents available for review online, the US ACE property has two separate CSCSL listings due to two separate Ecology regulated sites on this property.

According to Ecology documents available for review online, the 36 acre US ACE property was first developed in 1930 as a Ford Motor manufacturing facility and operated as such until 1941 when it was sold to the United States government. These reports indicate that from 1942 until approximately 2012, the property use included, but was not limited to: a general depot, missile production, and assembly plant for railway cars. Historical topographic and Sanborn maps dating from the late 1940s to early 1970s note that this property was occupied by a US Quartermaster Depot. By 2012 some of the buildings associated with these former uses had been
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removed and a new building was constructed. This property currently serves as the US ACE headquarters.

The Ecology regulated site associated with the Facility Site/Cleanup Site IDs 18866/12493 (herein referred to as US ACE Site 1) is related to three 30,000-gallon Bunker-C/heating oil USTs that were removed in March 2014 from the southern-most portion of the US ACE property, approximately 900 feet south of the southern terminus of the Project Area. All impacted soils above MTCA Method A cleanup levels were remediated via excavation and offsite disposal, and subsequent quarterly ground water monitoring indicated that all COCs were either not detected or detected below MTCA Method A cleanup levels. Based on the distance of the US ACE Site 1 relative to the Project Area (900 feet), remedial actions, and ground water monitoring results; it is HWA’s opinion that the environmental impacts from the US ACE Site 1 have a low likelihood to cause adverse environmental impacts to the Project Area.

The Ecology regulated site associated with the Facility Site/Cleanup Site IDs 10233917/5512 (herein referred to as US ACE Site 2) is related to impacts associated with the former military operations and production facilities on the northwestern (redeveloped) portion of the property, located approximately 400 feet west of the Project Area. Several investigations and remedial actions associated with removed USTs, a motor pool area, a debris fill area, and a volatile organic ground water plume have occurred at the US ACE Site 2 from 1998 to 2019. The soil and/or ground water impacts from these investigations consist of TPHs, VOCs including HVOCs, and metals. A 2013 Hydrogeologic Investigation of the US ACE Site 2 indicates that ground water is approximately 8 to 10 feet bgs with measured ground water flow directions to the south, east, and west on the US ACE Site 2. According to a 2019 Groundwater Monitoring Report, TPH and TCE concentrations above MTCA Method A cleanup levels were present in wells sampled in May 2019 and located approximately 450 to 700 feet west of the Project Area. No information regarding possible environmental investigations or remedial actions that may have occurred on portions of the US ACE property east of the US ACE Site 2 were available in the Ecology documents available for review online.

Based on the impacts identified at the US ACE Site 2 and the unknown condition of soil and ground water on portions of the US ACE property east of the US ACE Site 2; it is HWA’s opinion that this property has a moderate likelihood to cause adverse environmental impacts to the Project Area. HWA recommends visual and olfactory field screening of soils and ground water (if encountered) during construction if excavation occurs in the vicinity of this property.

**Perfection Smokery/Washington Fish and Oyster Company (Perfection Smokery):** 4660 East Marginal, east-adjoining property (Facility Site ID 57454884, Cleanup Site ID 6319). According a 2015 SHA, the Perfection Smokery property is former (and current) cold storage warehouse that had a LUST reported to Ecology in 1990 when two 1,500 gallon leaded gasoline USTs were removed from the east side of the property, approximately 250 feet east of the Project Area. Soil sampling indicated TPH-Gx and mineral spirits were above cleanup levels in the west
sidewall at eight feet bgs. Ground water was also encountered in the excavation at approximately eight feet bgs with a slight sheen observed. Soils were overexcavated but excavation did not extend past the eastern property boundary. An east sidewall soil sample collected from seven feet bgs had TPH-Gx concentrations above cleanup levels while TPH-Dx and TPH-O were below. Subsequent soil samples analyzed from test pits in the vicinity of the UST excavation and during installation of a vapor extraction (VE) system within the UST excavation also contained TPH-Gx and BTEX concentrations above cleanup levels. Stockpiled soils from the UST excavation were placed above the VE system and the VE system was decommissioned in 1991. Ground water monitoring occurred from three wells during 1992 with TPH-Gx, ethylbenzene and xylenes above cleanup levels. The SHA notes that no ground water monitoring reports after 1992 were available for review in the Ecology files. Additional excavation of residual impacted soils was conducted in 1993 but TPH-Gx contaminated soils above cleanup levels were reportedly left in place due to utilities and the excavation was terminated at seven feet bgs when ground water was encountered.

Based on the upgradient location of the impacts at the Perfection Smokery property relative to the Project Area and soil and ground water impacts identified; it is HWA’s opinion this property has a moderate likelihood to cause adverse environmental impacts to the Project Area. HWA recommends visual and olfactory field screening of soils and ground water (if encountered) during construction if excavation occurs in the vicinity of this property.

**Orphan Properties:** HWA also reviewed the EDR “Orphan Summary”, which includes a list of unmapped sites. A total of 224 unmapped properties were identified as potentially being located within the Project Area Vicinity. The majority of these orphan properties were identified on the ERNS database, which is the Emergency Response Notification System used to store information on notifications of oil discharges and hazardous substances releases that are generally of relatively small quantities (less than five gallon). Some of the 224 orphan properties are addressed at locations identified on other regulatory databases and discussed above. Unless discussed above, none of the unmapped “Orphan Summary” sites were considered properties that could be potential issues for the Project Area.
5. PREVIOUS ENVIRONMENTAL REPORTS

The following environmental reports that include portions of, or are adjacent to, the East Marginal Way Project were obtained by HWA:


A summary of HWA’s review of these previous environmental reports is provided below.

5.1 **2004 AWV & SEAWALL DRAFT HAZMAT REPORT**

The 2004 AWV & Seawall Draft HazMat Report (2004 HazMat Report) study area included an approximately 4-mile corridor along the Seattle waterfront that extended from the vicinity of West Denny Way to South Dakota Street. Sections of this study area included an approximately 1.75 mile stretch of roadway corridor that was within or adjacent to the East Marginal Way Project. This 1.75-mile section of the study area included the northern portion of the Project Area, Alaskan Way South, a portion of East Marginal Way that extends south approximately 0.9 mile from South Atlantic Street, and a portion of the east-adjoining State Route 99/AWV that extends approximately 0.25 mile north of the West Seattle Bridge.
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The 2004 HazMat Report indicated that the area in the vicinity of the Project Area was characterized by historic industrial and railroad land uses, filling, etc. as summarized in Section 2 of this report. Shannon & Wilson similarly concluded that the majority of properties located adjacent to the Project Area may have the potential for contamination issues. Shannon & Wilson identified several properties with documented releases adjacent to the Project Area, which are discussed in Section 4 above.

The 2004 HazMat Report also included a summary of environmental laboratory analyses of soil samples from 2002 geotechnical explorations and ground water samples collected from monitoring wells. The report notes that out of five borings advanced within the portion of the study area that extended from South Spokane Street to South King Street, contaminated soils were only encountered in one boring, boring B-15. Soils from B-15 contained low levels of fluoranthene and pyrene, typically associated with burned fuel and/or coal, and metals at background concentrations. The location of boring B-15, depth of the soil samples analyzed, and laboratory analytical data was not provided as part of the 2004 HazMat Report. “Shallow” ground water samples collected from the vicinity of the north end of Terminal 30 and east of Terminal 46 contained low concentrations of p-isopropyltoluene (7 mg/L) and TPH-Dx (400 mg/L), respectively. The exact locations and depths these ground water samples were collected from were not provided.

5.2 2006 AWV & SEAWALL SUPPLEMENTAL DRAFT HAZMAT REPORT

The 2006 AWV & Seawall Supplemental Draft Project HazMat Report (2006 HazMat Report) study area consisted of the same study area as the 2004 HazMat Report and generally noted the same environmental concerns as the 2004 report discussed above. Additional subsurface borings within the study area that included environmental laboratory analysis occurred subsequent to the 2004 HazMat Report. However, these borings were located north of the Battery Street Tunnel, which is north of the East Marginal Way Project Area.

5.3 2008 AWV & SEAWALL HAZMAT MEMO

The 2008 AWV & Seawall HazMat Memo (2008 HazMat Memo) study area in the vicinity of the East Marginal Way Project included the northern portion of the Project Area, the portion of Alaskan Way South that extends south approximately 850 feet from South Atlantic Street, and a portion of the east-adjoining State Route 99/AWV that extends to the vicinity of South Dakota Street, approximately 1.75 miles south of the northern extent of the Project Area.

The 2008 HazMat Memo noted similar environmental concerns in the vicinity of the Project Area as the previous HazMat reports reviewed, i.e., industrial and railroad operations and fill underlying the study area. Terminal 30 and GATX properties, adjacent to the western side of the Project Area and discussed in Section 4 above, were noted to be substantially contaminated with TPH-Dx and TPH-O, and GATX was also noted as substantially contaminated with solvents. The majority of the remaining properties adjacent to or in the vicinity of the Project Area were noted as “reasonably predicable” for having potential contaminant releases of TPH, solvents, metals, PAHs, and/or PCBs.
This report indicated that limited environmental soil and/or ground water sampling was conducted within the 2008 HazMat Memo study area during 2002 to 2007 geotechnical and environmental investigations. A summary of these previous investigations indicated that petroleum contamination occurs “sporadically” along the portion of Alaskan Way South located south of South Royal Brougham Way. No metal detections exceeded dangerous waste criteria. In addition to the ground water detections discussed in the summary of the 2004 HazMat Report (Section 5.1 above), a detection of TPH-O above the cleanup level in a ground water sample collected from approximately 200 feet north of South Atlantic Street was identified. Total metal detections in ground water samples were noted to be within established King County combined sewer discharge criteria. The exact locations, sample depths and specific sample collection dates for environmental soil and ground water samples were not identified in the report.

5.4 2010 AWV PROJECT HAZMAT REPORT

The 2010 AWV Project HazMat Report (2010 HazMat Report) study area included a section of the AWV located adjacent to the northern approximately quarter mile section of the Project Area. The 2010 HazMat Report indicated that this portion of the study area was primarily industrial in nature, including past and current railway operations, and the area was underlain by fill. The main contaminants of concern from the industrial operations were considered to be metals, solvents, and petroleum, and were thought to be of low to moderate risk in the vicinity of the Project Area. Contaminants from the fill were also noted as a potential affected environment for the 2010 HazMat Report study area.

5.5 2011 AWV PROJECT FINAL HAZMAT REPORT

The 2011 AWV Project Final HazMat Report (2011 HazMat Report) study area included the same Project Area section as the 2010 AWV Project HazMat Report and noted the same risk levels for this area (low to moderate) as the 2010 report discussed above.

The 2011 HazMat Report also included a summary of 2002 to 2010 environmental subsurface investigation results from a total of 1,400 subsurface soil samples. Of these 1,400 samples, 12 were collected from just north of the Project Area (portion of East Marginal Way South that extends between South Atlantic Street and South Royal Brougham Way). The Project Area soil samples were analyzed for one or more of the following constituents: TPH, VOCs, PCBs, PAHs, and metals. Soil samples collected from the Project Area and from depths of less than 20 feet bgs (the anticipated maximum Project Area excavation depth) contained concentrations of arsenic at 20 mg/kg, the MTCA Method A cleanup level, and concentrations of cPAHs, benzene and TPH-Gx that were above the MTCA Method A cleanup levels.

In addition, the 2011 HazMat Report discusses ground water sample results included in a 2010 Environmental Considerations Report. Reportedly a total of 290 ground water samples were collected from 176 monitoring wells or geoprobes. The samples were analyzed for VOCs, TPHs, PAHs, methane, sulfides, total and dissolved metals. The 2011 HazMat report noted that widespread ground water contamination or contaminated ground water plumes were not detected
in the monitoring wells installed along the 2011 HazMat Report study area. No ground water sample locations or analytical results were identified in this report for the Project Area.

5.6 2018 DRAFT HAZMAT REPORT - EAST MARGINAL WAY PROJECT

The 2018 Draft Hazardous Materials Analysis Report - East Marginal Way Project (2018 Draft HazMat Report) study area included the same sections of Alaskan Way South and East Marginal Way as this 2019 study plus portions of East Marginal Way South that extended south of South Diagonal Street to the 1st Avenue South Bridge. The 2018 Draft HazMat Report concluded that evidence of potential hazardous materials conditions that could potentially impact the soil and/or ground water existed along essentially the entire project corridor. The conditions identified included: regulatory listed properties with soil and/or ground water contamination; historical and current adjoining property uses; and/or dredged materials from the LDW or artificial fills placed along essentially the entire project corridor.
6. PROJECT AREA RECONNAISSANCE

HWA performed a visual reconnaissance of the Project Area and adjacent properties on November 20, 2019. The reconnaissance included a windshield survey from public ROWs or accessible public properties. The reconnaissance was performed to observe and record the physical settings and conditions at ground surface as they may relate to environmental contamination, illegal dumping or disposal activities, and/or improper storage of hazardous or regulated materials.

Section 2 (above) describes the setting, characteristics, and use of the Project Area and adjacent properties. Our reconnaissance confirmed these conditions. No obvious and visible evidence of hazardous materials use, storage or release was observed during our reconnaissance of the Project Area. Photographs taken during our reconnaissance are included in Appendix A.
7. AFFECTED ENVIRONMENT

HWA performed a hazardous materials analysis of the Project Area to identify and report the potential presence of hazardous materials conditions that might be encountered or negatively affect the East Marginal Way Corridor Design Improvements Project. This section summarizes specific environmental concerns for these conditions.

Based on our data collection, field reconnaissance, and evaluation activities; evidence of potential hazardous materials conditions at or potentially impacting the soil and/or ground water of the Project Area were identified. These conditions include:

- **Contaminated Sites:** Approximately 1,000 regulatory-listed properties were identified on multiple regulatory databases. Of these, the vast majority were considered to be no impact properties and were eliminated from further consideration. The remaining 30 regulatory-listed properties were further evaluated for their potential risk to the Project Area. Fifteen of these 30 properties are considered low impact properties that are not anticipated to result in contamination being encountered during construction. Twelve properties are considered to be moderate impact properties that have a reasonable potential for contaminants to migrate to and impact the Project Area, but there is no conclusive evidence. The remaining three properties are considered high impact and anticipated to pose a risk of contamination being encountered in the Project Area during construction.

- **Historical and/or Current Adjoining Property Uses:** Properties adjacent to the majority of the Project Area were identified as having historical and/or current maritime, railway, industrial and commercial uses that could have resulted in potential releases of hazardous materials to the surrounding environment. The contaminants with highest probability to be associated with these historic and/or current property uses include metals, solvents, and petroleum hydrocarbons. Some of these historical uses could result in potential abandoned UST(s) located within or in close proximity to the Project Area.

- **Physical Environment:** Dredged material from the LDW and other artificial fill (including coal, slag, garbage and other debris) is present along essentially the entire Project Area corridor. Potential contaminants in these fill materials could include petroleum hydrocarbons, heavy metals, creosote (from treated wood), PAHs, solvents, PCBs, and other contaminants.

Potential construction impacts and recommended mitigation measures to address suspect impacted materials that could be encountered during construction are discussed below and should be included in construction documents.
8. CONSTRUCTION AND PROPERTY IMPACTS AND MITIGATION

Based on the affected environment conditions noted above, there is the potential to encounter hazardous materials within several areas of the Project Area footprint. Potential also exists for an accidental release of hazardous materials to the environment, either by construction activities where hazardous materials exist, encountering unknown subsurface features (e.g., USTs), or from release of hazardous materials utilized during the construction process. Encountering or accidental release of hazardous materials during construction could result in risks to human health or the environment, create potential liabilities, increase project costs, and/or cause schedule delays. In addition, the potential for property acquisition liability exists for acquisition of land that may have adverse environmental impacts.

