



DEC 03 1992

Reply To  
Attn Of: WD-139

Terry L. Ebersole, Regional Administrator  
Federal Transit Administration, Region 10  
915 Second Avenue  
Federal Building Suite 3142  
Seattle, Washington 98174

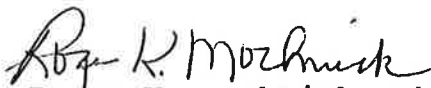
Dear Mr. Ebersole:

A letter was sent to you on August 27, 1992, which discussed our ground water quality concerns relative to the use of dry wells and hazardous materials storage and handling for the proposed Spokane Intermodal Facility located within the Spokane Valley-Rathdrum Prairie Sole Source Aquifer. At that time, we recommended that a certifying letter along with the site drainage design be obtained in order to verify proper mitigation of urban runoff in accordance with Spokane's 208 Water Quality Management Plan.

We have subsequently received this information from Dale Arnold, Director, City of Spokane Environmental Programs. Mr. Arnold's letter and the preliminary drainage plan confirmed that the facility would comply with the City's stormwater management practices. This includes the use of appropriate 208 stormwater disposal methods such as grassy swales. The facility will also comply with the 208 Aquifer Protection Plan regarding storage and handling of critical materials. We therefore approve of the project as planned.

If you have any questions regarding our review, please contact Scott Downey, our sole source aquifer project coordinator, at 206-553-0682.

Sincerely,

  
Roger K. Mochnick, Chief  
Ground Water Section

cc: ✓ Dale E. Arnold

**RECEIVED**  
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ENGINEERING SERVICES



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 Intermodal Facility Renovation 1992 5

The Spokane Chamber Music Association presents the Spokane String Quartet, Tuesday, February 19, 8 p.m., at The Met, W. 901 Sprague. The quartet is made up of members Kelly Farris and Jane Ayer Blegen, violins, Claire Keeble, viola, and Achilles Balabanis, cello. Travis Rivers, Spokesman-Review/Chronicle stated, "Not every city has its own string quartet. Spokane does. Not every string quartet has played New York premieres or taken European tours. The Spokane String Quartet has." Find out what the excitement is all about!!! Attend the concert! For tickets: 325-SEAT.

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#### Theatre...

\* Spokane Interplayers Ensemble's The Night Hank Williams Died, February 8 through March 2, S. 174 Howard. Tickets: 455-PLAY.

\* Spokane Civic Theatre presents 12 Angry Men, February 22 through March 9, N. 1020 Howard. Tickets: 325-1413.

\* Rogue Players present An Evening of One-Act Plays, February 22 through March 9, 8 p.m., at the West Central Community Center

\* The Corbin Art Center features the 123rd Annual Traveling Exhibit of the American Watercolor Society, February 15 through March 14, W. 507 - 7th Ave. Information: 456-3865.

**ENTER TO WIN two FREE tickets** to the February 19 performance of the Spokane String Quartet, at The Met. The City helps the arts take place in many ways. This Arts Events article names two people with strong ties to the City. Figure out which two City employees or their spouses are listed above. Write their names on a piece of paper, their department affiliation and route them to the Arts Department, by Wednesday, February 13, 1991. Make sure you include your name, department and phone extension on the entry form. Should there be more than one correct entry the winner will be selected from a drawing. The tickets are non-transferable, non-refundable, and cannot be exchanged.

Let's jog your memory! For a good time call \_\_\_! Hint: it's not Mr. Carney, though they have the same first name. For a good time call ART! For up-to-the-minute information on Spokane's arts call ARTSLINE at 747-ARTS.

Submitted by Lynn Mandyke  
 Arts Department

## TOPIC OF THE MONTH

### SPOKANE INTERMODAL CENTER FEASIBILITY STUDY

Transit Authority as services which should be better connected. Based on this need, SRC obtained funding from the Washington State Department of Transportation and the Urban Mass Transportation Administration to conduct a feasibility study of developing an Inter-modal Transportation Facility in Spokane.

Recognizing AMTRAK service had to be located along the existing Burlington Northern Main line going through Spokane, it did not take long to determine the Old Northern Pacific Depot site, located at First and Bernard, as the only viable location for an inter-modal center. With the site identified, SRC began the task of determining the size, operational requirements, and costs associated with bringing AMTRAK, Inter-City Buses, and STA service to a common location. This process involved several groups and countless hours of discussion before the conceptual design and costs could be developed.

In January, SRC will be releasing the feasibility study report. The document will indicate an inter-modal facility in Spokane can be successful, funding for the nearly ten million dollar renovation project is reasonably possible, the facility would handle over thirty thousand passengers a month, and would be supported solely from revenues obtained from the tenants in the building. The building itself would be owned and operated by a Non-Profit Public Benefit Corporation chartered under the laws of the State of Washington.

The project has received considerable support from a wide variety of organizations, businesses, and State agencies. The next step is to

**NOTICE OF  
FINDING OF NO SIGNIFICANT IMPACT  
FOR THE  
RENOVATION OF NORTHERN PACIFIC TRAIN DEPOT  
IN SPOKANE, WASHINGTON**

**Proposed Project:** The City of Spokane serves as an economic and medical center for approximately 1.5 million residents in Eastern Washington, Northern Idaho, and portions of Montana and British Columbia. The City of Spokane has applied to the Federal Transit Administration (FTA) for a capital grant to assist in funding final design and construction of major renovations to the former Northern Pacific Train Depot in downtown Spokane for use as an intermodal transportation facility. The depot was absorbed in a merger by Burlington Northern Railroad approximately 20 years ago. The property is adjacent to the Burlington Northern Railroad mainline. The site consists of approximately 7.3 acres of land bounded by First Avenue and Bernard Street to the west, Sprague Avenue to the north, Browne Street to the east, and the Burlington Northern Railroad tracks to the south.

The proposed project includes final design and construction to renovate the Northern Pacific Train Depot, built in the early 1890's, into an intermodal facility served by AMTRACK, Greyhound Lines, Northwestern State Lines, Empire Lines, Spokane Transit Authority and other local and regional transportation service providers, including shuttle service to and from the Spokane Airport.

When completed, travelers in the Spokane area will enjoy a variety of integrated, quality services to meet their needs. Preliminary plans include utilization of airline industry terminal operation technology on three separate levels of the facility, enabling the public to transfer among various modes of transportation services without leaving the site. The intermodal transportation facility will offer more coordinated public transportation services, schedules and connectivity as well as improved traffic flow and access to the interstate highway system.

**Environmental Effects:** An environmental assessment has been completed for the Spokane Intermodal Facility. The environmental assessment consists of the Environmental Assessment for the Spokane Intermodal Terminal, dated May 8, 1991, and related appendices and preliminary facility design drawings. No significant effects were identified in the environmental assessment documentation. All mitigation will become conditions of FTA grant approval.

**Environmental Finding:** Based on the environmental assessment documentation provided and FTA's site visit, it is the Federal Transit Administration's finding under 23 CFR 771.121, that there are no significant impacts on the environment associated with the construction or operation of the proposed Spokane Intermodal Facility. Moreover, FTA concurs in the State Historic Preservation Officer's statement that the existing structure on the site is not eligible for the National Register of Historic Places.

Additional information may be obtained by contacting Jerry Sinclair, City of Spokane, Department of Public Works, 808 West Spokane Falls Blvd., Spokane, Washington 99201 (509) 625-6300.

