

EXISTING CONDITIONS REPORT

COLUMBIA AVENUE REALIGNMENT



MAUL
FOSTER
ALONGI

Prepared for
SKAMANIA COUNTY

September 24, 2020
Project No. 0405.05.02

Prepared by
Maul Foster & Alongi, Inc.
109 E 13th Street, Vancouver, WA 98660

EXISTING CONDITIONS REPORT

COLUMBIA AVENUE REALIGNMENT

*The material and data in this report were prepared
under the supervision and direction of the undersigned.*

MAUL FOSTER & ALONGI, INC.

*Seth Otto
Senior Planner*

*Lisa Parks
Senior Planner*

CONTENTS

EXECUTIVE SUMMARY	VI
1 INTRODUCTION	1
SITE HISTORY	1
OWNERSHIP	2
NATURAL RESOURCES	2
2 INFRASTRUCTURE ASSESSMENT	3
MUNICIPAL WATER	3
WASTEWATER	3
STORMWATER	4
TRANSPORTATION	4
POWER AND TELECOMMUNICATIONS	4
3 REGULATORY ANALYSIS	4
STEVENSON COMPREHENSIVE PLAN	5
STEVENSON DOWNTOWN PLAN FOR SUCCESS	5
ZONING CODE	5
CRITICAL AREAS	6
4 ENVIRONMENTAL CONSIDERATIONS	7
AREAS OF CONCERN	7
CLEANUP PROCESS	10
5 IMPLICATION FOR DEVELOPMENT	12
LIMITATIONS	
FIGURES	

EXECUTIVE SUMMARY

In 2017, Skamania County was awarded a U.S. Environmental Protection Agency Community-Wide Assessment Grant to fund environmental assessment and brownfield redevelopment at strategic properties within the county. In their recent Stevenson Downtown Plan for Success, the City of Stevenson (City) identified the realignment of Columbia Avenue as a priority project to contribute to ongoing revitalization efforts and make downtown Stevenson a destination for both visitors and residents. The realignment project contributes to improved pedestrian circulation and safety in the downtown commercial area. The properties adjacent to the section of Columbia Avenue proposed for relocation have environmental issues due to past and present uses. The purpose of this project is to explore the existing conditions in the Columbia Avenue realignment area and to identify the best approach to implementing the street realignment while also addressing environmental concerns.

The Columbia Avenue realignment area consists of ten parcels totaling over 4 acres. The area includes several single-family homes, small multifamily residences, and commercial uses. The analysis of existing conditions focused on natural resources, infrastructure, and regulatory and environmental conditions that may impact the realignment project and future development in the area.

SUMMARY OF FINDINGS AND IMPLICATIONS FOR THE PROJECT

Ownership	<ul style="list-style-type: none">• A historical private access easement exists on the lots west of the section of Columbia Avenue to be relocated. This easement may need to be addressed to allow for development on the effected parcels.
Natural Resources	<ul style="list-style-type: none">• Several areas in the realignment area include have steep slopes, which could pose a challenge to redevelopment• Kanaka Creek runs through the easternmost parcel in the realignment area. The area surrounding the creek is in the 100-year floodplain. To protect the creek, development in this area is subject to additional review and restrictions.
Infrastructure	<ul style="list-style-type: none">• Water and sanitary sewer located within the existing Columbia Avenue right of way are generally sized appropriately for existing and future development but will have to be moved if the street is relocated.• There are existing stormwater connections in First and Second Streets, but currently there is no stormwater infrastructure in Columbia Avenue. Stormwater treatment and control infrastructure will have to be constructed.• A new, realigned Columbia Avenue would include two lanes of traffic, parking, and continuous sidewalks on both sides of the road.• There are existing overhead power and underground telephone lines in Columbia Avenue that will have to be relocated to the realigned right-of-way.