The following sections discuss the potential construction and property related impacts of the project and the recommended mitigation measures for these impacts.

8.1 PROJECT CONSTRUCTION IMPACTS

The East Marginal Way Corridor Design Improvements Project has the potential to encounter hazardous materials during construction activities, with the most likely being petroleum hydrocarbons, metals, and solvents. A large number of the adjoining properties to the Project Area have historically been, or are currently utilized as, maritime, railway, and industrial facilities as well as commercial properties such as gasoline service stations and automobile repair facilities. As a result of these historic and current property uses, potential construction impacts could include the exposure of workers or the public to:

- Contaminated soil and ground water within the Project Area;
- Potential abandoned USTs within or in close proximity to the Project Area that could potentially contain hazardous substances and may have releases to the environment; and/or
- Unintentional alteration of contaminant migration pathways, e.g., in utility trench permeable backfill below the ground water table.

Based on the finding that dredged materials from the LDW and/or “artificial fill” has been placed on the majority of the Project Area and adjoining properties, low levels of contaminants could be present in soil and ground water within the Project Area footprint. In addition, given the current and historical land use of the Project Area (generally industrial), the likelihood of encountering contaminants in the soil and/or ground water within the Project Area is further increased.

Review of environmental regulatory-listed properties indicates that the likelihood of encountering contamination is greatest in the vicinity of properties considered to be moderate or high-risk impact sites. These moderate and high-risk impact sites are located in various areas throughout the Project Area corridor and shown on Figure 3. Hazardous materials that could be encountered in the Project Area adjacent to these moderate and high-risk impact sites include, but are not limited to petroleum hydrocarbons, volatile organic compounds (e.g., BTEX,
naphthalene), halogenated and non-halogenated solvents, metals, PAHs, and PCBs. In general, construction workers for the East Marginal Way Corridor Design Improvements Project are the most likely to be exposed to contaminants. Minimization of construction worker exposure is described in Section 8.2 below.

During the historical Sanborn map review, three locations were identified as potentially having gasoline tanks, possibly USTs, located on or within approximately 10 feet from the Project Area. In addition, the potential exists that other undocumented or abandoned USTs may be encountered within the Project Area during construction activities. Encountering an abandoned UST with remnant contents could result in a release of hazardous materials to the environment. If any USTs are encountered during Project Area construction activities, it must be reported to Ecology and the appropriate UST evaluation must be conducted. Encountering an abandoned UST could create impacts on the project in general. These impacts could include: decommissioning the UST, soil and/or ground water sampling, increased project costs, and schedule delays.

During the East Marginal Way Corridor Design Improvements Project, the potential exists for hazardous materials to be released into the environment unintentionally by construction equipment and hazardous materials utilized during construction activities. Unintentional releases can occur from the improper transfer and storage of fuels, spills that occur during refueling of equipment, or heavy equipment malfunction (e.g., hydraulic or fuel line ruptures). There is also the potential for waste materials from heavy equipment, such as oil and grease, to enter stormwater runoff from the Project Area. Contaminated stormwater runoff has the potential to affect soil and/or ground water where impermeable surfaces are not present. Hazardous materials, including but not limited to, paints, acids for cleaning, solvents, raw concrete, and concrete-curing compounds could be utilized during construction activities and may enter the environment if not managed correctly. In addition, heavy construction equipment or vehicles could potentially track and spread contaminated soils offsite, unless properly managed.

8.2 CONSTRUCTION MITIGATION MEASURES

8.2.1 Storm water
Mitigation measures to avoid or reduce the spread of contamination during construction include Best Management Practices (BMP) for stormwater and erosion control. Requirements for stormwater management, erosion control, and spill prevention are typically provided in State (e.g., Ecology Stormwater Management Manual for Western Washington), County (e.g., King County Surface Water Design Manual) or City (e.g., Seattle Stormwater Manual) manuals. The project-applicable manual will provide presumptive design approaches and list BMPs to prevent pollution, control stormwater flows, and protect resources during construction. Such BMPs typically include:

- Minimize the areas of exposure
- Retain vegetation where possible
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- Route surface water through temporary drainage channels or piping around and away from exposed soil
- Intercept and drain water from any surface seeps when they are encountered
- Use silt fences, silt dikes, check dams, etc. to retain possible eroded material on site
- Use erosion control matting, mulching, sodding, or plastic covering on exposed soil as needed
- Conduct construction during the dry summer months
- Seed or plant appropriate vegetation on exposed areas as soon as work is completed

Project specific documentation will likely include a Construction Stormwater Pollution Prevention Plan (SWPPP) and may include a Spill Plan and a Construction Sediment and Erosion Control Plan.

The SWPPP will identify how the project intends to control pollution generated during the construction phase, and includes 12 elements:

- Mark clearing limits
- Establish construction access
- Control flow rates
- Install sediment controls
- Stabilize soils
- Protect slopes
- Protect drain inlets
- Stabilize channels and outlets
- Control pollutants
- Control de-watering
- Maintain BMPs
- Manage the project

A Spill Plan would address the use, handling, storage, and disposal of hazardous materials that could be utilized during project construction activities. The Spill Plan would also address the prevention of and response to potential releases of hazardous materials used or encountered during project staging and construction.

A Construction Sediment and Erosion Control Plan identifies BMPs to prevent or minimize stormwater transport of potential contaminants into surface water or ground water during construction activities.

### 8.2.2 Underground Storage Tanks

Abandoned or unreported USTs that may be encountered during project construction can be removed or protected and maintained (if allowed and feasible) during construction. Applicable local and Ecology UST reporting and removal regulations will be followed if abandoned USTs are encountered.
8.2.3 Health and Safety
Appropriate health and safety measures will be taken during excavation in areas where contaminated soils, sediment, surface water, or ground water could be present. These measures will include, as needed:

- Preparing a project site-specific health and safety plan
- Monitoring air quality
- Using protective and decontamination measures
- Providing worker training and certification
- Medical monitoring

Project construction specifications will include all existing site assessment data and health and safety requirements. The contractor will be required to:

- Review the available environmental data for the site and inspect the site to identify potential hazards for workers.
- Comply with all applicable health and safety regulations, including, State of Washington Department of Labor and Industries General Occupational Health Standards, Chapter 296-62 Washington Administrative Code (WAC) and General Safety and Health Standards, Chapter 296-24 WAC.
- Institute a corporate health and safety program and have (when required based on site conditions) workers who are trained in hazardous waste site health and safety issues in accordance with 29 Code of Federal Regulations (CFR) 1910.120 of the Federal Register and Chapter 296-62 of the Washington Administrative Code, and personal protective equipment for employees as needed.
- Identify hazards and develop and implement an appropriate Health and Safety Plan (HASP) for all activities involving contaminated materials. The HASP should include information on potential hazardous materials that may be encountered, appropriate personal protective equipment, worker safety procedures for handling of media and hazardous materials, exclusion zone procedures, and training or certification requirements for workers.

8.2.4 Contaminated Media

Planning Documents and Specifications

A contaminated media management plan (CMMP), which details proper characterization, management, storage, disposal, and reporting of hazardous materials that may be encountered during construction activities, should be developed for construction activities. Alternatively, or in conjunction with a CMMP, project specifications should be developed which address the same issues. These documents outline the roles and responsibilities of personnel; health and safety requirements; methods and procedures for characterizing, managing, storing, and disposing of waste; and reporting requirements. They also address handling and disposal of soil, debris (e.g., railroad ties, timbers, wooden piles), and ground water encountered during project construction.
Project specifications may include SDOT Standard Specifications, general special provisions (GSPs), or special provisions (project specific specifications) if needed. Typically, GSPs are added to the construction contract when contamination is predicted but not known. Special Provisions are used for known contamination. These specifications inform the Contractor of known or potential contaminants and the investigative reports that are available for the Contractor’s review.

Project specifications for contaminated media testing, handling and disposal should include provisions for:

- Excavation and disposal of contaminated soil
- Licenses and permits
- Submittals
- Safety and health
- Notification and suspension
- Soil sampling and testing
- Soil storage/stockpiling
- Soil transport
- Profiling/manifests
- Disposal
- Decontamination
- Certification of waste weight and disposal
- UST removal and closure

Pay items may be assigned lump sum bid items, unit rate bid items, or be paid via Force Account. Often contaminated soil unit rate bid items are inflated by bidders if not a major portion of the project. If using unit rate bid items, provide an engineer’s estimate of quantity, but since the estimate is poorly constrained, include a provision excluding these bid items from adjustments to unit prices per Section 1-04.6 of the WSDOT standard specifications (i.e., Variation in Estimated Quantities, which specifies adjustment if quantities vary by +/- 25%). Measurement and payment for soils going to any licensed facility should be per ton, not cubic yard, as they will be weighed at the receiving facility. Other soils can be per cubic yard, per standard specifications for measurement and calculation of yardage.

Soil

Excavated soils along the majority of the Project Area may contain common contaminants including petroleum hydrocarbons, metals, and solvents. Some excavated soils generated during construction that require off-site removal (i.e., net export soils) that do not contain contaminants exceeding cleanup levels may still require treatment or disposal at a licensed facility, as many fill sites will not accept soils with staining, odor, or detectable concentrations of contaminants, and liability may be incurred by the project owner for improper disposal of soils. The cost premium
to dispose of some soils below cleanup levels yet above unrestricted use criteria may therefore still be similar to that for “contaminated” soils.

Treatment and disposal options will be selected based on the nature and concentration of contaminants. Locations for temporary onsite storage and containment of contaminated materials will be identified to minimize interference with construction activities and inadvertent spreading or release of the contaminated materials. Construction bid documents (CMMP, plans and specifications) will include all available analytical results and provisions for testing, handling, treatment, and/or disposal of contaminated materials.

Potential categories for impacted soils are as follows:

- Reuse on site above ground water, if structurally suitable and below cleanup levels.
- Off-site disposal at an unregulated fill site, for soils that meet criteria for unrestricted use.
- Off-site disposal at a permitted fill site, i.e., a facility licensed to accept soils meeting certain permit criteria (e.g., for some mine reclamation sites, TPH-Gx <100 mg/kg, TPH-Dx and TPH-O < 460 mg/kg, Metals < MTCA Method A cleanup levels).
- Off-site disposal at permitted RCRA Subtitle D landfill, e.g., Republic Services or Waste Management, for most soils with contaminants exceeding unrestricted use criteria.
- Soils designated as dangerous wastes under WAC 173-303-090/100 (e.g., certain solvents, metals, PCBs, or other contaminants at certain concentrations) would need to be disposed of or treated at a RCRA Subtitle C landfill.
- Certain solvent impacted soils determined to be below the dangerous waste criteria could be disposed of a RCRA Subtitle D landfill with a contained-in-determination from Ecology.

The project owner should obtain a release of liability for all soils accepted at off site facilities or fill sites.

Sampling of soils would be required to assign the correct soil disposal category to excavated materials. The CMMP and project specifications will specify testing protocol to establish waste categories. Field screening during construction consisting of visual and incidental (i.e., not deliberate) olfactory observations is more likely to detect petroleum hydrocarbons and volatile organic compounds. Metals, PAHs, PCBs, and some semivolatile organics are not likely to be detected in this manner, as they generally have no odor or visual distinctions.

Net export excavated soils should be disposed of according to their classification. Soil disposal costs at unregulated fill sites range from $25 to $60 per cubic yard. Disposal costs for some soils exceeding unrestricted use criteria may be similar to that for “contaminated” soils. The majority of impacted soils excavated will likely be considered non-hazardous wastes and can be disposed of at a Subtitle D landfill. Disposal costs for non-hazardous soil ranges between $60 to $100 per ton. Although not considered likely, soils classifying as hazardous waste, if encountered, will require disposal or treatment at a Subtitle C landfill. Disposal cost for hazardous wastes ranges
between $150 to $300/ton. Some soils contaminated with certain hazardous constituents (particularly tetrachloroethylene and TCE) may be exempt from management as hazardous wastes per Ecology’s “Contained-In-Policy” if the concentration of the contaminant is low enough, with disposal costs similar to nonhazardous soils. Obtaining a contained-in determination from Ecology can take up to four to eight weeks and could create project delays.

**Water**

Mitigation measures for disposal of dewatering effluent should include coordination with local jurisdictions, and compliance with the applicable stormwater manual. Potential dewatering discharge options include:

- Discharge under permit to sanitary sewer
- On-site storage and settling prior to discharge
- On-site chemical or physical treatment prior to discharge
- On-site infiltration/dispersal
- Off-site treatment/disposal

Criteria (chemical concentrations) for disposal to sanitary sewer under permit are typically much higher than for discharge to the storm drainage system, with most dewatering effluent suitable for discharge with little or no pre-treatment. Conversely, discharge to the storm drainage system typically requires very high quality water, with regards to chemical concentrations and also turbidity.

Potentially contaminated dewatering effluent may require storage in tanks and testing prior to discharge, treatment or disposal, and other applicable requirements. This may include planning and design for treatment of water, obtaining appropriate disposal or discharge permits, and compliance sampling and reporting.

Project specifications for contaminated media testing, handling and disposal should include provisions for:

- Contaminated dewatering testing
- Water storage
- Water treatment and disposal or discharge

Disposal/treatment costs for contaminated water varies from around $0.30 to $1.00/gallon for off site transport and disposal, to around $0.006/gallon for discharge under permit to sanitary sewer, although some sewerage agencies have limits on discharge quantities, location and timing.

Mitigation measures for unintentional alteration of contaminant migration pathways, e.g., in utility trench permeable backfill below the ground water table, may include installation of check dams in the trenches at selected intervals or downgradient of known or encountered contamination.
8.3 Property Purchase Impacts

Right of way and/or permanent easement purchases could occur as part of the East Marginal Way Corridor Design Improvements Project. Purchases of properties with known or potential hazardous materials conditions or contamination may present a liability to SDOT because under MTCA, SDOT may be considered a potentially liable party by Ecology for cleanup actions because they are purchasing land with known contamination.

Under MTCA, cleanup liability is joint, strict, and several, and may apply to any party with a past or present relationship to a contaminated site. MTCA does offer some protection from off site contamination that has migrated into the Project Area from off-site sources. Under the statutory exemption, a landowner whose property has been contaminated by a plume of ground water from a nearby property may be exempt from statutory liability if:

- The contamination was caused "solely" by the off-site source
- The hazardous substance involved in the contamination has not been used or disposed of on the property “in a manner likely to cause or contribute to a release”
- The property owner does not interfere with contamination remediation
- The property owner does not engage in any activities that create exposure to the contaminated ground water
- The property owner allows access by Ecology or other parties to perform remediation.

Other liabilities associated with purchasing a contaminated property can include 1) environmental covenants which place restrictions on current or future property use; 2) schedule delays; 3) worker and public safety hazards; 4) third party claims; or 4) increased regulatory agency oversight.

8.4 Property Purchase Mitigation

Mitigating potential liability from property purchases is typically accomplished via the due diligence process. Conducting due diligence prior to property purchases may achieve the following objectives:

- Satisfying the requirements necessary to establish the innocent landowner defense under Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA)
- Providing Superfund liability limitations for bona fide prospective purchasers and contiguous property owners. Such parties must undertake "all appropriate inquiry" into prior ownership and use of a property at the time of property acquisition.
- Satisfying the requirements of brownfields grants awarded under CERCLA Section104(k)(2)(B)(ii)

Environmental due diligence on properties to be purchased is generally recommended to determine the potential for acquiring environmental liability. The due diligence typically includes the completion of Phase I ESA and/or Phase II Subsurface Investigations (based on the results of the Phase I ESA).
Based on information provided by WSP, one partial property acquisition may be anticipated for the East Marginal Way Corridor Design Improvements Project. Other permanent easements or partial/full property purchases could potentially occur. In addition, it is possible that temporary construction easements could also be required as part of this project.