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#### Visual Arts in your own backyard. . .

\* The Chase Gallery at City Hall features "Patricia Zobel: Gathering of Boats," through February 8; "Ann Reid: Recent Work," February 18 through March 15. Information: 456-3857.

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*Submitted by Lynn Mandyke  
Arts Department*

## TOPIC OF THE MONTH

### SPOKANE INTERMODAL CENTER FEASIBILITY STUDY

Nearly eighteen months ago, Spokane Regional Council's Citizens Advisory Committee on Transportation identified a need for various public transportation systems to be better coordinated and preferably co-located. The CACT specifically identified AMTRAK, Inter-City Bus Service (Greyhound, etc.), and Spokane

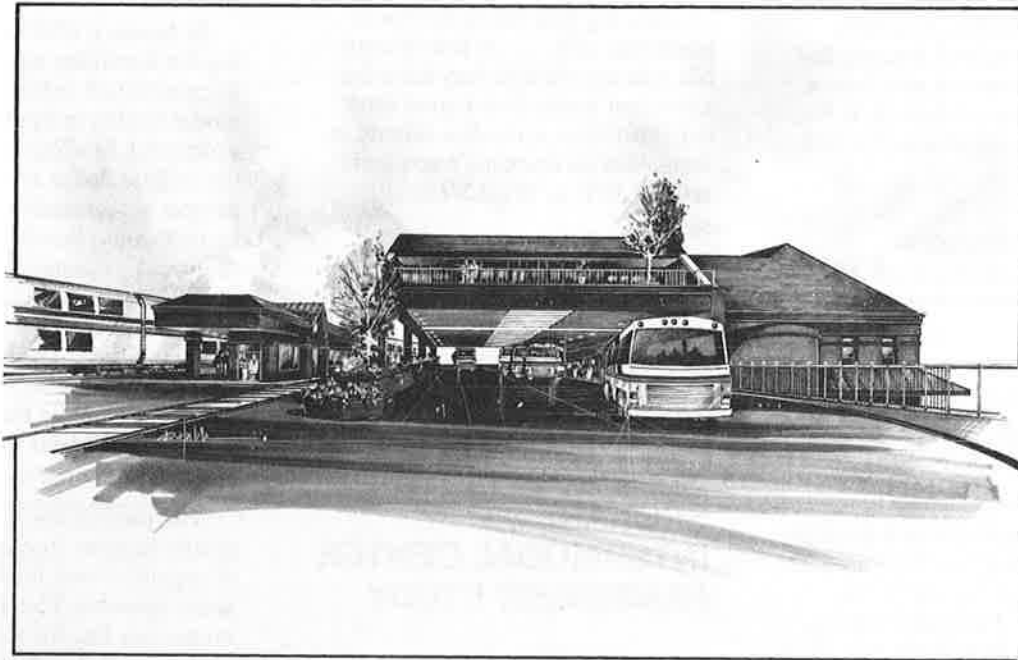
Transit Authority as services which should be better connected. Based on this need, SRC obtained funding from the Washington State Department of Transportation and the Urban Mass Transportation Administration to conduct a feasibility study of developing an Inter-modal Transportation Facility in Spokane.

Recognizing AMTRAK service had to be located along the existing Burlington Northern Main line going through Spokane, it did not take long to determine the Old Northern Pacific Depot site, located at First and Bernard, as the only viable location for an inter-modal center. With the site identified, SRC began the task of determining the size, operational requirements, and costs associated with bringing AMTRAK, Inter-City Buses, and STA service to a common location. This process involved several groups and countless hours of discussion before the conceptual design and costs could be developed.

In January, SRC will be releasing the feasibility study report. The document will indicate an inter-modal facility in Spokane can be successful, funding for the nearly ten million dollar renovation project is reasonably possible, the facility would handle over thirty thousand passengers a month, and would be supported solely from revenues obtained from the tenants in the building. The building itself would be owned and operated by a Non-Profit Public Benefit Corporation chartered under the laws of the State of Washington.

The project has received considerable support from a wide variety of organizations, businesses, and State agencies. The next step is to secure funding for the renovation project and agreements from the prospective tenants who have been involved in the project since the beginning. If all goes well, the Inter-modal Center would be open in late 1993 or early 1994.

*Submitted by Glenn Miles  
Spokane Regional Council*



**CONFIDENTIAL REPORT OF FINDINGS**

**Phase I  
Environmental Site Assessment**

Intermodal Facility  
Spokane, Washington

Prepared For:

**CITY OF SPOKANE**  
Real Estate Department  
West 808 Spokane Falls Boulevard, 3rd Floor  
Spokane, Washington 99201

Prepared By:

**CENTURY WEST ENGINEERING CORPORATION**  
West 1124 Riverside, 3rd Floor  
Spokane, Washington 99201

November 20, 1992

30138.008.01

CENTURY WEST  ENGINEERING

November 20, 1992

City of Spokane  
Real Estate Department  
West 808 Spokane Falls Boulevard, 3rd Floor  
Spokane, Washington 99201

Attention: Dennis Beringer

Regarding: Phase I Environmental Site Assessment  
Intermodal Facility  
Spokane, Washington  
Project No. 30138.008.01

Dear Mr. Beringer:

Century West Engineering has completed the Phase I Environmental Site Assessment for the above-referenced site. The following report presents the investigation findings, conclusions, and recommendations as related to the requested work scope.


The investigation work scope included the collection and review of available facility and public documents, interviews with knowledgeable parties, a walk-over site examination, and preparation of this report of findings. The conclusions and recommendations presented herein are based solely upon data collected and observed site conditions at the time of the inspections, as defined by the work scope.

We have enjoyed performing this Phase I Environmental Site Assessment. If you have any questions, please do not hesitate to contact us.

Sincerely,

**CENTURY WEST ENGINEERING CORPORATION**

  
Jeffrey E. Leppo  
Spokane Environmental Manager

  
Patricia S. Small  
Environmental Scientist

pss

Enclosure

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**REPORT OF FINDINGS**  
**Phase I Environmental Site Assessment**  
**Intermodal Facility**  
**Spokane, Washington**

**1.0 PURPOSE AND SCOPE**

Century West Engineering Corporation (Century West) entered into a consulting services agreement with the City of Spokane on November 12, 1992. The agreement was for Century West to investigate and report on environmental aspects of the subject property. The agreement included a Scope of Services (attached as Appendix A) which established work tasks to complete a Phase I Environmental Site Assessment. This report documents the activities and results of the Phase I Environmental Site Assessment, as defined by the Scope of Services.

An environmental site assessment is performed in an effort to identify liability associated with environmental and public health considerations concerning a property. A Phase I provides for a diligent inquiry into the previous ownerships and uses of the property. It reviews commonly known or reasonably ascertainable information about the property and investigates by obvious inspection for the presence or likely presence of property contamination by hazardous materials. A report of findings presents technical information regarding the subject site for decisions regarding property transfers and intended uses. The current due diligence practice of a Phase I is limited in scope to: 1) review of available documents from local, state, and federal agencies, 2) interviews with knowledgeable parties, 3) a walk-over site examination, and 4) preparation of a report of findings. A Phase I does not include sampling of any materials and does not attempt to designate wetlands or similar sensitive natural environments.