Regulatory	<ul style="list-style-type: none"> • The area is currently zoned Commercial 1 and allows for a variety of uses, including commercial and residential activities. • The pending Stevenson Downtown Plan for Success proposes to add overlay zones to the area to encourage mixed-use development and a walkable downtown. Should these overlay zones be adopted, future development will need to comply with them. • The realignment area contains several Environmentally Critical Areas, including steep slopes, and streams. Several steep slopes are located directly adjacent to the existing Columbia Avenue right-of-way. The realignment project and future development in these areas will have to comply with the City's Critical Areas Ordinance.
Environmental	<ul style="list-style-type: none"> • The following sites were identified for further review of their potential to impact the Columbia Avenue realignment area: Midstate Land Co, Hunsaker Oil Stevenson Station, and Stevenson Commerce Site: <ul style="list-style-type: none"> – The Midstate Land Co and Hunsaker Oil Stevenson Station are in the Columbia Avenue realignment area and have confirmed or suspected contamination in soil and/or groundwater. – A Phase II environmental site assessment was conducted at the Midstate Land Co site in July 2020. The activities included collecting soil and groundwater samples from the subsurface (via push-probe drilling) to identify potential contaminant impacts. The purpose of this assessment is to evaluate potential exposure pathways associated with construction and the developed use, based on current environmental conditions. Preliminary results indicate there is petroleum contamination in groundwater at the Midstate Land Co site. Further assessment is proposed to determine extent and source. – Further investigation of the Hunsaker Oil Stevenson Station would be beneficial to determine if soil and/or groundwater contamination is present. However, the property owner would need to provide the direction to do so. – The Stevenson Commerce Site does not have confirmed contamination, received a No Further Action determination in 2006, and is crossgradient of the Columbia Avenue realignment area. Therefore, this site is unlikely to have the potential to impact the Columbia Avenue realignment area.

1 INTRODUCTION

Stevenson is a small but growing city of 1,465 people, located in the Columbia River Gorge in southwest Washington State. Stevenson is a hub for Skamania County’s government operations, including the County Courthouse and the County Sheriff’s department. In 2017, Skamania County was awarded a U.S. Environmental Protection Agency Community-Wide Assessment Grant to fund environmental assessment and brownfield redevelopment at strategic properties in the county. The City of Stevenson (City) is in the process of completing the Stevenson Downtown Plan for Success. The draft plan identified the realignment of Columbia Avenue as a priority project to contribute to ongoing revitalization efforts and make downtown Stevenson a destination for both visitors and residents. The realignment project contributes to improved pedestrian circulation and safety in the downtown commercial area. The properties adjacent to the section of Columbia Avenue proposed for relocation have environmental concerns due to past and present uses. The purpose of this project is to explore the existing conditions in the Columbia Avenue realignment area and identify the best approach to implementing the street realignment while also addressing environmental concerns.

Site History

Stevenson has been home to Native American settlements for thousands of years. The area served as a hub for trade and fishing because of its location above the Upper Cascade Rapids of the Columbia River. The first European explorers and settlers used the Columbia River to navigate through the Cascade Mountains. These travelers would often land in the Stevenson area to portage around the treacherous Upper Cascade Rapids. In the 1800s, the Stevenson family settled in the area and founded the town of Stevenson.¹ George Stevenson purchased the original town site in 1893. In 1908 the town was incorporated, and the Spokane, Portland and Seattle Railroad arrived. Stevenson gradually moved upland with the arrival of the railroad and later because of inundation resulting from the construction of the Bonneville Dam.²

The draft Stevenson Downtown Plan for Success has identified the realignment of Columbia Avenue as a catalyst project that would improve downtown access and circulation and allow for additional mixed-use development. The project area is located between First Street and Second Street (SR 14) in downtown Stevenson (Figure 1-1). Based on historical aerial photography, areas northwest of the realignment area have been predominantly residential, while areas to the southeast have been predominantly commercial since at least 1935. During the downtown planning process, the City created conceptual illustrations showing how Columbia Avenue could be realigned and ultimately redeveloped (Figure 1-2). This initial concept shows the Columbia Avenue right-of-way being relocated about 40 feet to the northeast and widened to 60 feet. The redevelopment concept shows new mixed-use development, with commercial uses on the ground floor and residential uses above.