Based on the impacts identified in this study, Phase I ESAs may be recommended for property purchases associated with this project. Follow up Phase II ESAs may also be recommended based on results of the Phase I ESAs. Phase II ESAs may be conducted for property purchases in areas where known contamination has been identified on or adjacent to the Project Area.

Other mitigation measures to address potential liability from property purchases include:

- Assigning liability and costs of hazardous materials impacts prior to and as part of property transactions (i.e., in purchase and sale agreements)
- Cost recovery actions. SDOT may seek cost recovery under MTCA from third parties for effects from off site contamination through a Private Right of Action.
- Use of Agreed Order and/or Consent Decree to establish cleanup liability.

8.5 Significant Unavoidable Adverse Effects

No significant unavoidable adverse effects that cannot be reasonably mitigated for are anticipated for this project.
9. OPERATIONAL IMPACTS AND MITIGATION

9.1 PROJECT OPERATION AND MAINTENANCE IMPACTS

On-going and future remediation of properties adjacent to the Project Area could be impacted by the operation of new facilities installed underground as part of the project construction. Underground utilities and signal pole installations or other project improvements could physically obstruct remediation of soil or ground water, which may result in contamination being left in place or require the cleanup operation take extra measures to protect and support these features. Underground utility corridors can also act as contamination migration conduits due to permeable backfill materials. The migration of contamination in utility corridors could result in the transportation of contaminants to less contaminated areas.

Potentially contaminated soil or ground water on adjacent properties and within the ROW could also affect maintenance activities for the completed project. If maintenance activities were to require excavation, existing adverse soil or ground water impacts could create unsafe conditions for workers and the public or require additional cost for health and safety measures, disposal of excavated soils, or dewatering activities.

Operation and maintenance of the East Marginal Way Corridor Design Improvements Project features is not expected to result in the release of hazardous materials into the environment from unintentional spills (i.e., hazardous materials spills during maintenance work or equipment malfunction). If an unintentional release occurred, hazardous materials could potentially migrate to surface water, soil, and/or ground water. Impacts could include road closures and delays, cleanup costs, and regulatory fines. However, no long-term or significant effects are anticipated with regards to the project operation and maintenance.

9.2 OPERATIONAL MITIGATION MEASURES

In general, operation and maintenance of the project would not be likely to increase the risk of releasing contaminants into the environment and the use of BMPs could further minimize the potential for adverse impacts. Therefore, no mitigation would be required. However, it may be prudent to include mitigation measures consisting of 1) check dams in utility trenches below ground water in areas of major ground water contamination to reduce preferential pathways or 2) health and safety/operation and maintenance plans for future utility repairs or work in contaminated areas.
10. CONCLUSIONS

HWA performed a hazardous materials analysis of the East Marginal Way Corridor Design Improvements Project corridor to identify potential hazardous materials conditions that might impact the project. Potential hazardous materials conditions identified include:

- **Contaminated Sites:** Approximately 1,000 regulatory-listed properties were identified on multiple regulatory databases. Of these, the vast majority were considered to be no impact properties and were eliminated from further consideration. The remaining 30 regulatory-listed properties were further evaluated for their potential risk to the Project Area. Fifteen of these 30 properties are considered low impact properties that are not anticipated to result in contamination being encountered during construction. Twelve properties are considered to be moderate impact properties that have a reasonable potential for contaminants to migrate to and impact the Project Area, but there is no conclusive evidence. The remaining three properties are considered high impact and anticipated to pose a risk of contamination being encountered in the Project Area during construction.

- **Historical and/or Current Adjoining Property Uses:** Properties adjacent to the majority of the Project Area were identified as having historical and/or current maritime, railway, industrial and commercial uses that could have resulted in potential releases of hazardous materials to the surrounding environment. The contaminants with highest probability to be associated with these historic and/or current property uses include metals, solvents, and petroleum hydrocarbons. Some of these historical uses could result in potential abandoned UST(s) located within or in close proximity to the Project Area.

- **Physical Environment:** Dredged material from the LDW and other artificial fill (including coal, slag, garbage and other debris) is present along essentially the entire Project Area corridor. Potential contaminants in these fill materials could include petroleum hydrocarbons, heavy metals, creosote (from treated wood), PAHs, solvents, PCBs, and other contaminants.

Recommended mitigation measures to address these impacts include:

- Perform appropriate due diligence for any property purchases, including Phase I or II ESAs, as needed;
- Field screen soils and ground water during excavation activities for indications of contamination. If suspect soils and/or ground water are encountered during construction, or in areas of known contamination, perform sampling and laboratory analysis to characterize the materials for proper management, handling, and disposal, including appropriate health and safety measures and compliance with applicable local, state and federal regulations;
- Develop protocol and select areas for field screening, sampling, and laboratory analysis based on the evaluation of adjoining known contaminated sites presented herein.
• Utilize best management practices for stormwater and erosion control;
• Follow Ecology UST reporting and removal regulations if abandoned or unreported regulated USTs are encountered during construction;
• Apply appropriate health and safety measures;
• Develop a CMMP and project specifications which outline proper testing, handling and disposal of any contaminated soil or water encountered during project construction. Project specifications may include WSDOT Standard Specifications, GSPs, or special provisions (project specific specifications) if needed. Typically, GSPs are added to the construction contract when contamination is predicted but not known. Special Provisions are used for known contamination. These specifications inform the Contractor of known or potential contaminants and any reports available for the Contractor’s review.

Some excavated soils generated during construction that require off site removal (i.e., net export soils) that do not contain contaminants exceeding cleanup levels may still require treatment or disposal at a licensed facility, as many fill sites will not accept soils with detectable concentrations of contaminants, and liability may be incurred by the project owner for improper disposal of soils.
11. LIMITATIONS

The conclusions expressed by HWA GeoSciences Inc. are based solely on material referenced in this report. Observations were made under the conditions stated. Within the limitations of scope, schedule and budget, HWA attempted to execute these services in accordance with generally accepted professional principles and practices in the area at the time the report was prepared. No warranty, express or implied, is made. HWA's findings and conclusions must not be considered as scientific or engineering certainties, but rather as our professional opinion concerning the significance of the limited data gathered and interpreted during the course of the assessment.

This study and report have been prepared on behalf of WSP and SDOT and is solely for use in an environmental evaluation. We are not responsible for the impacts of any changes in environmental standards, practices, or regulations subsequent to performance of services. We do not warrant the accuracy of information supplied by others, nor the use of segregated portions of this report.

Unless specifically stated in the report, HWA has not performed specific testing or analysis to determine the presence or absence of any chemical, physical, radiological, or biological hazard or condition, including, but not limited to: underground storage tanks, wetlands, asbestos containing materials, lead-based paint, lead in drinking water, radon, metals, petroleum hydrocarbons, volatile organics, pesticides, or PCBs.
12. CERTIFICATION STATEMENT

HWA employees Mr. Arnie Sugar and Ms. Nicole Kapise, both Environmental Professionals as defined in ASTM Practice E-1527-13, conducted this Hazardous Materials Analysis Report. It is HWA’s opinion that this Hazardous Materials Analysis Report has taken into account all potentially significant impacts that could affect the Project Area and that the report documents conditions that may present adverse environmental impacts. Where readily available data was limited with regards to environmentally regulated properties or specific issues, the Environmental Professionals provided their best professional opinion on the impact to the Project Area.
May 26, 2020
HWA Project No. 2019-087-22

We appreciate the opportunity to provide professional services on this project. Please feel free to call us if you have any questions or need more information.

Sincerely,

HWA GEOSCIENCES INC.

Nicole Kapise
Senior Environmental Geologist

Arnie Sugar, LG, LHG
Principal Hydrogeologist
LIST OF REFERENCES


King County. October/November 2019. *King County Interactive Mapping Tool.* Available Online: [www.kingcounty.gov/services/gis/Maps/imap](http://www.kingcounty.gov/services/gis/Maps/imap).


May 26, 2020
HWA Project No. 2019-087-22


FIGURES
PROJECT AREA MAP

LEGEND

PROJECT AREA IMPACTS DUE TO PLACEMENT OF FILL
## EAST MARGINAL WAY PROJECT

<table>
<thead>
<tr>
<th>Photograph 1</th>
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<tbody>
<tr>
<td>View facing north toward the northern terminus of the Project Area. Photograph taken from the vicinity of the intersection of South Atlantic Street and Alaskan Way South.</td>
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<tr>
<th>Photograph 2</th>
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<tr>
<td>View facing south toward the north portion of the Alaskan Way South section of the Project Area. Photograph taken from the vicinity of the intersection of South Atlantic Street and Alaskan Way South.</td>
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<td>EAST MARGINAL WAY PROJECT</td>
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<tr>
<td>View facing south toward the south portion of the Alaskan Way South section of the Project Area. Photograph taken from the vicinity of the intersection of South Massachusetts Street and Alaskan Way South.</td>
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<th>EAST MARGINAL WAY PROJECT</th>
<th>Photograph 4</th>
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<tr>
<td>View facing north toward the north portion of the East Marginal Way South section of the Project Area. Photograph taken from the vicinity of where Alaskan Way South changes to East Marginal Way South.</td>
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### EAST MARGINAL WAY PROJECT

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<th>Photograph 5</th>
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<tr>
<td>View facing south toward the north portion of the East Marginal Way South section of the Project Area. Photograph taken from the vicinity of where Alaskan Way South changes to East Marginal Way South.</td>
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<th>Photograph 6</th>
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<tr>
<td>View facing north toward the central portion of the East Marginal Way South section of the Project Area. Photograph taken from the vicinity of the south end of the Port of Seattle property addressed at 1901 East Marginal Way South.</td>
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</table>
### EAST MARGINAL WAY PROJECT

#### Photograph 6

- **View facing south toward the central portion of the East Marginal Way South section of the Project Area.**
- **Photograph taken from the vicinity of the south end of the Port of Seattle property addressed at 1901 East Marginal Way South.**

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<tr>
<th>Photograph 6</th>
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<tr>
<td>View facing south toward the central portion of the East Marginal Way South section of the Project Area. Photograph taken from the vicinity of the south end of the Port of Seattle property addressed at 1901 East Marginal Way South.</td>
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</table>
### EAST MARGINAL WAY PROJECT

| Photograph 7 | View facing south toward the central portion of the East Marginal Way South section of the Project Area. Photograph taken from the vicinity of the intersection of East Marginal Way South and South Hanford Street. |

<p>| Photograph 8 | View facing east toward the intersection of East Marginal Way South and South Hanford Street. |</p>
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<thead>
<tr>
<th>EAST MARGINAL WAY PROJECT</th>
<th>Photograph 9</th>
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<tr>
<td>View facing east toward the intersection of East Marginal Way South and South Horton Street.</td>
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<th>EAST MARGINAL WAY PROJECT</th>
<th>Photograph 10</th>
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<tr>
<td>View facing north toward the intersection of the west leg of East Marginal Way South and South Spokane Street.</td>
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<td>EAST MARGINAL WAY PROJECT</td>
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<tr>
<td>View facing south toward the western leg of the East Marginal Way South portion of the Project Area that is in the vicinity of the intersection of East Marginal Way South and South Spokane Street.</td>
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<tr>
<td>View facing north toward the vicinity of the intersection of the east leg of East Marginal Way South and South Spokane Street.</td>
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<td>EAST MARGINAL WAY PROJECT</td>
<td>Photograph 13</td>
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<tr>
<td>View facing north toward the south portion of the East Marginal Way South section of the Project Area. Photograph taken from the vicinity of the intersection of East Marginal Way South and South Nevada Street.</td>
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<td>View facing south toward the south portion of the East Marginal Way South section of the Project Area. Photograph taken from the vicinity of the intersection of East Marginal Way South and South Nevada Street.</td>
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### EAST MARGINAL WAY PROJECT

| Photograph 15 | View facing north toward the south portion of the East Marginal Way South section of the Project Area. Photograph taken from the vicinity of the intersection of East Marginal Way South and Diagonal Avenue South. |

| Photograph 16 | View facing south toward South Alaska Street. Photograph taken from the vicinity of the intersection of East Marginal Way South and Diagonal Avenue South. |
EAST MARGINAL WAY PROJECT

Photograph-17

View facing north towards Diagonal Avenue South. Photograph taken from the intersection of East Marginal Way South and South Alaska Street.

EAST MARGINAL WAY PROJECT

Photograph-18

View facing south towards southern terminus of project area. Photograph taken from the intersection of East Marginal Way and South Alaska Street.
APPENDIX B
HISTORICAL TOPOGRAPHIC MAPS
East Marginal Way
East Marginal Way
Seattle, WA 98134

Inquiry Number: 5171151.9
January 30, 2018
EDR Topographic Map Library has been searched by EDR and maps covering the target property location as provided by HWA GeoSciences, Inc. were identified for the years listed below. EDR's Historical Topo Map Report is designed to assist professionals in evaluating potential liability on a target property resulting from past activities. EDRs Historical Topo Map Report includes a search of a collection of public and private color historical topographic maps, dating back to the late 1800s.

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Maps Provided:

- 2014
- 1983
- 1973
- 1968
- 1909
- 1908
- 1897
- 1895
This EDR Topo Map Report is based upon the following USGS topographic map sheets.

**2014 Source Sheets**

Seattle South  
2014  
7.5-minute, 24000

**1983 Source Sheets**

Seattle South  
1983  
7.5-minute, 25000  
Aerial Photo Revised 1977

**1973 Source Sheets**

Seattle South  
1973  
7.5-minute, 24000  
Aerial Photo Revised 1973

**1968 Source Sheets**

Seattle South  
1968  
7.5-minute, 24000  
Aerial Photo Revised 1968
Topo Sheet Key

This EDR Topo Map Report is based upon the following USGS topographic map sheets.

**1909 Source Sheets**
- Seattle Special
  - 1909
  - 15-minute, 62500
- Seattle
  - 1909
  - 15-minute, 62500

**1908 Source Sheets**
- Seattle
  - 1908
  - 15-minute, 62500

**1897 Source Sheets**
- Seattle
  - 1897
  - 30-minute, 125000
- Snohomish
  - 1897
  - 30-minute, 125000

**1895 Source Sheets**
- Snohomish
  - 1895
  - 30-minute, 125000
This EDR Topo Map Report is based upon the following USGS topographic map sheets.

1894 Source Sheets

Seattle
1894
15-minute, 62500
This report includes information from the following map sheet(s).

SITE NAME: East Marginal Way
ADDRESS: East Marginal Way
Seattle, WA 98134
CLIENT: HWA GeoSciences, Inc.
This report includes information from the following map sheet(s).

TP, Seattle South, 2014, 7.5-minute

SITE NAME: East Marginal Way
ADDRESS: East Marginal Way
Seattle, WA 98134

CLIENT: HWA GeoSciences, Inc.
This report includes information from the following map sheet(s).

TP, Seattle South, 1983, 7.5-minute

SITE NAME: East Marginal Way
ADDRESS: East Marginal Way
Seattle, WA 98134
CLIENT: HWA GeoSciences, Inc.
This report includes information from the following map sheet(s).

- TP, Seattle South, 1983, 7.5-minute

SITE NAME: East Marginal Way
ADDRESS: East Marginal Way
Seattle, WA 98134
CLIENT: HWA GeoSciences, Inc.
This report includes information from the following map sheet(s).