The property described by this report is referred to as the Intermodal Facility site (subject site). The subject site is located at the southeast corner of Sprague Avenue and Bernard Street and at the southeast corner of First Avenue and Bernard Street in Spokane, Washington. The subject site consists of two separate parcels and totals approximately 46,180 square feet in size. Additional information about the subject site's physical and historical setting is provided as part of the information review in Section 2 of this report. A description of the documents reviewed and the interviews conducted for this report is also presented in Section 2.

On November 18 and 19, 1992 the subject site and adjacent properties were physically inspected for the purpose of identifying readily discernable evidence of potential environmental contamination and liabilities. A description of the site inspection performed is provided in Section 3.

The information collected in conducting the tasks outlined above is sufficient to have allowed Century West to provide professional opinions about the subject site's environmental condition. The conclusions and recommendations (if any) presented in Sections 4 and 5 are based solely upon the data collected during the information review and the site conditions observed at the time of the inspection.

In that the conclusions have been limited by the Scope of Services, by the nature of the techniques employed, and by the availability of information, the schedule requirements, and the conditions encountered, a discussion of limitations to the activities and results is provided in Section 6.

## **2.0 INFORMATION REVIEW**

The purpose of the information review task is to gather environmental data concerning the site prior to the site examination. The information review enables Century West personnel to 1) gain knowledge of the types of activities performed at the site, 2) identify data gaps prior to the examination, and 3) recognize discrepancies between reported and observed data.

A knowledge of past and current activities performed at the site enables Century West personnel to evaluate the potential for environmental concerns which may be associated with a particular activity. Data gaps identified during the document review are filled by interviewing facility personnel, by observations during the site examination, or by additional detailed investigation. Discrepancies in recorded data are reported and, where possible, clarified by interviewing facility personnel. The identification of discrepancies in the data may also require additional detailed study.

During this task, Century West reviewed the following five Washington State Department of Ecology (WDOE) files:

- WDOE Underground Storage Tank List
- WDOE Dangerous Waste Notifiers File
- WDOE Affected Media and Contaminants Report
- WDOE Hazardous Sites List
- WDOE Toxics Cleanup Program Site Register

Three U.S. Environmental Protection Agency (EPA) data sources for known hazardous waste sites were also reviewed:

- Comprehensive Environmental Response, Compensation and Liability Information Systems (CERCLIS) List
- National Priorities List (NPL)
- Facility Index System (FINDS) List

Additional research was conducted regarding site history and past land use, soils, and local geology and hydrology through a review of public records and information provided by the client.

## **2.1 Site Location**

The subject site is located at the southeast corner of Sprague Avenue and Bernard Street (West 255 Sprague) and at the southeast corner of 1st Avenue and Bernard Street (West 221 1st) within the city limits of Spokane, Washington, in the northeast quarter of Section 19, Township 25 North, Range 43 East, W.M. A vicinity map is provided as Figure 1. A site map (Figure 2) is also included which outlines the subject site and surrounding platted parcels. A legal description of the subject site is included in Appendix B.

## **2.2 Washington State Department of Ecology Files**

The Washington State Department of Ecology (WDOE) currently administers programs designed to protect the environment and monitor the generation, storage, treatment, and disposal of hazardous and dangerous substances. As part of this investigation, a document review of five pertinent WDOE files was made. The WDOE Underground Storage Tank List was reviewed for the subject site and adjacent contiguous properties. The WDOE Dangerous Waste Notifiers List was reviewed for tenants located at the subject site. The WDOE Hazardous Waste Investigations and Cleanup Program (HWICP) Affected Media and Contaminants Report, the WDOE Hazardous Site List, and the Toxics Cleanup Program Site Register were reviewed for listed sites located within a one-quarter mile radius of the subject site.

### **2.2.1 WDOE Underground Storage Tank List Review**

As part of the WDOE Underground Storage Tank (UST) program, the WDOE maintains a UST list. There is no listing of registered USTs on the subject site or on adjacent properties.

### **2.2.2 WDOE Dangerous Waste Notifiers File Review**

A review of the WDOE Dangerous Waste Notifiers File indicates that there are no registered dangerous waste generators at the subject site or on adjacent properties.

### 2.2.3 WDOE Affected Media and Contaminants Report

The WDOE Hazardous Waste Investigation and Cleanup Program (HWICP) maintains a report of sites with confirmed or potential hazardous substance contamination. The report is called the Affected Media and Contaminants Report. A review of the report revealed that there are no listed sites located within one-quarter mile of the subject site.

### 2.2.4 WDOE Hazardous Sites List

A review of the WDOE Hazardous Sites List indicates no listed sites located within a one-quarter mile radius of the subject site.

### 2.2.5 WDOE Toxics Cleanup Program Site Register

A review of the WDOE Toxics Cleanup Program Site Register indicates that there are four sites designated as high priority for remedial action located within a one-quarter mile radius of the subject site. Information concerning these sites is included in the following table:

<b>WDOE TOXICS CLEANUP PROGRAM SITE REGISTER REVIEW</b>		
<i>Site Name/Address</i>	<i>Approximate Distance From Site</i>	<i>Report Information</i>
U-Haul Intl. West 21 3rd	1,300 feet	Report indicates release of petroleum product to the soil.
Fairco Service Sta. 2nd and Browne	800 feet	Report indicates release of petroleum product to the soil and ground water.
Exxon #7-2706 206 West Riverside	500 feet	Report indicates release of petroleum product to the soil.
Former Unocal #4986 Division and 3rd	1,400 feet	Report indicates release of petroleum product to the ground water.

### 2.3 U.S. Environmental Protection Agency File Review

As part of this investigation, document review of three pertinent U.S. Environmental Protection Agency (EPA) files was made. The Comprehensive Environmental Response, Compensation, and Liability Information Systems (CERCLIS) List and the

National Priorities List (NPL) were reviewed for known hazardous waste sites within one-quarter mile of the subject site. The EPA's Facility Index System (FINDS) list was reviewed for the site.

### **2.3.1 CERCLIS List Review**

The EPA publishes a list of known sites that potentially pose a degree of threat to the environment or health of the general public. This list is known as the Comprehensive Environmental Response, Compensation, and Liability Information System (CERCLIS) List. None of the known sites published on the CERCLIS List are located within one-quarter mile of the subject site.

### **2.3.2 National Priorities List Review**

The EPA maintains a summary of final and proposed hazardous waste sites designated for long term remedial cleanup. A review of the National Priorities List (NPL) was made to determine whether any listed sites are present within one-quarter mile of the subject site. None of the sites published on the NPL list are located within one-quarter mile of the subject site.

### **2.3.3 FINDS List Review**

The EPA's Facility Index System (FINDS) List for facilities monitored or regulated by the EPA was reviewed for the site. No facilities located at the subject site address are included on the list.

## **2.4 Local Geological Information**

The subject area is underlain by glaciofluvial deposits of sand and gravel within the Spokane River valley (USGS Reconnaissance Geologic Map). The Spokane River is located approximately one-quarter mile north of the subject site.

According to the 1968 Soil Survey of Spokane County prepared by the USDA Soil Conservation Service, the soils in the area are Garrison gravelly loams, with 0 to 5 percent slopes. The Garrison series are somewhat excessively drained, gravelly or stony soils that formed under grass in glacial outwash mixed in the upper part with volcanic ash. They are located on nearly level to moderately steep terraces.