¹ Skamania County Chamber of Commerce. “Stevenson History,” accessed June 16, 2020, <https://skamania.org/history/#1496983641788-67c6bfc3-e78f>.

² Ibid.

\\mfaspdx-fs1\data.net\Projects\0405.05 Skamania County\02_Brownfield Assessment\Draft Documents\Area Wide Planning\Columbia Avenue Project\Existing Condition Report\rd_Existing Conditions Report_9.24.20.docx

Ownership

The Columbia Avenue realignment area consists of ten parcels totaling just over 4 acres (Table 1-1). The area includes a single-family home, small multifamily residences, and commercial uses; the last group includes a gas station located on the northwest corner of the realignment area, a dentist office northeast of Columbia Avenue, and a hardware store on the eastern corner of the realignment area. The area proposed to accommodate the realignment is directly northeast of Columbia Avenue, between First and Second Streets, and currently serves as parking for the dentist office on the adjacent parcel (Figure 1-3).

A historical private access easement is located on parcels 4441 and 4444, west of Columbia Avenue. The easement dates back to 1947 and provides a private access drive between Big T's Grill and Second Avenue to the north. The drive runs along the northern edge of Big T's (parcel 4444) then north along the western edge of a multifamily home (parcel 4441). This easement may need to be addressed to facilitate future redevelopment of these parcels.

Table 1-1: Parcel Area

Parcel ID	Address	Description	Area (Acres)	Improvement Value
3303	24 NE Second St	Columbia Hardware	0.98	\$195,500
3304	10 NW Second St	Columbia Hardware	0.38	\$131,300
4432	91 NW Second St	Gas Station	0.51	\$157,500
4433	80/82 NW Columbia Ave	2-4 Unit Multifamily	0.30	\$99,800
4438	40 NW Second St	Apartments	0.27	\$189,000
4439	52 NW Second St	Dentist Office	0.47	\$267,800
4440	70 NW Second St	Dentist Office Parking Lot	0.51	-
4441	90 NW Second St	2-4 Unit Multifamily	0.27	\$194,300
4444	73 NW First St	Big T's Grill	0.26	\$196,800
4445	First St	Vacant Lot	0.19	-
Total			4.14	\$1,432,000

Data Source: Skamania County Assessor

Natural Resources

Because the Columbia Avenue realignment area is small and is located in an urban area, there are limited natural resource issues to consider. The area is about 650 feet north of the Columbia River and is separated from the river by the BNSF railroad and a steep embankment south of First Street (Figure 1-3).

There are two primary natural resource concerns. The first arises from several small areas in the alignment area that have steep slopes of more than 25 percent, including an area directly west of Columbia Avenue. These areas are regulated by the Stevenson Critical Area ordinance to ensure that development activities do not destabilize the slopes. The second concern is that Kanaka Creek flows

along the eastern edge of the area. The realignment area surrounding Kanaka Creek falls within the 100-year floodplain and is fish bearing, making it a designated Critical Area with additional regulations that govern development that takes place nearby. The City is in the process of working with the Federal Emergency Management Agency to revise the flood insurance maps and remove the Kanaka Creek area from the 100-year floodplain.

2 INFRASTRUCTURE ASSESSMENT

There are several utilities, in varying states of repair, currently located in the roadway of the existing section of Columbia Avenue between First Street and Second Street. It will be necessary to relocate and improve infrastructure in the roadway, as described in detail below.

Municipal Water

The City owns and operates the Group A Community water system that supplies potable water to residents, businesses, and public institutions within the city limits. The City's 1-million-gallon-per-day (gpm) water treatment plant is supplied from LaBong Creek, Cedar Springs, and Rock Creek. Other sources include the 650-gpm Hegewald Well (used as a backup supply) and the currently unused Iman Springs supplemental water source. The City has been proactively replacing old and undersized water distribution mains throughout the system in recent years, and the City's water distribution system is in good condition, according to the Water System Plan Update produced by Murray Smith in November 2017. Other major components of the City's water system include three reservoirs, storing 0.96 million gallons of water, and one booster pump station.