SITE NAME: East Marginal Way
ADDRESS: East Marginal Way
Seattle, WA 98134
CLIENT: HWA GeoSciences, Inc.
This report includes information from the following map sheet(s).

SITE NAME:  East Marginal Way
ADDRESS:  East Marginal Way
Seattle, WA 98134
CLIENT:  HWA GeoSciences, Inc.
This report includes information from the following map sheet(s).

SITE NAME: East Marginal Way
ADDRESS: East Marginal Way
Seattle, WA 98134
CLIENT: HWA GeoSciences, Inc.
This report includes information from the following map sheet(s).

TP, Seattle South, 1968, 7.5-minute

SITE NAME: East Marginal Way
ADDRESS: East Marginal Way
Seattle, WA 98134
CLIENT: HWA GeoSciences, Inc.
This report includes information from the following map sheet(s).

- TP, Seattle Special, 1909, 15-minute
- TP, Seattle, 1909, 15-minute

SITE NAME: East Marginal Way
ADDRESS: East Marginal Way
Seattle, WA 98134
CLIENT: HWA GeoSciences, Inc.
This report includes information from the following map sheet(s).

- TP, Seattle Special, 1909, 15-minute
- TP, Seattle, 1909, 15-minute

SITE NAME: East Marginal Way
ADDRESS: East Marginal Way
Seattle, WA 98134
CLIENT: HWA GeoSciences, Inc.
This report includes information from the following map sheet(s).

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CLIENT: HWA GeoSciences, Inc.
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SITE NAME: East Marginal Way
ADDRESS: East Marginal Way
Seattle, WA 98134
CLIENT: HWA GeoSciences, Inc.
This report includes information from the following map sheet(s).

- TP, Seattle, 1897, 30-minute
- TP, Snohomish, 1897, 30-minute

SITE NAME: East Marginal Way
ADDRESS: East Marginal Way
Seattle, WA 98134

CLIENT: HWA GeoSciences, Inc.
This report includes information from the following map sheet(s).

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ADDRESS: East Marginal Way
Seattle, WA 98134
CLIENT: HWA GeoSciences, Inc.
This report includes information from the following map sheet(s).

SITE NAME: East Marginal Way
ADDRESS: East Marginal Way
Seattle, WA 98134

CLIENT: HWA GeoSciences, Inc.
This report includes information from the following map sheet(s):

TP, Snohomish, 1895, 30-minute

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ADDRESS: East Marginal Way
Seattle, WA 98134
CLIENT: HWA GeoSciences, Inc.
This report includes information from the following map sheet(s).

SITE NAME: East Marginal Way
ADDRESS: East Marginal Way
Seattle, WA 98134
CLIENT: HWA GeoSciences, Inc.
This report includes information from the following map sheet(s).

SITE NAME: East Marginal Way
ADDRESS: East Marginal Way
Seattle, WA 98134
CLIENT: HWA GeoSciences, Inc.
Date EDR Searched Historical Sources:
Aerial Photography February 06, 2018

Target Property:
East Marginal Way
Seattle, WA 98134

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APPENDIX D
SANBORN FIRE INSURANCE MAPS
East Marginal Way
East Marginal Way
Seattle, WA 98134

Inquiry Number: 5179204.1
February 07, 2018
The Sanborn Library has been searched by EDR and maps covering the target property location as provided by HWA GeoSciences, Inc. were identified for the years listed below (selected maps only*). The Sanborn Library is the largest, most complete collection of fire insurance maps. The collection includes maps from Sanborn, Bromley, Perris & Browne, Hopkins, Barlow, and others. Only Environmental Data Resources Inc. (EDR) is authorized to grant rights for commercial reproduction of maps by the Sanborn Library LLC, the copyright holder for the collection. Results can be authenticated by visiting www.ednet.com/sanborn.

The Sanborn Library is continually enhanced with newly identified map archives. This report accesses all maps in the collection as of the day this report was generated.

Certified Sanborn® Map Report

Client Name: HWA GeoSciences, Inc.
Contact: Nicole Kapise

Site Name: East Marginal Way
Seattle, WA 98134
EDR Inquiry #: 5179204.1

Certification #: 37A5-46EB-81BB
PO #: 2017-074-T302
Project: East Marginal Way

* Environmental Data Resources, Inc. has been instructed by HWA GeoSciences, Inc. to print ONLY the Sanborn Maps for the years listed below:
1967 (12)
1949 (15)
1929 (12)
1916 (6)
1904 (7)

Total Maps: 52

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Certified Sanborn Results:

Certification #: 0F88-46AD-B486
PO #: 2017-074-T302
Project: East Marginal Way

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  - 1969 (10)
  - 1950 (10)

Total Maps: 20

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Certification # 37A5-46EB-81BB
Site Name: East Marginal Way
Address: East Marginal Way
City, ST, ZIP: Seattle, WA 98134
Client: HWA GeoSciences, Inc.
EDR Inquiry: 5179204.1
Order Date: 02/07/2018
Copyright: 2019
APPENDIX E

REVERSE CITY DIRECTORIES
Thank you for your business.
Please contact EDR at 1-800-352-0050 with any questions or comments.
EXECUTIVE SUMMARY

DESCRIPTION

Environmental Data Resources, Inc.’s (EDR) City Directory Report is a screening tool designed to assist environmental professionals in evaluating potential liability on a target property resulting from past activities. EDR's City Directory Report includes a search of available city directory data at 5 year intervals.

RECORD SOURCES

EDR's Digital Archive combines historical directory listings from sources such as Cole Information and Dun & Bradstreet. These standard sources of property information complement and enhance each other to provide a more comprehensive report.

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RESEARCH SUMMARY

The following research sources were consulted in the preparation of this report. A check mark indicates where information was identified in the source and provided in this report.

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FINDINGS

TARGET PROPERTY STREET

Alaskan Way South and 1st Avenue South
Seattle, WA  98134

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      GOVERNMENT PRINTING OFFICE US
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       ROBERTSON, MICHAEL D
       TRADE FILMS
       VICTOR GRANITE MARBLE TILE
       WE INCRPRATED ISGOOD WOODWORKS

4725  DK CONSTRUCTION INC
4735  ARI-B DISTRIBUTERS
       ARMY UNITED STATES DEPT OF
       BOOK FAIR INC
       EMERGENCY RSOPNSE TRAINING INST
       ENGINEERS U S ARMY CORPS OF
       ENVIROMECH INC
       FAIRLANE CAFE
       FAJANS MICHAEL
       GLOBAL SOURCES INC
       GOVERNMENT PRINTING OFFICE US
       ILLUME INCORPORATED
       NORTHWEST CENTER FOR RETARDED
       PACIFICA MARINE INC
       PUBLIC AFFAIRS MAR CORPS OFF
       SEATTLE REGIONAL PRINTING
       SEATTLE SUPPORT CENTER
       VAN GO PLUMBING HEATING & AIR
       VERITY CREDIT UNION

5000  SILVER KING INC
1519  COAST GUARD MUSEUM OF THE NW  
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1555  ABBOTT WEST INC  
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4660  STONE FLY DESIGNS
4735  ARMY UNITED STATES DEPT OF CORP OF ENGINEERS ENGINEERS U S ARMY CORPS OF FAIRLANE CAFE GOVERNMENT PRINTING OFFICE US KB MECHANICAL INC NORTHWEST CTR FOR THE RTARDED NW FEDERAL CREDIT UNION PACIFICA MARINE INC RAIN CITY DISPLAY SEATTLE DIST LIBRARY US ARMY SEATTLE SUPPORT CENTER TALGO INC U S ARMY CORPS OF ENGINEERS

5000  TOTEM EQUIPMENT COMPANY INC
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<td>COLLINUS, PAT COMMANDER USCG GROUP SEATTLE CURLEY, THOMAS J III FLETCHER, LARRY INTERNAL REVENUE SERVICE LAMBERT, RICKY PERNIOLA, FRANK STONE, MICHAEL UNITED STATES COAST GUARD</td>
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<tr>
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<td>GRIFFIN Envelope INC</td>
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<td>OCEAN BEAUTY SEAFOODS INC</td>
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E MARGINAL WAY S  1995  (Cont'd)

4735  UNITE STATES DEPARTMENT INTR
       UNITED STATES DEPARTMENT DEF

5000  TOTEM EQUIPMENT COMPANY INC
1201 STEVEDORING SERVICES OF AMER
1519 DOCKSIDE BARBER SH
  INTERNAL REVENUE SERVICE
  U S DEPARTMENT TRANSPORTATION
1555 ABBOTT WEST INC
  DUNLEAVY SALES CO
  RICHARD THOMPSON
  UNITED STATES DEPT COMMERCE
1561 CORPORATION CATHLC ARCHBSP INC
1701 WCT TRADING COMPANY
1727 FLINT INK CORPORATION
1733 GATX TANK STRG TRMNLS
  IMPERIAL AUTO SALES
  IMPERIAL PETROLEUM CORPORATION
2431 MARINE TERMINALS CORP NV CORP
TRANS PACIFIC CONTAINER SVC
2715 PANTAGES WORLD TRAVEL
SEATTLE SEAMENS CENTER
STEVEDORING SERVICES OF AMER
TRADEWELL STORE 40
3225 MATSON NAVIGATION COMPANY
3407 INTEROCEAN SEAFOODS CO
PACIFIC SALMON CO INC
3440 I LWU-PMA BENEFIT PLANS
INTERNATIONAL LONG SHORE MENS
3455 SEABLENDENS FOOD COMPANY
3616 SIGNAL EQUIPMENT INC
3623 GENERAL WELDING SUPPLY CO INC
3628 AUSTRALIA UNLIMITED INC
CUSTOM MARINE INDUSTRIES INC
HAGENSBORG FOODS USA INC
HARRISON TRADING CO
MS FREIGHT DISTRIBUTION INC
3633 ANDREWS MACHINERY OF WASH
3651 ASSURANCE HOME INSPECTIONS
COX FRED G INVSTGTRs
COX, FRED G
INKWELL PRINTERS INC
NORTHWEST FLOOR DESIGN INC
VIEWPOINT SALES & MARKETING
3660 I S S C INC
3670 NICHOLSON INDUSTRIES INC
NICHOLSON MANUFACTURING CO
3801 ASH GROVE CEMENT COMPANY
OREGON PORTLAND CEMENT
4140 HASBRO INC
PORT OF SEATTLE
4301 GRIFFIN ENVELOPE INC
4401 WASHINGTON STATE OF
4600 CASCADE MACHINERY & ELECTRIC
4634 ALASKA NATIVE INDS COOP ASSN
ANACOMP INC
OCCUPATIONAL MED CORP OF AMER
SOUTH CENTER GROCERY & DELI
WORK FITNESS INSTITUTE
4636 ANACOMP INC
CALIFORNIA HUMAN DEV CORP
DHL AIRWAYS INC
HAZCON INC
SATELLITE PROGRAM
SEATTLE KING CNTY PIC
4660 WASHINGTON FISH & OYSTER CO
4735 BUREAU OF INDIAN AFFAIRS
CORPS OF ENGINEERS
4735  MILITARY TRAFFIC MANAGEMENT
      NORTHWEST CTR FOR THE RTARDED
      SO CAFETERIA SEATTLE WA
      TALL CEDAR CHILD CARE CENTER
      U S DEPT HEALTH AND HUMAN SVCS
      U S GOVERNMENT PRINTING OFF
      UNITE STATES DEPARTMENT INTR
      UNITED STATES DEPARTMENT DEF

5000  TOTEM EQUIPMENT COMPANY INC
ALASKAN WAY S 1987

280 Pier 49 (For Occupants See Pier 49)
300 Pier 48 (For Occupants See Pier 48)
304 C & H Co importers 624-6763

S MAIN ST BEGINS

ZIP CODE 98134
ROYAL BROUGHAM WAY
INTERSECTS
400 Pier 47
(FOR OCCUPANTS SEE PIER 46)
500 Pier 46
(FOR OCCUPANTS SEE PIER 46)
563 Pier 43
608 Vacant
(FOR OCCUPANTS SEE PIER 46)
901 Pier 42
(FOR OCCUPANTS SEE PIER 46)
Pier 53
(FOR OCCUPANTS SEE PIER 46)
S DEARBORN ST INTERSECTS
KING ST INTERSECTS

S ATLANTIC ST INTERSECTS
1201 U S Coast Guard (Support Cntr)
(FOR OCCUPANTS SEE PIER 36)
(FOR OCCUPANTS SEE PIER 36)
(FOR OCCUPANTS SEE PIER 36)
U S Coast Guard (Museum)
(FOR OCCUPANTS SEE PIER 36)
1555 U S Coast Guard (Puget Sound
Vessel Traffic Serv)
1519d U S Coast Guard (Marine Safety
Ofc)
1555 U S Genl Serv Adm (Pub Bldg
Serv Maintenance) 442-4091
U S Dept Of Commerce 442-4327
219 U S Customs Patrol 442-5684
Thompson Co mfg rep 623-9433
Dunleavy Co mfg rep 623-5968
Irs 442-1118
47
Federal Warehouse Building
Senior Service Centers (fd coop
whe-meals on whls) 448-5760
201 Ocra Assoc ship asst & ocean
towing
1561 St Martin De Porres (cath shelter
for men)
S MASSACHUSETTS ST INTERSECTS
48
1701 Belknap Industries 624-5035
1727 Cal-Ink press rm sup 622-3215
1733 Vacant
Gatx-Tank Storage Terminals oil
stge 622-0920
E MARGINAL WAY S INTERSECTS

ALASKAN WAY W -FROM PIER 88
ON ALASKAN WAY

ZIP CODE 98119
W JOHN ST INTERSECTS
W THOMAS ST INTERSECTS
W HARRISON ST INTERSECTS
W MERCER ST INTERSECTS
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### 1987

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<td>S WALKER INTERSECTS</td>
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<tr>
<td>1901 Vacant</td>
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<td>2247 Vacant</td>
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<td>2431 Vacant</td>
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<tr>
<td>2715 Pier 28 Northern Commercial Co (Stge) 583-8700</td>
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<td>2731 Pier Twenty-Eight (Addl Sp)</td>
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<tr>
<td>2901 Vacant</td>
</tr>
<tr>
<td>S STACY INTERSECTS</td>
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<tr>
<td>S LANDER INTERSECTS</td>
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<td>S FOREST INTERSECTS</td>
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| S HORTON INTERSECTS |
| S HINDS INTERSECTS |
| 3400 Crowley Environmental Service Corp pollution controls prod distr 682-4888 |
| 3407 Rainier Port Cold Storage cold stge whole |
| 3420 Terminal 106 Building 3 (Whse) |
| 3425 A M President Lines (Container Stge & Mtc) Booth Fisheries seafood 622-2942 Seaco (Terminal 25) Port Of Seattle (Cold Stge) Pacific Alaska Seafood Inc whol distr & proc 587-0002 |
| 3433 Point Adams Packing Co whol 624-9633 |
| 3440 1 L W U Local 19 Longshrmn-Whsnmn Union 623-7461 1 L W U (Welfare Offc) 682-5632 Waterfront Federal Credit Union 622-8415 |

| S SPOKANE ST INTERSECTS |
| 3600 Vacant |
| 3623 General Welding Supply Co Inc 624-7033 |
| Shumway Medical Supply Inc hosp equip & sups 682-9667 |
| 3626 Lindmark Machine Works Inc mach shop 624-0777 |
| 3628 Custom Marine Industries Inc import export 343-5661 Australia Unlimited import 343-5545 |
| 3633 Andrews Machinery Of Washington Inc contrs equip 624-7121 Contractors Rental Co heavy equip 624-7121 |
| 3651 Inkwell Printers Inc 623-1701 Cox Fred G priv investigator 622-1981 Oceen Express Consolidators Inc ftr forwarders 587-0114 |
| 3690 1 S S C Inc 343-0700 |
| 3670 Nicholson Mfg Co machy dirs 682-2792 |
| DUWAMISH AV S INTERSECTS |
| 3693 Sea-Mar Electronics Inc marine equip & sup 622-6130 |
| 3801 Ash Grove Cement West Inc 623-5596 |
| 4100 Port Of Seattle (No 5) S DAKOTA ST INTERSECTS |
| 4120 Port Of Seattle (Whse) |
ALASKAN WAY S 1981