## **2.5 Site History**

Sources of historical data used for this investigation are:

- Interviews and information supplied by the City of Spokane, Spokane Regional Council, and Burlington Northern Railroad

- Spokane County Assessors Office records
- Spokane City Zoning Department records
- Spokane City Directories
- Spokane City Fire Marshall records

### 2.5.1 Client Contact Interview

The City of Spokane, Spokane Regional Council, and Burlington Northern Railroad provided general information concerning the subject site. This information included a plat map and historical records concerning current and former land uses. The subject site currently consists of two separate parcels which include the Burlington Northern Railroad Depot and parking facilities.

An Environmental Site Inspection Questionnaire (ESIQ) was completed orally by Ken Carlson of Burlington Northern Railroad. The questionnaire makes inquiries regarding current and former uses of the property, the presence of polychlorinated biphenyls (PCBs), chemical storage tanks, drums, and pipelines, air emissions, water discharges, waste disposal practices, and a brief industrial/agricultural history.

No hazardous substances are reported on-site. The questionnaire reports no air pollutants or chemical or fuel storage tanks. Natural gas is used as a fuel source at the Railroad depot building. Sanitary wastewater is discharged to the municipal sewer system. Solid wastes are removed by the municipal collection service. Storm water run-off is collected by the municipal storm water system.

Ken Carlson identified Burlington Northern Railroad as the current property owner. The railroad first acquired the subject property in 1864 and the passenger depot was built in 1895. All asbestos containing materials were removed from the depot building in the late 1980's. There is a reported electrical transformer that may contain PCBs in the basement of the depot building. Mr. Carlson stated that the transformer has not leaked and is scheduled to be removed by the City of Spokane and/or Washington Water Power Company.

Mr. Carlson also indicated the former presence of a gas station with associated USTs on the southeast corner of Sprague and Bernard. The USTs were reportedly removed in the mid to late 1960's. Mr. Carlson stated that all records regarding the former gas station and UST removal have been destroyed. Ms. Marge Kemp in the Burlington Northern Accounting Department in St. Paul, Minnesota was contacted at Mr. Carlson's suggestion in an effort to acquire further information regarding the gas station. Ms. Kemp had nothing listed and no old records regarding the gas station.

Ms. Kemp stated that some records were lost or not transferred when Northern Pacific Railway merged with Burlington Northern Railroad on March 2, 1970.

Glen Miles of the Spokane Regional Council was also contacted regarding the site's former land uses and orally completed an ESIQ. Mr. Miles indicated that there were two additions to the original depot structure completed on the east and west ends of the building. An asbestos remediation program was completed by Burlington Northern in 1990. An electrical transformer of unknown size and type is located in the basement. The building is heated using natural gas and electric baseboard heaters. Prior to that steam was used as a heat source.

Prior to the existing parking lot, the southeast corner of Sprague and Bernard was previously a park with a fountain. A Shell gas station was constructed on the corner in the mid to late 1940's (see Figure 4) and was demolished in the mid 1960's. Since that time the parcel has been leased for parking.

### **2.5.2 Spokane County Assessors Office Records Review**

Spokane County Assessors Office records for the subject site were reviewed. Field reports indicated that the subject site consists of two separate parcels containing the Burlington Northern Railroad depot and a parking lot. The existing 14,580 square foot two-story brick depot building (parcel #35191.0006) was originally constructed in the late 1800's, with several outbuilding additions during the mid to late 1960's. The first floor consists of passenger and baggage areas, while the second floor consists of Burlington Northern offices.

The 31,600 square foot parking lot (parcel #35191.0005) is owned by Burlington Northern and was leased to Robert Emacio and John Nevers from June of 1967 to July of 1986. Since August of 1986 the property has been leased to Diamond Parking of Seattle. Field records indicate that a concrete block service station was constructed on this parcel in 1948. The Shell gasoline service station was located on the northwest portion of the site at West 255 Sprague Avenue (see Figure 3). Records did not indicate the date of gas station demolition or if the associated USTs were removed.

The two parcel numbers and legal descriptions for the subject site according to Assessors records are as follows:

- 35191.0005 - 31,600 square feet of right-of-way in the northeast quarter of the northeast quarter of Section 19, Township 25 North, Range 43 East, W.M., described in lease #249,630.
  
- 35191.0006 - Operating.

### **2.5.3 Title Document Review**

Vesting deeds for the subject site were requested from First American Title Co. of Spokane. Vesting deeds identify the current and previous parcel owners. Original property deeds for the subject site were not readily accessible through the title company and were not obtained due to the date of transaction (estimated 1800's). Tax roll records did indicate that Northern Pacific Railroad is the current owner and that the parking lot parcel (#35191.0005) is leased to Diamond Parking of Seattle. The railroad is not required to record leases, so further lease information was not available. The depot building parcel (#35191.0006) has no tax assessment records and no evidence of this parcel number was found.

### **2.5.4 Spokane City Zoning Department Records**

According to Spokane City Zoning Department records, the current zoning of the subject site is B-3 (Business), which is the most intensive business zone. Surrounding properties are also zoned Business (B-3) to the north, east, and west. Properties to the south along the railroad corridor are zoned Commercial (C-1).

The subject site is located in the Downtown Spokane Development Plan. The subject area is located within the Central Business District Plan.

### **2.5.5 Aerial Photograph Review**

Aerial photographs from the USDA Soil Conservation Service were reviewed from 1957, 1968, 1977, and 1982. The 1957 aerial photo shows a small structure on the southeast corner of Sprague and Bernard. An area of disturbed land without this structure is shown on the 1968 aerial photo. The 1977 and 1982 aerial photos show the existing depot building and paved parking facilities on the southeast corner of Sprague and Bernard, with undetectable changes compared to current conditions. Surrounding land use appears to be commercial with railroad tracks south of the depot building in all four of the aerial photos available for review.

### **2.5.6 City Directories Review**

Several City Directories were reviewed at the City of Spokane Public Library to assess any historical land uses which might indicate the possibility of environmental contamination. The City Directories list the Northern Pacific Railway Company depot building as being located at West 221 1st Avenue since at least 1960. Previous to that it was listed on 1st Avenue West since these listings were available in the Directories. A listing was found for the structure dating back to 1930. The Directories show a gasoline service station as being located on the subject site at West 255 Sprague Avenue from 1950 through 1967.

### 2.5.7 Spokane City Fire Marshall Records

The Spokane City Fire Marshall was contacted regarding registered underground storage tanks (USTs) at the subject site. Records did not indicate the presence of any currently existing USTs at the subject site. However records did indicate the presence of five previously existing USTs at West 255 Sprague. These tanks were installed by Shell Oil Company and were removed on February 15, 1968. Three of the tanks were 2,000 gallons in size and were installed in 1948. A 4,000-gallon UST and a 2,000-gallon UST were also installed at the site in 1956. All the USTs were reported to contain gasoline. Additional information concerning the reported USTs was requested and records indicated the existence of additional archived files, however the files could not be located by Fire Marshall office personnel.

## 3.0 SITE EXAMINATION

A site examination was conducted on November 18 and 19, 1992. The site examination consisted of touring the subject property, making observations of the environmental conditions and activities, and visually observing the subject and adjacent properties for readily discernable evidence of potential environmental liability or contamination. The findings of the site visit are presented below.

### 3.1 Site Description

The subject site consists of the Burlington Northern Railroad depot building and separate parking facilities of approximately 31,600 square feet in size (see Figure 2). It is located at the southeast corner of Sprague Avenue and Bernard Street (West 255 Sprague) and at the southeast corner of 1st Avenue and Bernard Street (West 221 1st), inside the city limits of Spokane, Washington. See Appendix C for photographs of the subject site.

#### 3.1.1 Inside Property Conditions

##### Burlington Northern Railroad Depot Building

The Burlington Northern Railroad depot building (see Photo 1) is a two-story brick structure of approximately 14,580 square feet with a small basement and an attic. Two additions have been made to the building on the east and west ends. The western addition (see Photo 2) is also of brick construction and the eastern addition was built using concrete block (see Photo 3). The railroad tracks are located on the south side of the depot building (see Photos 4 and 5).

The attic of the building contained large heating ducts serving the second floor and storage areas for supplies and office records. The second floor consisted of offices, large open rooms, conference rooms, and restrooms. The heating unit serving the

second floor utilizes natural gas and is located on the roof at the east end of the building.

The first floor consisted mainly of passenger access and waiting areas (see Photos 6 and 7), baggage handling areas, restrooms, storage rooms, and a limited number of offices at the east end of the building. The baggage handling and service areas are located behind the ticket counter at the west end of the building. Several rooms are utilized for the handling and delivery of baggage using conveyor systems and a baggage shoot. Associated with these rooms are also employee, lunch, storage, and locker rooms. The floors are all continuous concrete with a large wooden scale in the floor of one baggage room. An electrical freight elevator is located at the freight entrance on the west side of the building. Storage rooms and railroad crew lockers were found at the east end of the building.

The west end addition to the original building has storage rooms on the lower level. The eastern small storage room contained 15 large electrical storage batteries for emergency backup use. No leaks were observed associated with the batteries. This reserve power supply appeared not to have been used for quite some time.

The building's small basement consisted of three rooms of brick and/or rock walls with continuous concrete floors. The main room contained the steam supply and vent piping which served as the building's original heating system. The majority of the room was taken up with a large wood-slat water vat that was approximately 15 feet in diameter and 20 feet in height. Five corroded water treatment tanks were identified under the basement stairway. Adjacent to the west wall of the main basement room was a three foot by three foot open concrete vault in the floor containing vertical piping and rusty water. This sump pump was used to collect basement condensate and overflow water from the water treatment tanks.

The second largest basement room consisted almost entirely of a steel, square (20 foot by 20 foot by 20 foot) water storage vault. A small room at the north end of the basement contained five 50-pound bags of Amine, which is a boiler water treatment manufactured by Nalco Chemical Company of Chicago. A small sign in the main basement room gave directions for mixing soda ash and Amine with water for use by the steam locomotives.

Utility tunnels containing steam piping extended east from both larger basement rooms near the ceiling. No electrical transformer or evidence of one was found anywhere in the basement.

### 3.1.2 Outside Property Conditions

The outside property conditions at the subject site consist of asphalt parking spaces (see Photos 8 and 9), with no exposed soil areas. There were no catch basins or drywells located on-site.

### 3.2 Adjacent Properties

Generally land use in the vicinity of the subject site is commercial. There are asphalt paved parking facilities located between the subject site parking facilities and the Depot building. Specifically, the land use adjoining the subject site is as follows:

- North - England's Carpet Emporium (vacant), Bear Frame and Axle Auto Service, Sylvan Furniture Store and two asphalt parking lots (see Photo 10)
- East - Asphalt parking areas, a Burlington Northern garage, warehouse, and/or office building, undeveloped land, and railroad tracks (see Photo 12)
- South - Railroad tracks (see Photo 5)
- West - Asphalt parking facilities, Watson Real Estate Company, and Outback Jack's Bar (see Photo 11).

A small room with an access door was observed on adjacent Burlington Northern property, east of the depot building. The room is constructed within the retaining wall that separates the parking area from the railroad track/passenger loading areas. The door to the room is marked with warning signs indicating that high voltage electrical equipment is housed within this room. The door to this electrical service room was locked and the room was not inspected. This room may contain the electrical transformer identified in the information review and interviews.

## 4.0 CONCLUSIONS

The following conclusions are presented in direct response to the requested work scope and are based solely upon the observations and data collected in performing this work scope.

### Information Review

The WDOE UST File indicates that there are no registered underground storage tanks currently at the site. The WDOE Dangerous Waste Notifiers File indicates that there are no registered dangerous waste generators at the site. There are no sites listed on

the WDOE's HWICP Affected Media and Contaminants Report or on the WDOE Hazardous Sites List as located within one-quarter mile of the site. There are four sites listed on the WDOE Toxics Cleanup Program Site Register that are located within one-quarter mile of the subject site. No sites listed on the EPA's National Priority List or on the CERCLIS List are located within one-quarter mile of the site. The subject site is not listed on the FINDS index.

A former Shell Oil Company gas station was reportedly located on the west end of the parking lot parcel at West 255 Sprague from 1948 to 1968. The gas station contained five USTs (four 2,000-gallon and one 4,000-gallon) containing gasoline. The USTs were reportedly decommissioned and removed from the site on February 15, 1968. No conclusive information regarding the condition of the USTs upon their removal or decommissioning and site assessment procedures was made available during the information review. At the time of UST removal (1968) there were no state or federal regulations in place requiring UST decommissioning or site assessment reporting. Potential environmental impacts to the subject site are possible due to unknown leaks, spills, or improper removal of the USTs.

#### Site Examination

No visual or obvious evidence was observed during the site examination that would indicate that the subject site has been used in a manner that may have impacted its environmental quality.

Potential impacts to the subject site from adjacent properties appear to be unlikely. No records or other evidence was observed that would indicate that the immediately adjacent properties have been used in a manner that may have impacted the subject sites' environment. Contributing responsible party(s) to any releases from WDOE or EPA listed sites would be held liable and financially bound for the regulatory-controlled cleanup and restitution of potential public health and environmental hazards.

Based on the level of effort described in the attached Scope of Services, the Phase I Environmental Site Assessment did reveal commonly available evidence to indicate that the potential exists for the subject property to be impacted by hazardous substances (including petroleum hydrocarbons) or may be in violation of current, known, and applicable environmental regulations.

#### **5.0 RECOMMENDATIONS**

In order to confirm the presence or absence of potential petroleum hydrocarbons in the soil from the former gas station at West 255 Sprague Avenue, Century West recommends completing a Phase II Subsurface Exploration at the former UST facility on the subject site. Intrusive subsurface exploration options include completing a combination of test pits using a backhoe with or without exploratory borings or

exploratory borings only. Soil samples should be collected and analyzed for total petroleum hydrocarbons and volatile organic aromatics using WDOE analytical methods. The results should be evaluated using WDOE Model Toxics Control Act (MTCA) Cleanup Standards.

Century West also recommends the following environmental cleanup actions be performed at the subject site:

1. The 15 large storage batteries located in a storage room on the lower level of the west end addition should be properly removed and transported to an approved battery recycler.
2. The five 50-pound bags of Amine located in the small room at the north end of the basement should be properly characterized, manifested, and disposed of by appropriate and approved methods.