Studio Sixty Five And A Half photog 682-3466
Stuff & Nonsense antiques 622-8868
1st Fl Adams R David archt 682-8666
Gustin Ron artist 623-1461
Sainte-John L artist 624-6761
116 L & H Printing (Plant)
S WASHINGTON ST INTERSECTS
210 Three B's Inc hdw 623-8425
People's Supply Co whol hdw 623-8425
214 Vacant
216 Vacant
S MAIN ST INTERSECTS
250 Vacant
280 Pier 49 (For Occupants See Pier 49)
300 Pier 48 (For Occupants See Pier 48)
304 C & H Co importers 624-6765

ZIP CODE 98134
Pier 47
(FOR OCCUPANTS SEE PIER 46)
540 Pier 46
(FOR OCCUPANTS SEE PIER 46)
563 Pier 43
(FOR OCCUPANTS SEE PIER 46)
601 Ye Olde Curiosity Shop retail curio shop 682-5844
901 Pier 42
(FOR OCCUPANTS SEE PIER 46)
Pier 53
(FOR OCCUPANTS SEE PIER 46)
S DEARBORN ST INTERSECTS

S ATLANTIC ST INTERSECTS
1201 U S Coastguard (Support Center)
(FOR OCCUPANTS SEE PIER 36)
U S Coastguard
(FOR OCCUPANTS SEE PIER 36)
U S Coastguard
(FOR OCCUPANTS SEE PIER 36)
U S Coastguard (Museum)
(FOR OCCUPANTS SEE PIER 36)
1519 Environmental Protection Agcy (Field Crew) 442-5840
U S Genl Serv Admn (Pub Bldg Serv Maintenance) 442-4091
US Environmental Protection Agcy (Microbiology Lab)
U S Customs Patrol 442-5684
U S Environmental Protection Agcy 442-4155
1555 Federal Terminal Building ofc bldg
Senior Service Centers (Whse) 583-0769
1701 Washington Glass Co
1727 Cal-Ink ink & press room sup 622-3215
1733 B P American Tradind Inc sup ocean ships 625-1096
Gata-Tank Storage Terminals oil stge 622-0920

ALASKAN WAY W — FROM PIER 88 ON
ALASKAN WAY

ZIP CODE 98119
W JOHN ST INTERSECTS
W THOMAS ST INTERSECTS
W HARRISON ST INTERSECTS
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### East Marginal Way S — from Junc of S Holgate St and S Alaskan Way South

- **ZIP CODE**: 98134
- **S Walker Intersects**
  - 1901 Chevon U S A Inc (Trans Dept) 626-5234
  - Alaska Pacific Grocery Inc whol gro 662-6202
  - Stancll Employees Credit Union 628-5232
  - 2245 Wa Stevedoring Co (Sub Off) 623-7466
  - Jones Washington Stevedoring Co 623-9000
  - International Terminal Co stevedoring 623-7466
  - Maritime Service Inc stevedoring co claims adj 623-7410
  - Jones Wash Stevedoring (Gear Locker) 623-3383
  - Jones Wash Stevedoring (Mech Shop) 623-7999
  - 2431 Pier 30
  - 2451 Pier 29
  - 2715 Pier 28 (port of seattle)
  - Pier 28
  - N C Machinery Co Inc 563-6700
- **Rooms**
  - 2901 Seattle & North Coast R R (Marine Dept) 626-3339
  - Pier 27
- **Stacy Intersects**
- **Landers Intersects**
- **Forest Intersects**
- **S Horton Intersects**
- **S Hinds Intersects**
- 3400 Crowley Environmental Service Corp pollution controls prod distr 655-6998
- 3420 Port of Seattle (Term 106 Whse) 626-3333
- 3425 Am Mail Line Ltd (Container Sigs & Moe) 626-2942
- Booth Fisheries seafood 626-2942
- Seashore (Terminal 26)
- Port of Seattle (Cold Sigs)
- Rainier Port Cold Storage 626-2660
- Seattle Seafoods Inc whol 626-2160
- 1001 L W U Local 19 Longhorns-Whaamn Union 623-7461
- 1001 L W U Welfare (Ofc) 626-5832
- 3440 Waterfront Federal Credit Union 626-4415
- **Spokane ST Intersects**
- 3600 Alaskan Copper Works 623-5800
- 3623 General Welding Supply Co Inc 624-7033
- 3628 Warden-Batta & Co Inc packing crating exp domestic 626-3962
- 3633 Andrews Machinery Of Washington Inc contrs equip 624-7121
- Contractors Rental Co heavy equip 624-7121
- 3636 Anthes Inc contrs sup & equip 624-0144
- 3651 Star-Ship Studios studio rental 587-0112
- 3660 Gilmore Steel Corp (Div Of Am Ind) mfrs 623-0568
- 3670 Nicholson Manufacturing Co 626-2752
- **Duwamish AV S Intersects**
- 3898 Sea-Max Electronics Inc marine equip & sup 623-6130
- 3891 Lone Star Industries Inc mfrs 623-5596
- 4100 Port of Seattle No 5
- **Dakota ST Intersects**
- 4120 Port of Seattle (Whse)
- 4140 Port of Seattle (Pot Terminal Whse)
- 362-3682
- **US Customs 362-3784**
- **S Idaho ST Intersects**
- 4401 State Liquor Control Board Shored & Agrs Dlv 464-6900
- State Liquor Store No 101 464-6055
- State Liquor Control Bd (Whse) 464-6077
- State Liquor Control Bd (Enforce Div) 464-6094
- State Liquor Control Bd (facilities & info) 464-6075
- **S Oregon ST Intersects**
- 4501 Duwamish Pumping Sta 762-0888
- **South Whse**
- **Diagonal AV S Intersects**
- 4600 Cascade Machinery & Electric Inc 763-6050
- 4634 Vacant
- 4660 Bunsen & Davis whol fish prod 767-7418
- Northwest Ship Suppliers Inc 763-3500
- Siberian Salmon Egg Co whol 763-2620
- Bader-Haggart Ltd seafood broker 767-5331
- **S Alaska ST Intersects**
- 4735 Federal Center South (Ofc Bldg)
- Sage Food Service food serv mgmt 763-8628

5186525.1 Page: A41
ALASKAN WAY S 1976

BAY INTERSECTS
Pier 71
(FOR OCCUPANTS SEE PIER 71)

ALASKAN WAY S—FROM FT OF YESLER WAY SOUTH

ZIP CODE 98104
110 Draper Machine Works Inc 623-8141
Salmon Bay Marina Inc (Admn Ofc) 623-8141
111 Pier 51
(FOR OCCUPANTS SEE PIER 51)
114 Cole Fred Factory & Gallery wallpaper mfgr 623-4018
S WASHINGTON ST INTERSECTS
201a Vacant
210 Three B's Inc (Dbia Peoples Sup Co) hdw 623-8425
212 Vacant
214 Three B's Inc (Stge)
216 Three B's Inc (Stge)
218 Vacant
S MAIN ST INTERSECTS
300 Alaska Marine Hiway System ferry serv 623-1970
304 C & H Co importers 624-6765
Sturham Otto & Sons sailmakers 624-3386

ZIP CODE 98134
Pier 47
(FOR OCCUPANTS SEE PIER 47)
540 Pier 46
(FOR OCCUPANTS SEE PIER 46)
563 Pier 43
(FOR OCCUPANTS SEE PIER 43)
901 Pier 42
(PIER 42)
901 Pier 53
(FOR OCCUPANTS SEE PIER 53)
S DEARBORN ST INTERSECTS

S ATLANTIC ST INTERSECTS
1201 Pier 36
(FOR OCCUPANTS SEE PIER 36)
Pier 37
(FOR OCCUPANTS SEE PIER 37)
Pier 38
(FOR OCCUPANTS SEE PIER 38)
1519 Pier 39
(FOR OCCUPANTS SEE PIER 39)
1555 Environmental Protection Agcy (LABY) 442-5840
U S Genl Serv Admn-Pub Bldg Serv
Maintenance 442-4091
U S Customs Patrol 442-5684
U S Genl Serv Asmn 442-4091
Environmental Protection Agcy 442-4155
1701 Washington Glass Co
1727 Cal-Ink ink & press room sup 622-3215
1733 Vacant

ALASKAN WAY W—FROM PIER 88 ON ALASKAN WAY

ZIP CODE 98119
W JOHN ST INTERSECTS
W THOMAS ST INTERSECTS
W HARRISON ST INTERSECTS
E MARGINAL WAY S  1976

JLS JANITOR
INSURED COMMERCIAL
GUARANTEED COMMERCIAL WORK

5186525.1  Page: A44
ALASKAN WAY S — FROM FT OF YESLER WAY SOUTH

ZIP CODE 98104
110 Draper Machine Works Inc MA3-8141
111 Pier 51
(FOR OCCUPANTS SEE PIER 51)
114 Custom Foils mfg wallpaper MA3-4029
S WASHINGTON ST INTERSECTS
201a City Harbor Police Sta No 1 583-2179
210 Three B's Inc (Dbia Peoples Sup Co) hdw
MA3-8425
212 Vacant
Moore Tasso
Miller Frank A MA2-9946
214 Three B's Inc (Stge)
216 Three B's Inc (Stge)
218 Vacant
S MAIN ST INTERSECTS
300 Pier 48
304 C & H Co importers MA4-6765
Sturham Otto & Sons sailmakers MA4-3386

ZIP CODE 98134
(FOR OCCUPANTS SEE PIER 47)
540 Pier 46
563 Pier 43
(FOR OCCUPANTS SEE PIER 43)
901 Pier 42
(FOR OCCUPANTS SEE PIER 42)
(FOR OCCUPANTS SEE PIER 53)
S DEARBORN ST INTERSECTS
1049 Vacant

S ATLANTIC ST INTERSECTS
1519 Pier 36
(FOR OCCUPANTS SEE PIER 36)
Pier 37
(FOR OCCUPANTS SEE PIER 37)
Pier 38
(FOR OCCUPANTS AEE PIER 38)
Pier 39
(FOR OCCUPANTS SEE PIER 39)
U S Genl Serv Admn-Pub Bldg Serv
Maintenance MU2-2700
U S Corps Of Engs-Seattle Dist MU2-2700
1701 Pier 35
(FOR OCCUPANTS SEE PIER 35)
1727 Tenneco Chemicals Inc ink mfrs MA2-3215
1733 Vacant

ALASKAN WAY W — FROM PIER 68 ON
ALASKAN WAY

ZIP CODE 98119
1461 Auto Warehousing Co (Whse Stge)
W JOHN ST INTERSECTS
W THOMAS ST INTERSECTS
W HARRISON ST INTERSECTS
ALASKAN WAY S

---CEDAR INTERSECTS
---BROAD INTERSECTS
---BAY INTERSECTS

ALASKAN WAY S -FROM FT OF YESLER WAY SOUTH

108 BUCHANAN AUTO FREIGHT
   MA2-4419
110 DRAPER MACHINE WORKS INC
   MACHS MA3-8141
114 NORCO MANUFACTURING CO
   VENETIAN BLINDS MA4-6144
---S WASHINGTON INTERSECTS
201A CITY HARBOR POLICE
   JU3-2179
210 THREE B'S INC (DBA PEOPLES
   SUP CO) HDW MA3-8425

LAW"

MARVIN L. WILLIAMS, Sec.-Treas.

Washington 98121  Tel. MU
ALASKAN WAY S  1966

<table>
<thead>
<tr>
<th>Target Street</th>
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<td>Polk's City Directory</td>
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212 O'K HOTEL LODGINGS
MA2-9946
214 THREE B'S INC (STGE)
216 THREE B'S INC (STGE)
220% BOSTON HOTEL LODGINGS
JOHNSON VERA
---S MAIN INTERSECTS
304 C & H CO IMPORTERS
MA4-6765
STURHAM OTTO & SONS
SAILMAKERS MA4-3386

---S DEARBORN ST INTERSECTS
1049 ELY & WALKER DRY GOODS CO
WHOL MA4-6939
HEATH H W INC

---S ATLANTIC INTERSECTS
1519 U S ARMY RECRUITING SERV
U S ARMY EXAM & INDUCTION
STA MU2-2700
U S GENL SERV ADMN-PUB
BLDG SERV MU2-2700
U S AIR FORCE-1929
COMMUNICATIONS GROUP
(CONUS) MU2-2700
U S CORPS OF ENGS-SEATTLE
DIST
1727 CALIFORNIA INK CO MFRS
1733 TIDewater GLC CO MA2-0920

ALASKAN WAY W - FROM W DENNY
WAY NORTHEAST

1461 CONVOY CO AUTO TRANS SERV
---W JOHN INTERSECTS
E MARGINAL WAY S 1966
ALASKAN WAY S 1961

W Mercer intersects
W Roy intersects
W Prospect intersects
W Lee intersects
W Galer intersects
W Garfield intersects

ALASKAN WAY S—From ft of Yesler way, south
ft Pier 50
Shoblad Lumber Co whol
MA3-4987
American Can Co (stge and
ship) MA3-7593
Connor’s Cigar Store MA3-9175
Evans Products Co marine htg
sup
Kimbrell-Lawrence Trans Inc
MA3-6340

Providing Electricity
at Less than Half the
National Average Rate.
ALASKAN WAY S 1961

ALASKAN WAY S-Endd
Seattle Bulk Loading stevedoring MA-3707
Seattle Pier Co MA-3823
Washington Industries Inc engs MA-4423

101 Waterfront Fish & Oyster Co
wood & retail MA-2720

108 Buchanan Auto Freight MA-3410

110 Draper Eng Wash Co machs MA-3511

114 Norco Mill Co venetian blinds MA-3844
West Wind Corp fans mfrs MA-3844

114 Norco Mill Co (whse)

S Washington intersects
30A City Harbor Patrol Sta No 1 MA-3612

208 Under Construction

216 Peoples Supply Co MA-8245

212 O K Hotel lodgings MA-4719
Kohshi Japanese K

214 Western Hardware Co MA-4723

226 Peoples Supply Co (gpo)

226J Boston Hotel lodgings MA-3346

Joko Satoishi 6 MA-3346

S Main intersects

S Main Pier 44
Maison Lines (dock ad)
Maison Terminals Inc stevedoring co MA-3877
Pope & Talbot Lines steamship lines MA-3531
Weyerhauser Steamship Co MA-3845

S Jackson intersects

S Jackson Pier 47
Crown Sealand Sales Inc whl MA-7461
Johnson Ed Co fish brokers MA-3890

S Jackson Pier 48
Port of Seattle dock MA-3824

US Customs MA-3824

104 C & H Co importers MA-4670
Starbuck Otto & Sons sailors MA-3286

S King intersects

S King Pacific Lumber

S Dearborn intersects

S Dearborn Pier 49
Washington Tug & Barge Co MA-4138
Stabia Albert

51 Jack's Parking auto

52 Giften's Service & gas sta MA-3681
Gettman Mrs auto reps MA-3681

991 Pier 42
Alaska Steamship Co (transportation div) MA-4530
Alaska Terminal & Stevedoring Co MA-4530
Radio Corporation of America (dealers div) MA-4534
United Export Packers MA-3833
World Wide Housewrecked Goods
Forwards Co Inc forwards MA-5692

104I Vacant

104H Walker & Ely Dry Goods Co whl MA-4930

Connecticut intersects

Atlantic intersects

151A Pier 37

156 Pier 38
US Coast Guard MU-2-2300

159 Pier 39

USA Engs Portland Eng Dist
Lin Sr MU-2700

USA Engs - Seattle Eng MU-2700

US Armed Forces Examining Induction Sta MA-3700

USA Engs - Seattle Eng Dist Engineer & Sup MU-2700

USA Alaska Communication Sys (procurement & distribution div) MU-2700

US Post Off Dept Bur of Facilities MU-2700

US Post Off Dept - Mail Eng Depository

US Recruiting Service MU-2700

USA Vet Food Inspection Detachment MU-2700

US General Services Admin.