## **6.0 LIMITATIONS**

This report has been prepared for the exclusive use of the City of Spokane and their agents and is intended to be public information. However, use of this report, its contents, or any part thereof without the expressed consent of the City of Spokane or the written consent of Century West, is herewith disallowed.

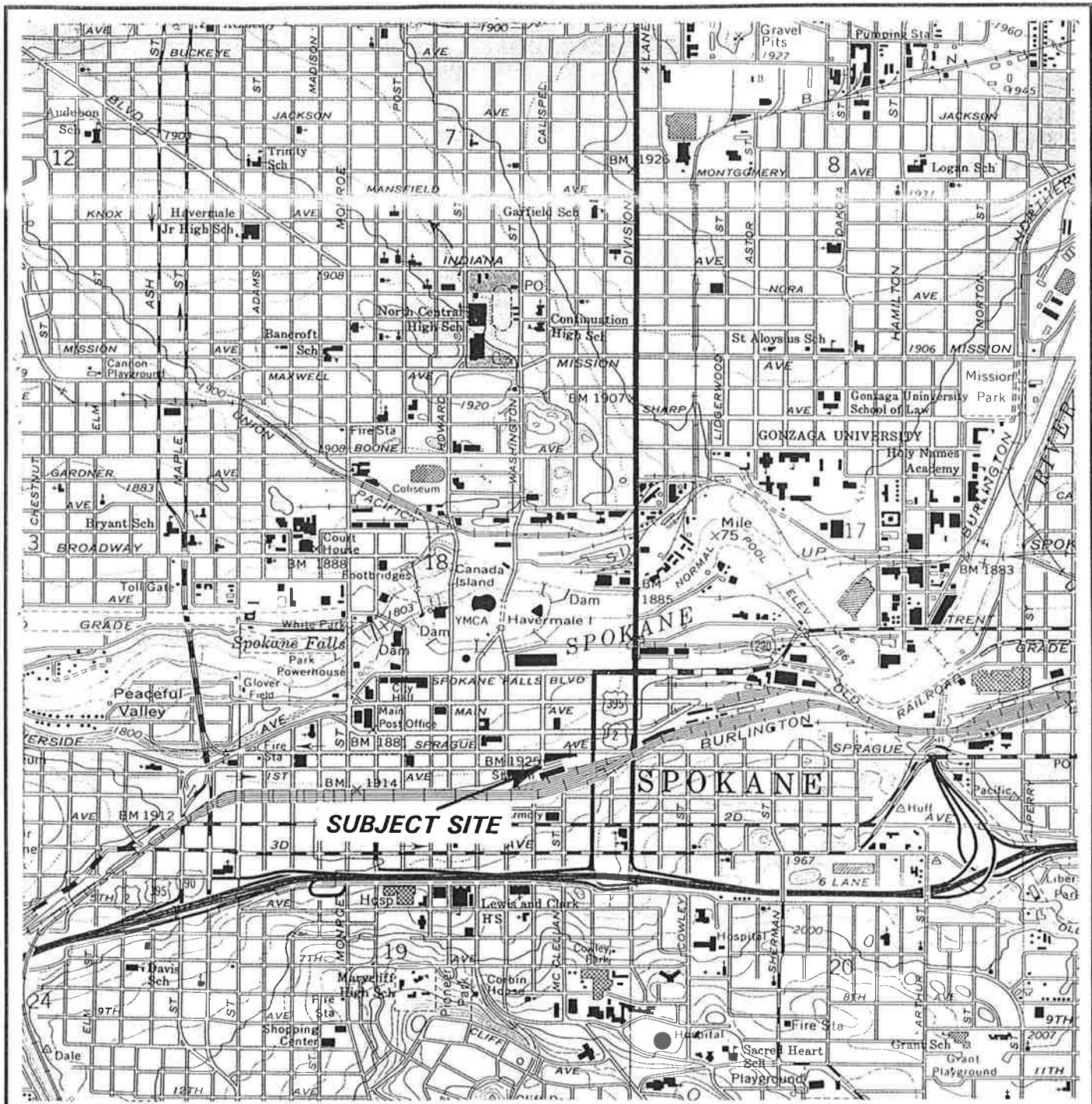
These findings, conclusions, and recommendations are based on the best available information known or made available and obvious, visual inspection of the subject property at the time of the investigation. Over time the surficial evidence of some activities may be obscured or obliterated entirely. It is possible that certain adverse conditions could exist at the site which were not detected in this evaluation. No investigation is thorough enough to ensure that no hazardous substances are present on a particular property.

The services provided under this contract as described in this report include professional opinions and judgments based on data collected. These services have been provided according to generally accepted engineering practices. The opinions and conclusions contained in this report are typically based on information obtained from:

1. Observations and measurements made by our field staff.
2. Contacts and discussions with regulatory agencies and others.
3. Review of available hazardous substance/waste lists.
4. Opinions and judgments of Century West based on the information available.

The data presented in this report was collected, analyzed, and interpreted following the standards of care, skill, and diligence ordinarily provided by a professional in the performance of similar services as of the time the services were performed. This report sets forth Century West's findings and conclusions based on the Scope of Services agreed to by the Client, and within the Client's schedule and budget.

The Client, City of Spokane, acknowledges that Century West has been retained for the sole purpose of assisting the Client in evaluating the environmental liability associated with the project site. It is recognized and agreed that Century West has assumed responsibility only for performing this investigation and presenting this report and conclusions to the Client.

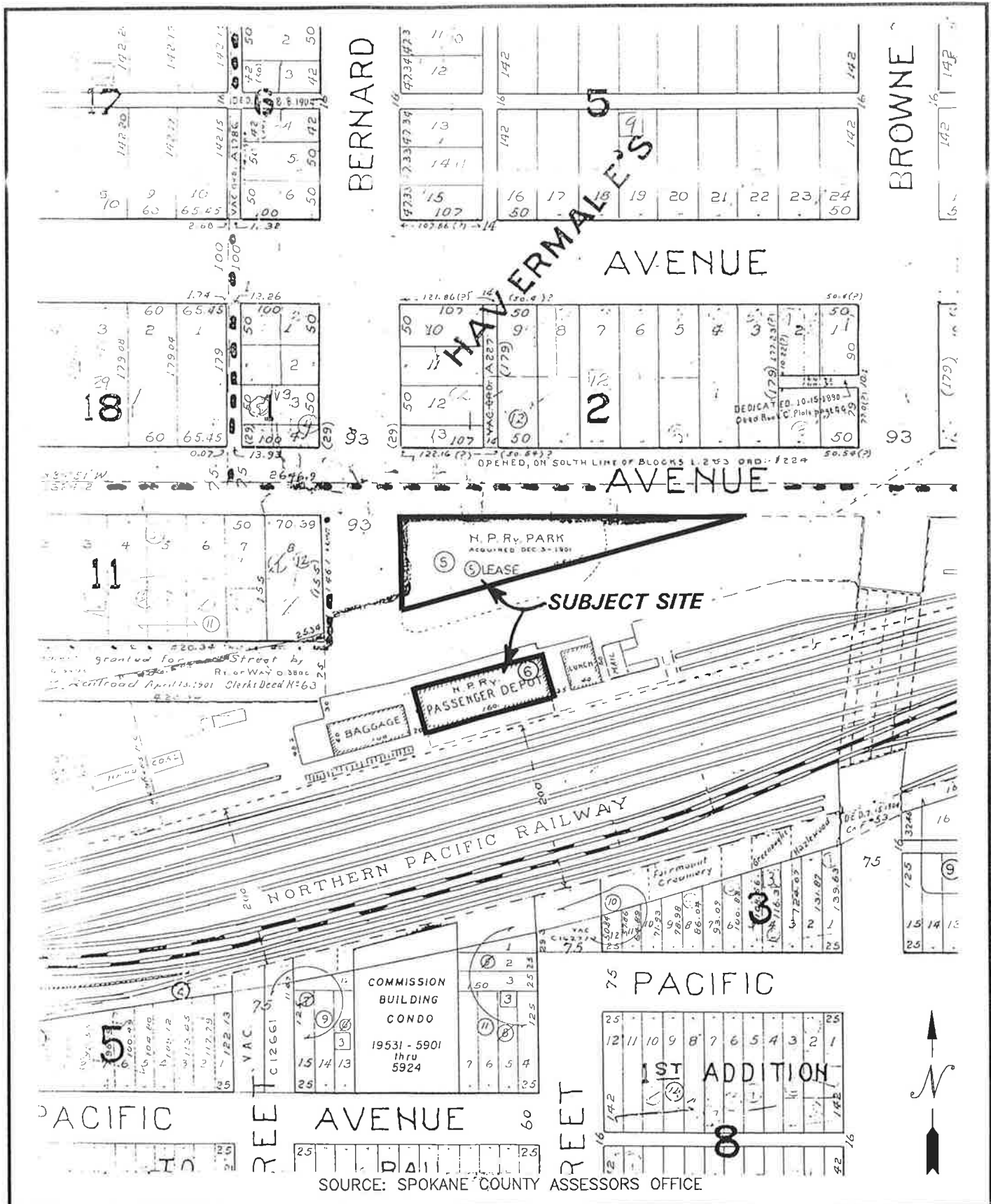


**SUBJECT SITE**

SOURCE: USGS QUADRANGLE MAP



DESIGNED BY: PSS	CHECKED BY: JEL	VICINITY MAP INTERMODAL FACILITY SPOKANE, WA	DATE: 11/92	FIGURE:
DRAWN BY: PSS	SCALE: NONE		CENTURY WEST  ENGINEERING	
PROJECT NO.: 30138.008.01				



SOURCE: SPOKANE COUNTY ASSESSORS OFFICE

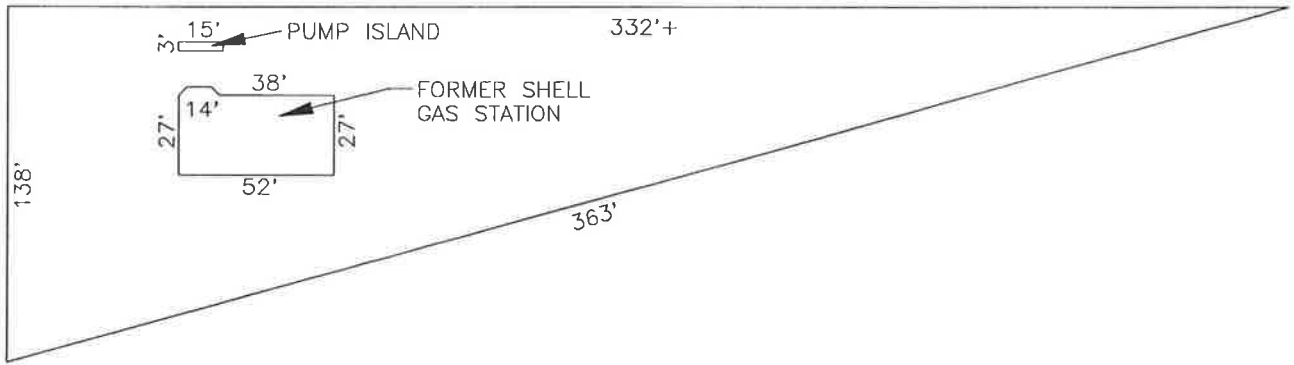
DESIGNED BY: PSS	CHECKED BY: JEL
DRAWN BY: PSS	SCALE: NONE
PROJECT NO.: 30138.008.01	

SITE MAP  
 INTERMODAL FACILITY  
 SPOKANE, WA

DATE: 11/92	FIGURE: 2
CENTURY WEST ENGINEERING	

BERNARD STREET

SPRAGUE AVENUE



SOURCE: SPOKANE COUNTY ASSESSORS OFFICE

DESIGNED BY: PSS CHECKED BY: JEL

DRAWN BY: PSS SCALE: NONE

PROJECT NO.: 30138.008.01

FORMER GAS STATION  
- WEST 255 SPRAGUE  
INTERMODAL FACILITY  
SPOKANE, WA


DATE: 11/92

FIGURE: 3

CENTURY WEST  ENGINEERING



SOURCE: SPOKANE REGIONAL COUNCIL

DESIGNED BY: PSS	CHECKED BY: JEL	1957 PHOTOGRAPH FORMER GAS STATION INTERMODAL FACILITY SPOKANE, WA	DATE: 11/92	FIGURE: 4
DRAWN BY: PSS	SCALE: NONE		CENTURY WEST  ENGINEERING	
PROJECT NO.: 30138.008.01				

## REFERENCES

### MAPS

U.S.G.S. Topographic Map - Spokane NW, Washington 15 Minute Quadrangle

### INTERVIEWS

Ken Carlson, Burlington Northern Railroad; November 13 through 17, 1992

Glen Miles, Spokane Regional Council; November 17, 1992

Marge Kemp, Burlington Northern Railroad; November 18, 1992

### REGULATORY AGENCIES

Washington State Department of Ecology (WDOE):

Affected Media and Contaminants List; October 1990 through October 1992

RCRA Notifiers Listing; March 27, 1992

Listing of USTs Reported in Washington State; April 8, 1992

Toxics Cleanup Program Site Register; April 1990 through October 1992

Toxics Cleanup Program Hazardous Sites List; August 1992

U.S. Environmental Protection Agency (EPA):

Facility Index System (FINDS); March 4, 1992

Superfund Program, CERCLIS List 8: Site/Event Listing; March 24, 1992

National Priorities Listing (NPL) Region 10; February 7, 1992

### INFORMATION SOURCES

Spokane County Assessers Office

Spokane City Fire Marshalls Office, Building Permit Department, and Zoning Department

Washington State Department of Natural Resources; Aerial photographs for the years 1957, 1968, 1977, and 1982

Spokane City Directories

First Amercian Title Company

U.S.D.A. Soil Conservation Service, Soil Survey of Spokane County; 1968

U.S.G.S., Reconnaissance Geologic Map of the West Half of the Spokane Quadrangle, Washington and Idaho; 1966

**APPENDIX A**  
**SCOPE OF SERVICES**

## EXHIBIT "A"

### SCOPE OF SERVICES

Phase I Environmental Site Assessment  
Intermodal Facility  
Sprague Avenue and Bernard Street  
Spokane, Washington

#### PURPOSE OF ASSESSMENT

A Phase I Environmental Site Assessment (ESA) is performed in an effort to identify liability and risk associated with environmental and public health considerations concerning a property. A Phase I ESA provides for a due diligence or appropriate inquiry into the previous ownerships and uses of a property. The Phase I ESA addresses the potential for contamination by hazardous substances (including petroleum products), evaluates if readily-available evidence indicates whether hazardous materials may be located on or under the property surface, and attempts to determine if existing conditions may violate known, applicable environmental regulations. The Phase I ESA reviews commonly known information about the property and investigates by obvious inspection.