- Public Health Service MU-2700

US Dept of Interior - Bureau of Indian Affairs - Terminal
City Fire Dept Engine Co No 5 MA-3077

1559 Pier 35

Port of Seattle - Dock Office MA-4124

US Dept of Bur Customs MA-3124

W Massachusetts intersects

1704 Shoe Door Co of Seattle mfrs MU-2800

1727 California Ins Co Inc mfrs MA-3215

1733 Pier 24

Tidewater Oil Co MA-2520

W Haligon intersects

W Railroad intersects

E Marginal way intersects

ALBERT PL W—from 5300 Brygger

E Marginal way intersects

ALBION PL N—from 1000 N 48th, north

3410 Temple Jack ME-2-3328

3421 Miller Gene A

3422 Sewell Birdie M Mrs

3423 Hetherford Ethel H Mrs

3424 Hasting Franklin J & ME-2-3123

N 35th intersects

3501 Apartments

1 Laffoon Henry A

2 Vacant

3 Mayneck Charlotte Mrs

4 Vacant

N 36th intersects

3510 Michael Myrtle L Mrs ME-3-2257

3541 Gustafson Del G

3516 Purinton Caroline Mrs ME-3-2257

3519 Freeman's Dock Marine Service (whse)

3522 Seattle City Light Sub Sta

353I Vacant

3537 Bough Forrester C & ME-2-3313

3541 Nicholas Milton C & ME-3-2583

3543 Tompkins Margaret L Mrs 6 ME-2-4025

3546 Fisher Ocoy L & ME-2-5451

3546 Stowe Barbara C & ME-3-2451

3547 Osborne Harold S

3547 Davis John C & ME-2-7550

3549 Wilson Howard G & ME-3-4418

3551 Wood Emory W & ME-3-4856

3553 Jenkins Earl W jr

3557 Peterson Edith H ME-2-2643

3563 Nelson John & ME-3-0433

3564 Webster Allyn C & ME-2-3942

3569 Wright Norman S & Co North- west mfrs agt ME-3-2366

N 37th intersects

N 38th intersects

ALBRO PL S—from end of S Edgy

S Edgy north, 1 south of S Bailey

1128 Hatchers Coffee Shop PA-5-8570

1132 Hatchers

137 Vacant

139 At S intersects

S Hardy intersects

S Hardy intersects

S Hardy intersects

S Hardy intersects

S Hardy intersects

S Hardy intersects

S Hardy intersects
E MARGINAL WAY S—From junction
S Holgate and S Alaskan way S,
south
1901-35 Pier 32
Standard Oil Co of Calif (whse)
MA3-6310
Standard Oil Co of Calif (sls
ofc) MA3-6310
S Walker intersects
2201 Ed & Bob’s Chevron gas sta
MA3-9818
2241 Sea Hag Tavern MA3-9482
2247 International Handling Co
MA3-7966
Olympic Peninsula Stevedoring
Co MA3-7966
Rothschild Internatl Stevedoring
Co MA3-7966
Rothschild Alaska Stevedoring
Inc MA3-7966
Tait Stevedoring Co Inc
MA3-7966
S Stacy intersects
2401 Pier 31
ft of SW Lander Pier 30
SW Lander intersects
ft of SW Lander Pier 29

Source: Polk's City Directory

Target Street: E MARGINAL WAY S
Cross Street: -

Year: 1961
<table>
<thead>
<tr>
<th>Source</th>
<th>Polk's City Directory</th>
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**E MARGINAL WAY S**

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<tr>
<th>Target Street</th>
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<tbody>
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</tbody>
</table>

1961

- **E MARGINAL WAY S—Contd**
- **S Forrest intersects**
  - **Pier 27**
    - CMSIP and PPRRCO (Marine Dept) MA3-7787
  - **Pier 26**
    - Allied Tractor Equip Co MA3-3756
  - **Pier 21**
    - Viking Equip Co tractors MA4-5256
  - **Pier 20**
    - Sterling Tool Co mfrs MA4-5204
  - **1B68**

- **S Hanford intersects**
  - **Pier 25**
    - Hanford Street Grain Elev MA3-1790
    - Cargill Inc exporters MA3-4940
    - State Dept of Agril-Grain Insp Div MA2-0401

- **S Horton intersects**
  - **Pier 24**
    - New England Fish Co whol MA3-3155
    - Northwest Fisheries Inc whol MU2-2320
    - Northwest Marine Terminal Assn MA4-7177
    - Rainier Port Cold Storage PA3-7400
    - Salmon Terminals Inc (whse) MA3-6292
    - Salmon Terminals Inc cold stge MA2-8522
    - Sebastian-Stuart Fish Co whol MA3-1477
    - US Dept of Agri (fumigation plant) MA3-5912
  - **4D15**
    - American Merchant Marine Library MA4-0788
    - Label Imprinters MA4-0788
  - **3250**
    - Swift & Co (Gro Unit) MA3-5912
  - **3425**
    - Puckett Co The salmon labelers MA3-4141
  - **3333**
    - Seattle Seafoods Inc whol fish MU2-2150
  - **3440**
    - Vacant
  - **3451**
    - Westinghouse Elec Corp mfrs MA2-0808
  - **3466**
    - Building
      - Kearfott-Div of Genl Precision Inc electronic equip MU2-9390
      - Sylvania Elec Products Inc MA2-6888
  - **500**
    - Rooms:
      - 201 Thompson-Ramo Wooldridge Inc aircraft accessories MU2-1050
      - 202 Alaska Traffic Consultants MU2-2816
      - 203 Vacant
      - 204 Transition Electronic Sys Corp MA4-0783
      - 207 Baur Leonard W & Assocs ft% traffic consultant MA4-2933
      - Geddes Robb L & Assocs ft% traffic consultants MA4-2933
      - 208 Vacant
      - 209 Granger Flee & Jennings Inc food brokers MA3-3942
  - **1571**

- **S Spokane intersects**
  - **3600**
    - Alaskan Copper Wks metal fabricators MA3-3800
  - **3616**
    - R Distra Inc beer and wine MU2-8040
  - **3703**
    - The Reader Inc Co (Continued)
ALASKAN WAY, S—From ft of Yesler way, south

101 Pier 50
Alaska Parcel Service forwarding agts Δ MA 0611
Alaska Docks Inc real est owners Δ MA 0611
Calvo & Co real est Δ SE 4471
Commercial Statistics Serv Δ SE 1365
G & S Handling Co Δ MA 0611
Griffiths & Sprague Stevedoring Co Δ MA 0611
Macfarlane Lbr Co whol Δ MU 1612
Marine & Industrial Sup Inc Δ SE 6926
ALASKAN WAY S    1955

Target Street: ALASKAN WAY S
Cross Street: -
Source: Polk's City Directory

Pier 50—Cont'd
Northwest Freight Management Co forwarding agts
△ MA 0611
Ocean Forwarders forwarding agts △ MU 5843
Shoblad Lbr Co whol △ EL 4987
Waterfront Fish & Oyster Co
△ SE 7350
108 Buchanan Auto Frt △ MA 4419
110 Draper Eng Wks Co machs
△ EL 8141
112-14 Lowman & Hanford Co
sls plant △ EL 8870
Washington begins

201 Pier 49
City Harbor Patrol Sta No 1
Main Fish Co Inc whol
△ EL 3398
Fox Leo Typewriter Sls & Serv
△ SE 7520
Nati Typewriter Exch
△ MA 0751
Sellen Pete Products fish bait
△ MA 3491
205 Gutherlet Laboratories
△ EL 4484
207 Tug Tavern △ SE 5830
208 Peoples Sup Co 2d hd hdw
△ SE 6115
209 Tug Cafe
210 Siegel Max 2d hd hdw
△ EL 8425
212 O K Hotel lodgings
△ SE 9710
214 Western Hdw Co 2d hd
△ EL 4723
220 Boston Hotel lodgings
△ SE 0789
221 Parking Inc gas sta △ SE 9999
Main begins

304 American Transfer Co Inc
△ MA 7306
3d fl Sturham Otto & Sons salimkrs
△ SE 3388

ft Main Pier 48
Olympic Steamship Co
△ MA 4520
Pacific Argentine Brazil Line Inc △ EL 4630
Pacific Coast Coal & Oll Co
△ MA 5080
Pope & Talbot Inc (steamsip div) △ EL 4630
System Transfer Co (whse)
U S Customs △ MU 4238

ft of Jackson Pier 47
Crown Seafood Sales Inc whol
△ SE 7461
Haines Oyster Co whol
△ MO 4505

Jackson begins
<table>
<thead>
<tr>
<th>Target Street</th>
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<th>Source</th>
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<tbody>
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</tbody>
</table>

**ALASKAN WAY S  1955**

- ft of Jackson Pier 46
  - Luckenbach Steamship Co (fot ofc) Δ EL 1208
  - Harbor Seafoods whol
    Δ EL 2656
  - Puget Sound Salmon Egg Co
    Δ EL 2657
  - 304 American Transfer Co Inc
    Δ MA 7396
  - 403 Brownlee's Serv gas sta
    Δ SE 9121
  - 411 Ship-A-Hoy Cafe Δ EL 8375
  - 417 Art Brass & Plating Wks
    Δ SE 4980
  - 425 McElhaney H L Co mats handling equip Δ SE 5232
    IB-62
  - King begins

- 501 Pier 45
  - King Street Dock Parking Serv
    Δ EL 9713
  - Wash Tug & Barge Co
    Δ EL 4340 Δ EL 4338

- 523 Pier 44
  - Matson Navigation Co (dock ofc) Δ EL 8215
  - Matson Terminals Inc
    Δ EL 8873
  - Union Pac RRCO (pier ofc)
    Δ EL 8933
  - 549 Pacific Lunch Δ MA 9500
  - 568 Vacant

- 801 Pier 43
- 811 Jack's Parking auto
- 831 Girten's Serv Sta Δ SE 9381
  - Gettman Wm auto repr

- 901 Pier 42
  - Alaska Steamship Co (transportation div) Δ MA 4530
  - Alaska Terminal & Stevedoring Co Δ MA 4530
  - Aleutian Cold Stge Co whol fish Δ SE 2847

- 1049 Pier 39
  - Moore Walton N Dry Goods
    Δ Co Inc whol Δ SE 6939
    IB-63
  - Connecticut begins

- Pier 38
  - Atlantic begins
  - W Atlantic begins
ALASKAN WAY S — Cont'd

1519 Pier 37
Military Sea Trans Serv
Δ MA 0100
Seattle Port of Embarkation
Δ MA 0100

1539 Pier 36
Pier 35
W Massachusetts intersects

1727 Calif Ink Co Inc Δ MA 3215

1733 Pier 34
Tide Water Assoc Oil Co
Δ MO 0920
W Holgate intersects
W Railroad intersects

—Pier 33
E Marginal Way begins
E MARGINAL WAY S  1955

1955

MARGINAL WAY, E—From Junct
Holgate and S Alaskan way, south
1901-35 Pier 32
Standard Oil Co of Calif (plant
& EL 0810)
2901 Tom & Bill's Serv gas
& EL 0813
2841 Sea Haze Tavern & EL 5483
2247 International Handling Co mfrs
whse & EL 7068
Olympic Peninsula Stereoring
Co & EL 7983
Rothschild Int'l Stereoring Co
& EL 7986
Rothschild's Alaska Stereoring
Inc & EL 7968
Tall Stereoring Co Inc
& EL 7968
W Stacy begins

2461 Pier 31
2461 Pier 30
Drew E P & Co chem mfrs
& SE 5377
Port of Seattle (Stacy St Termi
nall) & MA 5214
Ulley's Transfer & Site Co
Wase
Transfer & Site Co & SE 5377
Seattle Stereoring Co gear
locker & SE 5452

2437 Pier 29
Port of Seattle (Lander St Termi
ninal) W Lander begins

2711 Aquino Bros Serv gas
& SE 1577
2731 Pier 28
Olympic Steamship Co Inc
& MA 4539
Olympic-Griffiths Lines Inc
Steamship Co & MA 6529
2705 Portside Cafe & MA 0931
Forest Intersect
2909 Paton & Co Indy mfrs
Russell Miller Milling Co
flour mill
Tacoma Moving & Site Co
& MA 5610
Standard Ware Co Inc
& MU 1000
2901 Pier 27
CM & PE Co (Marina
Dept) & EL 7757
2917 Pier 26
Allied Tractor Equip Co Inc
& MA 5786
2921 Viking Equip Co tractors
& SE 5320

2300 Pier 25
Handford Street Dock
2305 Vacant
2215-25 Pier 25
Handford Street Grain Elev
& EL 4940
Cargill Inc (Kerr Griffin ex
porters (dir) & MA 1760
Salmon Terminal's Fish Stor
age
Horion begins

2590 Northwest Brass Fdy
& EL 4539
Port Mach. Wks & MU 0430
2364 Seattle Sprocket Wks mfrs
& MA 1789
2310 Aan Bag & Salvage Co junk dira
& ML 4844
2314 Port of Seattle (mtrcs shops)
& MA 5124
United Transfer Inc & SE 5781

2407-35 Pier 24
Am Merchant Marine Library
Asn
Matt Catherens Assn Laby
& EL 5459
New England Fish Co fish whol
& EL 3105
Port of Seattle (Spokane St
Terminal) & MA 5124

Hinds begins
E MARGINAL WAY S 1955

Puckett The salmon labelers
Δ EL 4141
Salmon Terminals (whse)
Salmon Terminals Inc
Δ MA 9292
Sebastian-Stuart Fish Co whol
Δ EL 1477
Spokane Street Cold Storage
plant
Spokane Street Compressor
Plant Δ MA 9264
Spokane Street Fish Plant cold
storage
US Dept of Agri (fumigation
plant)
3420 K & E Brokerage Co Inc food
products Δ SE 3153
Seattle Terminal Inc comp
stge Δ MA 2990
Crosby Bing Minute Maid
Corp frozen food processor
Δ MU 5977
Bowman & Furseth Co food
brokers Δ MA 2960
3440 Nestle Co Inc The Δ MA 8333
Robinson Loy Brokerage Co
Δ MU 1213
Western Family Magazine
Δ EL 8355
3451 Westinghouse Elec Corp mfrs
Δ MA 0588
3464 Graves-Chambers Co food
brokers Δ MU 4462
3466 Sylvania Elec Prods Inc mfrs
Δ MA 6888