The Environmental Site Assessment is focused on the land and does not attempt to discover or define those conditions in a building which would contribute to indoor hazards such as sick building syndrome. Nor does the assessment include collection or analysis of soil, groundwater, or material samples suspected of containing asbestos or other hazardous substances or testing for radon gas. Furthermore, the assessment does not attempt to designate wetlands or similar sensitive natural environments.

#### SCOPE OF WORK

In order to satisfy the above stated purpose, the Phase I ESA will consist of an examination of all reasonably ascertainable and readily accessible information regarding current operations on the property, its land-use history, and a general characterization of surrounding land uses. The assessment will also include a physical examination of the property. Details of the services provided follow:

#### **TASK 1: RECORDS RESEARCH AND COMPILATION OF SITE-SPECIFIC INFORMATION**

Examination of selected information determined to be pertinent to the subject property. Records examinations are not all-inclusive and may be limited by the Client's schedule, financial commitment, and the availability of information. The following subtasks will be performed as part of this task:

1. Examine Client-provided documents pertaining to property (see below). These documents will be used to evaluate whether current or past use of the property may have led to potentially adverse impacts to the environment. Specific attention will be directed to addressing the site conditions for the former UST facility.
2. Review current and historical aerial photography (where available).
3. Review local information sources and records where available and/or appropriate. These sources may include:
  - A. County/City Planning and Zoning Department(s)
  - B. County Assessor's Office
  - C. County Auditor's Office
  - D. County Building Department
  - E. City Directories
  - F. Historical Society
4. Review Washington State Department of Ecology (WDOE) files to determine whether past releases of regulated materials at the site have been documented. If releases have occurred, determine what corrective actions were documented. File data review will focus on the following state lists:
  - A. WDOE Underground Storage Tank File
  - B. WDOE Dangerous Waste Notifiers List
  - C. WDOE Affected Environments and Contaminants Report
  - D. WDOE Hazardous Site List
  - E. WDOE Toxics Cleanup Program Site Register

Review the Underground Storage Tank File for the subject site and adjacent contiguous properties. Review the Dangerous Waste Notifiers list for the site to determine if current tenant(s) are regulated under the WDOE Dangerous Waste Regulation (Chapter 173-303 WAC) as generators, transporters, or facilities receiving or treating regulated wastes. Review the Affected Environments and Contaminants Report, Hazardous Sites List, and Toxics Cleanup Program Site Register for hazardous waste sites within one-quarter mile radius of the subject site.

5. Review federal government data sources for known hazardous waste sites. The data sources include the following U.S. Environmental Protection Agency (EPA) lists:
  - A. Comprehensive Environmental Response, Compensation, and Liability Information System (CERCLIS) List 8.
  - B. National Priorities List (NPL)
  - C. Facility Index Listing (FINDS)

**APPENDIX C**  
**SITE PHOTOGRAPHS**



1. NORTH SIDE OF DEPOT BUILDING



2. WEST SIDE OF DEPOT BUILDING

INTERMODAL FACILITY - SPOKANE, WA  
ENVIRONMENTAL ASSESSMENT  
APPENDIX C: SITE PHOTOGRAPHS

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CENTURY WEST  ENGINEERING



3. EAST SIDE OF DEPOT BUILDING



4. SOUTH SIDE OF DEPOT BUILDING

INTERMODAL FACILITY - SPOKANE, WA  
ENVIRONMENTAL ASSESSMENT  
APPENDIX C: SITE PHOTOGRAPHS

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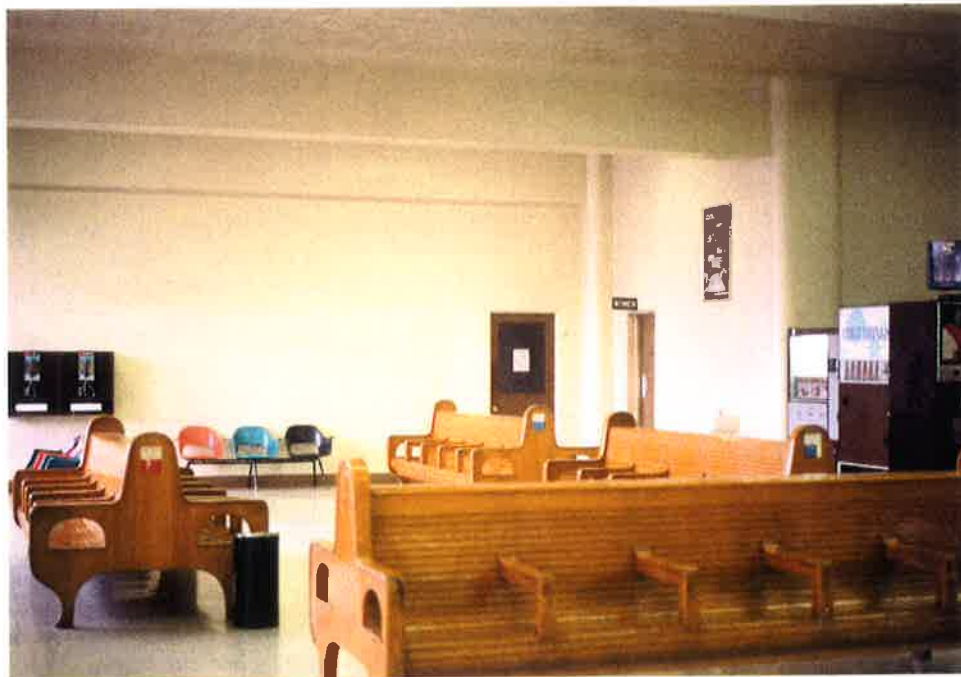
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5. RAILROAD TRACKS AND PASSENGER ACCESS TO STATION - SOUTH SIDE OF DEPOT BUILDING LOOKING WEST



6. PASSENGER WAITING AREA - FIRST FLOOR OF DEPOT BUILDING



7. PASSENGER WAITING AREA AND BOARDING ENTRANCE  
- FIRST FLOOR OF DEPOT BUILDING LOOKING SOUTH



8. NORTHEAST CORNER OF SPRAGUE AND BERNARD LOOKING SOUTHEAST

INTERMODAL FACILITY - SPOKANE, WA  
ENVIRONMENTAL ASSESSMENT  
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9. NORTHEAST CORNER OF SPRAGUE AND BERNARD LOOKING SOUTHEAST



10. SOUTHEAST CORNER OF SPRAGUE AND BERNARD LOOKING NORTHEAST

INTERMODAL FACILITY - SPOKANE, WA  
ENVIRONMENTAL ASSESSMENT  
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CENTURY WEST  ENGINEERING



11. NORTHEAST CORNER OF SPRAGUE AND BERNARD LOOKING SOUTHWEST



12. ADJACENT PROPERTY EAST OF DEPOT BUILDING

INTERMODAL FACILITY - SPOKANE, WA  
ENVIRONMENTAL ASSESSMENT  
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