Spokane begins
W Spokane begins

3464 Graves-Chambers Co food
products Δ MU 4462
3466 Sylvania Elec Products Inc
televis equip Δ MA 6888
3300 Alaskan Copper Works
Δ EL 5800
3228 Air Reduction Pac Co carbonic
gas mfrs Δ MA 3260
Ohio Chem Pac Co Δ SE 5336
Pure Carbonic Co carbonic
gas mfrs Δ EL 3252
Δ EL 5262
3266 Albin Mfg Co constn equip
Δ MU 1081
Fauchald Sils contrs sups
Δ MA 5324
3268 Northwest Chains & Sprockets
Inc Δ MA 8629
3331 Bethlehem Pac Coast Steel
Corp (sls ofc) Δ VA 1100
3333 Andrew's Machy of Wash Inc
Δ SE 1121
3236 NW Scaffold & Equip Co
Inc Δ MU 2555
3260 Castle AM & Co steel prod
mfrs Δ EL 0565
3270 Puget Sound Fabricators Inc
steel fabricators Δ MA 0176
3283 Rheem Mfg Co (br plant)
water heaters Δ MA 7320
3201 Superior Portland Cement Inc
mfrs Δ SE 6700

Polk's City Directory
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### ALASKAN WAY S 1951

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<th>Pier 45</th>
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<tr>
<td>Alaska Consolidating &amp; Forwarding Co</td>
<td>MA 0011</td>
<td>MA 4909</td>
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<tr>
<td>Griffits &amp; Sprague Stevedoring Co</td>
<td>MA 0411</td>
<td>MA 4909</td>
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<tr>
<td>MacFarlane/Shibl &amp; Lumber Co</td>
<td>MA 0566</td>
<td>MA 4909</td>
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<tr>
<td>Mariner &amp; Industrial Supply Co</td>
<td>MA 4301</td>
<td>MA 4909</td>
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<td>Waterfront Fish &amp; Oyster Co</td>
<td>MA 3560</td>
<td>MA 4909</td>
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<tr>
<td>Buchanan Auto Frt</td>
<td>MA 4419</td>
<td>MA 4909</td>
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<tr>
<td>Draper Eng Wks</td>
<td>CO machs</td>
<td>EL 6701</td>
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<tr>
<td>Lowman &amp; Hanford Co</td>
<td>(in dept)</td>
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**Washington Begins**

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<tr>
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<tr>
<td>City Harbor Patrol Sta</td>
<td>No 1</td>
<td>Pier 48</td>
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<tr>
<td>Main Fish Co</td>
<td>whol</td>
<td>PE 5630</td>
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<tr>
<td>Fox Leo Typewriter Sls</td>
<td>&amp; Serv</td>
<td>SE 7652</td>
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<tr>
<td>Nati Typewriter Exch</td>
<td>MA 0751</td>
<td>MA 4909</td>
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<td>Sellen P &amp; P fish bal</td>
<td>MA 3402</td>
<td>MA 4909</td>
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<tr>
<td>Gutherie Lebys mfr</td>
<td>SE 4464</td>
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<tr>
<td>Tug Tavern</td>
<td>SE 6320</td>
<td>MA 4909</td>
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<tr>
<td>Peoples Sup Co</td>
<td>2d hd hdw</td>
<td>SE 6116</td>
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<td>Tug Cafe</td>
<td>MA 4909</td>
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<td>Siegel Max</td>
<td>2d hd hdw</td>
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<td>Terminal Parking Lot</td>
<td>MA 4909</td>
<td>MA 4909</td>
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<tr>
<td>OK Hotel</td>
<td>SE 6710</td>
<td>MA 4909</td>
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<tr>
<td>Western Hdw Co</td>
<td>2d</td>
<td>EL 4725</td>
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<tr>
<td>Vacant</td>
<td>MA 4909</td>
<td>MA 4909</td>
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<tr>
<td>Boston Hotel</td>
<td>SE 6751</td>
<td>MA 4909</td>
</tr>
<tr>
<td>Parking Inc</td>
<td>gas sta</td>
<td>SE 8909</td>
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**Main Begins**

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<th>Pier 47</th>
<th>Haines Oyster Co</th>
<th>MA 4055</th>
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<tr>
<td>Consolidated Services</td>
<td>MA 4930</td>
<td>MA 4909</td>
</tr>
<tr>
<td>Olympic Steamship Co</td>
<td>MA 4930</td>
<td>MA 4909</td>
</tr>
<tr>
<td>Pacific Argentine Brazil</td>
<td>Line Inc agts</td>
<td>EL 4000</td>
</tr>
<tr>
<td>Pacific Coast Co</td>
<td>MA 0088</td>
<td>MA 4909</td>
</tr>
<tr>
<td>Pacific Coast Coal Co</td>
<td>MA 0088</td>
<td>MA 4909</td>
</tr>
<tr>
<td>Pacific Coast Htg &amp; Appliance Co</td>
<td>MA 0088</td>
<td>MA 4909</td>
</tr>
<tr>
<td>Pacific Coast Lbr Co</td>
<td>MA 0088</td>
<td>MA 4909</td>
</tr>
<tr>
<td>Pacific Coast BR Co</td>
<td>(ofc)</td>
<td>MA 0088</td>
</tr>
<tr>
<td>Pacific Coast Terminals</td>
<td>MA 0088</td>
<td>MA 4909</td>
</tr>
<tr>
<td>Pope &amp; Talbot Inc</td>
<td>(steamship div)</td>
<td>EL 4680</td>
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<tr>
<td>US Customs</td>
<td>MA 4909</td>
<td>MA 4909</td>
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<tr>
<td>Merchants Transfer &amp; Stage Co</td>
<td>(whse)</td>
<td>MA 4909</td>
</tr>
</tbody>
</table>

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**Jackson Begins**

<table>
<thead>
<tr>
<th>Pier 46</th>
<th>Lucienbach Steamship Co</th>
<th>(ft of)</th>
<th>EL 2009</th>
</tr>
</thead>
<tbody>
<tr>
<td>Puget Sound Salmon Egg Co</td>
<td>EL 2009</td>
<td>EL 2009</td>
<td></td>
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<tr>
<td>Brownlee's Serv gas sta</td>
<td>SE 8191</td>
<td>SE 8191</td>
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<tr>
<td>Pier D Cafe</td>
<td>EL 9275</td>
<td>EL 9275</td>
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</tr>
<tr>
<td>Comml Welding Co</td>
<td>MA 6031</td>
<td>MA 6031</td>
<td></td>
</tr>
<tr>
<td>Art Brass &amp; Plating Wks</td>
<td>MA 6031</td>
<td>MA 6031</td>
<td></td>
</tr>
<tr>
<td>Rothschild Internatl Stevedoring Co</td>
<td>(shops)</td>
<td>MA 6031</td>
<td></td>
</tr>
<tr>
<td>Target Street</td>
<td>Cross Street</td>
<td>Source</td>
<td></td>
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<tr>
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<td>Polk's City Directory</td>
<td></td>
</tr>
</tbody>
</table>

**ALASKAN WAY S** 1951

- **501 Pier 45**
  - King Street Dock Parking Serv
  - Wash Tug & Barge Co (dock) EL 4340

- **625 Pier 44**
  - Matson Navigation Co (dock ofc) EL 6215
  - Matson Terminals Inc EL 6272
  - Union Pac RR Co (pier ofc) EL 6933

- **649 Pacific Lunch MA 6666**
- **653 Pac Coast Coal Co MA 5020**

**Dearborn begins**

- **801 Pier 43**
  - Alaska Steamship Co MA 4530
  - Alaska Terminal & Store-daring Co MA 4650
  - Aleutian Cold Stor Co whol fish SE 2847
  - Sitka Cold Stor Co SE 2847

- **1049 Pier 39**
  - Moore Walton N Dry Goods Co Inc whol SE 6399

- **Pier 38**
  - Atlantic begins
    - W Atlantic begins

- **1519 Pier 37**
  - Seattle Port of Embarkation
  - SPOE (civil personnel br)
  - SPOE (intelligence div)
  - SPOE (locomotive repr shop)
  - SPOE (pier rendering ofc)
  - SPOE (port activities ofc)
  - USP Military Air Trans Serv (priorities control serv)
  - USA Engs
  - USA Overseas Sup Div
  - USA Seattle Liaison Ofc
  - US Customs
  - US PO Sta.

- **1 SPOE**
  - (facilities div)
- **2 SPOE**
  - (dispensary)
- **3 SPOE**
  - (whse)
- **4 SPOE**
  - (garage)
- **5 SPOE**
  - (whse)
- **6 SPOE**
  - (march shops)
- **7 SPOE**
  - (carp shop)
- **8 SPOE**
  - (marine repr shop)
- **9 SPOE**
  - (restr)
- **10 SPOE**
  - (port chaplain's div)
- **11 SPOE**
  - (port eng shop)
- **12 SPOE**
  - (pedestrian gate)
- **13 SPOE**
  - (ofc)
- **14 SPOE**
  - (stor rig bldg)
- **15 SPOE**
  - (mess hall)
- **16 SPOE**
  - (communications center)
- **17 SPOE**
  - (locomotive repr shop)

Street continued

- **1535 Pier 36**
  - W Massachusetts Intersects

- **1701 Carman Mfg Co tnrn MA 0994**
- **1727 Calif Ink Sup Co MA 3215**
- **1731 Pier 34**
  - Hoyes Assoc Serv gas sta EL 2676
  - Tide Water Assoc Oil Co
  - W Holgate Intersects
  - W Railroad Intersects

- **Pier 33**
  - E Marginal Way begins
E MARGINAL WAY S 1951

1951 Pier 32
Standard Oil Co of Calif (plant)
2201 McLainham Bros gas sta
EL 9318
2241 Sea Hag Tavern BL 9482
2247-61 Rothschild Internatl Stevedoring Co (whse)
W Stacy begins

2401 Pier 91
Am Hawaiian Steamship Co EL 8100
Detrex Co whs
Drew E F & Co cheml mfrs
Mexico Refractories Co (whse)
Ottley Transfer & Storage Co SE 6377
Ottley Warehouse Co SE 6377
Williams Diamond & Co stevedores EL 6126

2437 Pier 29
Brady-Hamilton Stevedoring Co MA 6277
Marine Services Inc ups
EL 6118
Port of Seattle (Lander St Terminal)
W Lander begins

2771 Industrial Serv Sta gas
sta. MA 9447

2781 Pier 28
Olympic Steamship Co MA 4628

2785 Pier 27
Portside Cafe

2902 Pier 27
CMRIP&P RR Co (marine dept) EL 7787

2917 Pier 26
Isaacson Iron Wks mfrs
MA 3758

3205 Larry's Tavern SE 6261
3215-25 Pier 25
Hanford Street Grain Elev Horner Jack Co salmon
labelers MA 0746
Kerr Gifford & Co grain
expr MA 1750
Port of Seattle (Hanford St Terminal)
Horton begins

3300 Columbia Copper Coll coppersmiths
Columbia Distra plmbg ups
Northwest Brass Foundry Co
EL 4633
Port Mach Wks EL 4532
Sling Shop wire rope mfrs
3310 Am Bag & Salvage Co
junk drs EL 4844

3314 Port of Seattle (mtce Shops)
United Transfer Inc SB 4881
Hinds begins

3407-25 Pier 24
Am Merchant Marine Library Assn
Crane Co (whse and shops)
Natl Canners Assn E 5469
New England Fish Co fish
hse EL 3155
Port of Seattle (Spokane St Terminal)
Puckett OC salmon labelers
EL 4141
Rath Pkg Co whol meats
SE 0387
E MARGINAL WAY S 1951

Salmon Terminals (whse)
Salmon Terminals Inc
MA 8202

Sebastian-Stuart Fish Co
whol EL 1477

Spokane Street Cold Storage Plant

Spokane Street Fish Plant
cold storage

Spokane Street Ice Plant

Stokes Crmry Co ice cream mfrs

US Dept of Agri
(fumigation plant)

3420 K & E Brokerage Co food products SE 0985

3440 Larkin D E @ AV 6313

3451 Westinghouse Elec Corp
mfrs MA 0808

Spokane begins
W Spokane begins

3600 Alaskan Copper Wks
(shop)

3623 Air Reduction Pac Co
carbonic gas mfrs MA 3260

Pure Carbonic Inc carbonic mfrs EL 8252

3626 Albin Mfg Co constr equip
MU 1081

Sherritt & Headman ship
clnrs MA 8101

3628 NW Chains & Sprackets Inc
MA 8629

3631 Bethlehem Pac Coast Steel Corp (sls ofc) AV 1100

3636 NW Scaffolding & Equip Co
MU 2355

3640 Andrews Machy of Wash Inc
dirs SE 7121

3660 Castle A M Co steel prod
EL 0555

3670 Puget Sound Sheet Mtl Wks
MA 0176

3693 Seidelhuber Iron & Bronze
Wks Inc SE 4236

3801 Superior Portland Cement
Inc mfrs SE 5700
1ST AVE S   1944

Dakota Intersects
4785 Dakota Intersects
4785 Ramapo Ajax div of American Brake Shoe Co
Dakota Intersects
4785 American Manganese Steel
Div of American Brake Shoe Co
RR supps
Dakota Intersects
4785 Kellogg Div of American Brake Shoe Co
Air compressors
Hudson Intersects
5000-20 United Motors Service
Whol auto accessories
5001-20 Sears Roebuck and Co
Mail order dept whse
5035-40 Timber Structures Inc
(Speedwall Div) roof
truss mfrs
5050 International Harvester Co
Whse and parts dept
Dawson Intersects
5201-20 Pope Machine Co
5204 Bowman Willard G
5206 Scanda Geo
5212 Jurgensen D E
5216-62 Stiles Jas A
Bennett and Brandon intersect
5421-20 Savage Metal Products
Lucila Intersects
5505 \text{Russak Harry Truck Parts Co}
5506 \text{Erickson Roy O}
5508 \text{O'Malley Jas}
\text{Findlay intersects}
5602 \text{Hadaller John L} \text{©}
5606 \text{Lauritson Arth L}
5608 \text{Anton Nichols G} \text{©}
\text{Orcas Intersect}
5701 —
5718 \text{Crenshaw Ida Mrs box lunches}
\text{Mead intersects}
5800 \text{Burke Oscar E beer parlor}
5805 \text{Rainbow Inn beer parlor}
5809 \text{Merritt Thos D}
\text{Graves John M} \text{© gro}
5807\frac{1}{2} \text{Nelson Andrew}
\text{Merritt Thos D}
5809 \text{Graves John M} \text{© gro}
5809\frac{1}{2} \text{Taylor Donald E} \text{©}
\text{Fidalgo, E Marginal way and}
\text{W Michigan intersect}
6001 —
6103 \text{Naud Walter S}
6201 \text{Fleming Zenaida Mrs}
6301-6610 \text{Moorings}
6301 \text{Aldridge Josephine A} \text{©}
\text{McCourry Frank R} \text{©}
\text{Frederickson Oscar} \text{©}
6305 —
6309 \text{Kotinas Spiros}
6313 \text{Cressy Elva}
\text{Orosco Paul}
6313\frac{1}{2} \text{Lovell Chas B}
6315 \text{Raunio Carl L} \text{©}
\text{Allard Henry}
6317 \text{Anderson Ole}
6321 \text{Backlund Peter J} \text{©}
6323 \text{Anderson Sam} \text{©}
6325 \text{Sillman Hugo} \text{©}
\text{Kaelberg E}
6327\frac{1}{2} \text{Brooks Wm D}
6339 \text{Elton Louis} \text{©}
6610 \text{Bacon Wm S} \text{©}

ALASKAN WAY S  1944

ALASKAN WAY, S—Fr ft Yesler way s
101 Waterfront Fish & Oyster Co whol and ret
  △ Pier 50
  △ Alaska Steamship Co
108 Buchanan Auto Freight
110 Draper Engine Works Co
machs
112 Western Cartage Co
  transfer
114 Commercial Warehouse
  △ Commercial Merchandising
  Co food brokers
116△ Lowman & Hanford Co
  whse

Washington begins

— City Harbor Dept patrol
201△ Harbor Island Ferries
  △ Pier 49
  △ Sellen Peter P fish bait
  Halibut Liver Oil Producers
  whol
ALASKAN WAY S—Contd

205 Q. Gutierrez Laboratories
207 Q. Tug Tavern
208 —
209 B & M Lunch restr
210 Q. Siegel Max 3d bd hwy
211 Parking Inc holding co
211 Q. Terminal Parking Lot No 1
212 Q. X Hotel lodgings
214 US Coast Guard wharf
216 —
220 B & O Boston Hotel lodgeings
221 —
W Main ends
1 ft Pier 48
Matthew McCormick Steamship Co
2 ft Pier 47
Pacific Coast Terminals
304 Q. B C Storage Co
310 Q. Clark's Auto Freight
311 Q. Hutchings East Freight Inc
315 W. W. Canavan Auto Freight
317 Q. Dunford's Auto Freight
319 Q. Waters Round Oak Co fur
320 Q. Hood Canal Auto Freight
324 Q. Jackson begins
328 Q. Pier 46
Richard-addons Steamship Co
411 Q. Clark's Auto Freight
413 Q. Commercial Welding Co
415 Q. Art Brass & Plating Works
420 Q. Auto Gas & Supply Co
425 Q. Fish & Meat Market
428 Q. Universal Auto Freight
432 Q. Chicory Co
436 Q. Pacific Coast Coal Co
440 Q. Clark's Auto Freight
444 Q. Pacific Coast Railroad Co
448 Q. Clark's Auto Freight
452 Q. Clark's Auto Freight
456 Q. Clark's Auto Freight
460 Q. Clark's Auto Freight
464 Q. Clark's Auto Freight
468 Q. Clark's Auto Freight
472 Q. Clark's Auto Freight
476 Q. Clark's Auto Freight
480 Q. Clark's Auto Freight
484 Q. Clark's Auto Freight
488 Q. Clark's Auto Freight
492 Q. Clark's Auto Freight
496 Q. Clark's Auto Freight
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692 Q. Clark's Auto Freight
696 Q. Clark's Auto Freight
700 Q. Clark's Auto Freight
704 Q. Clark's Auto Freight
708 Q. Clark's Auto Freight
712 Q. Clark's Auto Freight
716 Q. Clark's Auto Freight
720 Q. Clark's Auto Freight
724 Q. Clark's Auto Freight
728 Q. Clark's Auto Freight
732 Q. Clark's Auto Freight
736 Q. Clark's Auto Freight
740 Q. Clark's Auto Freight
744 Q. Clark's Auto Freight
748 Q. Clark's Auto Freight
752 Q. Clark's Auto Freight
756 Q. Clark's Auto Freight
760 Q. Clark's Auto Freight
764 Q. Clark's Auto Freight
768 Q. Clark's Auto Freight
772 Q. Clark's Auto Freight
776 Q. Clark's Auto Freight
780 Q. Clark's Auto Freight
784 Q. Clark's Auto Freight
788 Q. Clark's Auto Freight
792 Q. Clark's Auto Freight

Source: Polk's City Directory
1ST AVE S    1940

Dakota intersects
4785 Ramapo Ajax div of American Brake Shoe & Foundry Co rr supps
American Manganese Steel Div of American Brake Shoe & Foundry Co
4786 Sear Roebuck and Co whse
Hudson intersects

5001 Vacant
5035 Speedway Co The fibre board mfrs
Dawson intersects
5201 Pope Machinery Co
5204 Davis Ethel B Mrs ⊗
5216 Tyler Estel R
Bennett, Brandon and Lucile intersect

5506 Vacant
5508 Drisko Harry B
Findlay intersects
5602 Wilson Philip H
5606 Beinke Leon W
5608 Gray Patk J
Orcas intersects
5701 Harris Bros gas sta
Mead intersects
5800 Burke Elof O beer parlor
5805 McPhillips Martha Mrs
   beer parlor
5806 Winterhalter Naomi Mrs
5807¼ Nelson Andrew
5809¼ Domini Guiseppi gro
5809½ Green Axel
   Hyatt Homer

Fidalgo, E Marginal way and
W Michigan intersect

6001 Blewer Fred
6301-6610 Moorings
   Bacon Wm S
   Burman John ○
   Carter John W ○
   Cederholm Geo
   Chase Elmer E ○
   Clark John E
   Cressey Elva Mrs
   Dahl Gust E ○
   Davis John A
   Elton Lahri
   Haigh Frank J
   Harterich Henry ○
   Johnson John W
   Kallberg Ernest L
   Maki Eli
   McGowan Wm J
   Pappas Geo J
   Raunio Carl L
   Samuelson Saml H
   Silman Hugo N
   Tirva Arnie
   Wold Fannie Mrs
   Wold Martin jr ○
   W Myrtle intersects

7152 Holmes Jesse J
   W Marginal way Intersects
   Kenyon begins
ALASKAN WAY, S—Fr ft Yes-ler way s
101 Waterfront Fish & Oyster Co whol and ret
105 Hunt's Pier One Cafe
108 Buchanan Auto Freight
110 Draper Engine Works Inc machs
111 Main Fish Co whol
112 International Ocean Express System Inc
114 Acme Steel Co box strappings
Valentine Co mfg chemists
115 Colaizze Geo barber
116 Lowman & Hanford Co whse
117 Salt Air Cafe restr
Washington begins

ft Pier A
Sellen Peter fish bait
205 Gutberlet Laboratories
207 Tug Tavern beer parlor
208 People's Supply Co hdw
209 B & M Lunch restr
210 Siegel Max 2d hd hdw
212 O K Hotel
Rakow Walter C
214 Vacant
216 Scher Nathan hdw
220½ Boston Hotel lodgings
221 Shell Oil Co gas sta
Main begins

ft Pier B
McCormick Steamship Co
Pacific-Argentine-Brazil Line

ft Pier C
Pacific Coast Terminals
Pacific Coast Co The
Pacific Coast Coal Co
Pacific Coast Cement Co
Pacific Coast Engineering Co
Pacific Coast Railroad Co
Morton Salt Co
304 A B C Storage Co
California Cotton Mills Co mfrs
Clark's Auto Freight
Dil Marshall mfrs agts
G & W Auto Freight
Martin Hoyt & Milne mfrs agts
<table>
<thead>
<tr>
<th>Target Street</th>
<th>Cross Street</th>
<th>Source</th>
</tr>
</thead>
<tbody>
<tr>
<td>ALASKAN WAY S</td>
<td>1940</td>
<td>Polk's City Directory</td>
</tr>
</tbody>
</table>

| Alys-Vita Food Products Inc | Brunswick Tire Corp whol | ft Alaskan Way S, 1940 |
| Whidby-Camano Auto Freight | Diamond Rubber Co whol | |
| Dunford's Auto Freight | Tires | |
| Waters Round Oak Co furnaces | Miller Rubber Co tires whol | |
| Hood Canal Auto Freight | Connecticut Interests | |
| Jackson begins | ft 1903 Kohl & Kohl gas sta | |
| ft Acheson Terminals Inc whse | 1215A Castle A M & Co whse | |
| DuBois Soap Co | 1255A Keystone Steel & Wire Co | |
| Pier D | 1241A Fox M Ewing Co kalsomeine mfrs | |
| Luckenbach Dock | A. France Packing Co The Paramount Mfg Co whol | |
| Luckenbach Steamship Co claim eng and operating depts | oils | |
| Puget Sound Salmon Egg Co | Peter Cooper Corporations glue mfrs | |
| 428A Union Oil Service gas sta | United States Gelatine | |
| 411A Pacific Corner Cafe | Rothweller & Jackson gas pumps and compressors | |
| 413A Commercial Welding Co | Frankfort Distilleries Inc | |
| 417A Art Brass & Plating Works | Thompson Guy M mfrs agt | |
| 420 Auto Gas & Supply Station | Tokheim Oil Tank & Pump Co | |
| 425A Rothchild-International | Merchants Transfer & Storage Co | |
| Stevedoring Co shops | 1255A Ellis Automotive Service auto rep | |
| A. Steamer Service wharfingers whse | ft W Atlantic | |
| King begins | Atlantic Street Terminal | |
| ft King Street Dock | A Pacific Water Works Supply Co | |
| pt Wright & Smith Machine | 1519 Pacific Terminals Building | |
| Wks Inc canneries machy mfrs | Jackson Savvoe shoe shiner | |
| Seattle Copper Shop copper-smiths | Myers W S barber | |
| 904 Union Boiler & Welding | Northwest Motor Freight Burea | |
| Works | 205A Olympic Steamship Co Inc | |
| 501A Amick H Sheet Metal | Petroleum Navigation Co | |
| Works | Zararain Victor W cigars | |
| 502A Vacant | Rooms: | |
| 525A Union Pacific Dock | 200A Pacific Terminals Inc | |
| A Matson Navigation Co dock ofc | 202A Retail Fuel Dealers Assn | |
| Matson Terminals Inc | 205A Swayne & Hoyt Ltd s s agts | |
| 549 Pacific Lunch restr | 300A Peninsula Tariff Bureau | |
| Allison Irwin F @ | 304-05 Vacant | |
| 563A Pacific Coast Coal Co retail office | 306A U S Coast & Geodetic Survey | |
| 811A Pacific Coast Railroad Co depot | 314A Washington Highway Freight Tariff Bureau | |
| A Pacific Coast Railroad Co Shops | 320A Alaska Southern Packing Co salmon canner | |
| Pacific Coast Engineering Co | A Intercoastal Packing Co salmon canner | |
| 331A Pacific Coast Coal Co gas sta | White Earle V commerce counsel | |
| 352A Western Cafe | 417A Tradewell Stores Inc gro ofc | |
| Charles intersects | 500A Robinson Trucking Service auto frt | |
| — Seattle Fire Dept No 40 | Washuck Trucking Co auto frt | |
| 525A Hooverville | 501A Gasoline Tank Service Corp motor transportation | |
| 942A Teamsters & Truck Drivers Union No 174 hiring hall | | |
| 965A Silver Spot restr | Street continued | |
| A Fender A Freight Lines auto frt | | |
| 1041A Highways Freight Depot | 1502A Pacific Steamship Cafe | |
| A Hogland Transfer Inc depot | 1551A Mike's Service Station | |
| Coast Transit Inc auto frt | Pacific Refrigerated Motor Line | |
| Pillsbury Flour Mills Co | 1555A Cascade Service Stations | |
| A Colletti Fast Freight auto frt | Inc gas sta | |
| A Mount Vernon Transfer Co auto frt | 1559A Jenkins V S Co Insulation contrs | |
| Tacoma Auto Freight Co depot | A Simon Engineering Co | |
| North Counties Freight Lines auto frt | W Massachusetts Interests | |
| Busy Bee Transfer Co depot | 1707A Carman Mfg Co furn mfrs | |
| Wenatchee-Seattle Transport Co auto frt | 1738A Tide Water Associated Oil Co whol | |
| 1049A Goodrich D P Co The whol tires and rubber gds | A Young Fred J gas sta | |
| Goodrich Footwear Division | ALBERT PLACE—Fr 3300 Brygger dr nw | |
| Hood Rubber Co Inc foot- | | |
| ware | ALBION PLACE—Fr 1000 blk N | |
| 54th n | 3410 Dux Fred A | |
E MARGINAL WAY S 1940

Malan Clifford  
Mckenzio Jack D  
Nelson Huda A Mrs  
Petersen Oscar  
Rangstad Earl  
Sanderfelt Martin T  
Smith Geo E  
Watson Donald E  
Watson E E  
Willis Frank  
Wirkala Emil A

MARGINAL WAY, E—Fr Junc  
Holgate and Alaskan Way s  
@Standard Oil Co of Calif plant

2261@McClanahan Bros gas sta  
2344@Backer Martin beer parlor and gro

2251 Seattle Hardware Co whse  
Stacy Street Dock  
W Stacy begins

2421 Lander Street Dock  
American-Hawaiian Steamship Co dock

2431-39 Washington State Liquor Control Board whse  
W Lander begins

2715@Milwaukee Ocean Dock  
Dodwell Dock & Warehouse Co Inc

2765@Strand Cafe  
Wood Ellen Mrs @

2961@Milwaukee Car Ferry  
2917@Isaacson Iron Works

2950@Shipyard Service Station gas sta  
Hancock begins

3203 Marine Library  
American Merchant Marine L Library

3205@Gills Larry restra and beer parlor

3215-25 Hancock Street Terminal  
Norton Lilly & Co dock ofc  
@Hancock Street Grain Elevator  
Horton begins

3204@Associated Auto Body & Fender Works reprs

3308 Trolsky Bros 5d hd gds  
3314@Port of Seattle Shops

3410@Crane Co garage and shops  
3411-35@Spokane Street Terminal  
(Port of Seattle)  
@Spokane Street Ice Plant  
Spokane Street Fish Plant  
Spokane Street Cold Storage Plant  
@US Customs Inspector ofc  
@Beardon Co of California whol paints

3411@New England Fish Co whol  
3415@Sebastian-Stuart Fish Co whol

3431@Puckett Co The salmon reconditioners

3439@Rath Packing Co whol mts  
3435@Sieck Creamery Co Ice cream mfrs

3443@Kelcham Wire & Manufacturing Co wire prods and tying machs

3451@Westinghouse Electric & Mfr Co whse and serv dept  
Spokane and W Spokane begin

3500@Alaskan Copper Works

3614@Acme Tool Works logging tools

3623@Air Reduction Sales Co  
@Pure Carbonic Inc  
@Wilson Welder & Metals Co

3628@Eagle Metals Co Inc whol  
@Economy Irrigation Co

3630@Houseboats  
Hangas John  
Kauzarich Geo  
Meins Hermann  
Palo John  
Peterser Peter A  
Redegeberger David  
Sangwin Peter  
Tobinson Nels

3631@Puget Sound Sheet Metal Works

3661@Superior Portland Cement Inc plant

3663@Monan T F  
3668@Miner Peter  
Dakota and W Dakota begin

4100@Centennial Flouring Mills Co whse

4101@Houseboats  
Allard Hypolite  
Anderson Chas J  
Angelous Michl  
Downey Chas W  
Elatson I Wm  
Engstrom Victor  
Gill Herbert F  
Greene Oscar L  
Haglund Alex  
Helkki Kohkonen  
Hillis Jas F  
Jensen Carl J  
Johnson Ernest  
Johnson John C  
Jorgenson Ole  
Kammets Jonas  
Kelley Mary Mrs  
Knudson Osmund  
Lester John  
Marsh Bernard K  
Matson Matt  
McKenzie Chas  
Michelson Axel  
Miller Edw  
Nelson Oscar  
Olson Adolph  
Petersen John J  
Pros Eml  
Rae John  
Schell Chas P  
Shields John J  
Sundquist Carl J  
Terrill Edw R  
4111@Korkia Karl  
Munson Eric C  
Randall Fred H  
Ulvinen John A  
4117 Vacant  
4402@Christofferson Carl  
4403@Boskey Saml  
Harrington Wm J  
4404@Lefcoski Boleslau  
4406@Carbon Nick  
Masseigrace Horace L  
4407@Curtis Harry  
Moses John  
Nelson Chas  
Williams Anna M Mrs  
4408@Erickson Gunnar  
4409@Cop Andrew  
Peters Katie Mrs  
4410@Hendrix Martin L  
Miller J Henry  
Sheehan Ambros  
4412@Junkin John  
Wall John H  
4413@Oreh Vinc  
4421@Paxson Albert A  
4634@Western Containers Inc  
paper box mfrs

4668@York Ice Machine Corp  
4700@Petro Paint Mfg Co
APPENDIX F

EDR AREA/CORRIDOR REPORTS
(Available Upon Request)