The section of Columbia Avenue between First Street and Second Street contains an existing 6- and 8-inch-diameter ductile iron water main on the east side of the road and an existing fire hydrant (Figure 2-1). The 8-inch-diameter pipe runs from Second Street to a valve approximately 80 feet south of Second Street before reducing to a 6-inch-diameter pipe until it connects to the 6-inch-diameter water main on First Street. In addition to the water main, there is a water service line serving both 90 Second Street and 73 First Street. The Water System Plan Update does not indicate any conveyance capacity issues with this section of the water main, nor are there issues concerning water supply to serve future development along the realigned Columbia Avenue. Due to the existing water main location on the east side of the existing roadway, it is anticipated that the water main and water services will not need to be relocated, but the existing fire hydrant on the west side of the road will need to be relocated. This assumption will need to be confirmed once the proposed realignment location of Columbia Avenue is finalized.

Wastewater

The City owns and operates the public sanitary sewer system that serves residents, businesses, and public institutions within city limits. The system consists of approximately 55,000 feet of gravity sewer mains, 2,100 feet of force main, and four pump stations. There are no permitted significant industrial users; however, multiple large commercial users, such as large lodging facilities, restaurants, and

beverage producers, are major sources of wastewater flow. In the December 2017 General Sewer Plan Update, Tetra Tech identified several sections of existing sewer pipe that required replacement, either because they were deteriorating or because they did not have enough capacity. The existing 8-inch-diameter, concrete gravity sewer main located on the west side of Columbia Avenue in the project area, as well as the service lateral serving 90 Second Street, has sufficient capacity for future development (Figure 2-2). However, this section of pipe is in an area of known infiltration and inflow (I/I). Realignment of Columbia Avenue would require replacement of this section of sanitary sewer pipe with an 8-inch-diameter pipe composed of polyvinyl chloride (PVC), or equivalent material, in the new roadway section. Replacing the concrete pipe with PVC will help decrease I/I in this area.

Stormwater

It appears that no stormwater infrastructure currently exists in the Columbia Avenue project area; however, storm catch basins are located in First and Second Streets, near the intersection of Columbia Avenue (Figure 2-3). Stormwater infrastructure will have to be designed and constructed to City standards in the realigned Columbia Avenue to provide conveyance and treatment of stormwater runoff from the roadway prism.

Transportation

Between First and Second Streets, Columbia Avenue is a paved, two-lane roadway with incomplete sections of sidewalk on either side of the road. The intersection at Second Street is currently offset from the northern section of Columbia Avenue. Realignment of the southern section of Columbia Avenue would allow the intersection to continue straight across Second Street, increasing the safety of the intersection. The new right-of-way would be 60 feet wide and would include two lanes of traffic, with street parking and continuous sidewalks on both sides of the roadway.

Power and Telecommunications

Skamania County Public Utility District 1 is the electrical power purveyor in the area. There is an existing light pole on the east side of Columbia Avenue midway between Second Street and First Street. It is served from existing overhead power lines to the west of the road. It is likely that the existing light pole will need to be relocated to avoid conflict with a future road prism with the realignment of Columbia Avenue

An existing underground telephone line runs along the western side of the existing Columbia Avenue (Figure 2-4). This line will fall outside the public right-of-way with the Columbia Avenue realignment and will have to be relocated to remain in the right-of-way.

3 REGULATORY ANALYSIS

The regulatory analysis examined existing plans and development regulation and their impact on the realignment area. The Stevenson Comprehensive plan was adopted in 2018, and a downtown subarea

plan is nearing adoption. The area is within a Commercial 1 (C1) zone district and also contains designated Critical Areas that may impact the redevelopment and realignment process.

Stevenson Comprehensive Plan

The Stevenson Comprehensive Plan, adopted in 2013, identified four cornerstone principles that summarize the desires of Stevenson's citizens: high quality of life, natural/scenic beauty, healthy economy, and active waterfront. Goal 4 of the plan outlines the City's vision for the downtown: "A vibrant and attractive downtown is home to diverse businesses and welcoming to residents and visitors." The objectives for goal 4 include revising the downtown plan, creating better connections between downtown and the waterfront, and enhancing the area's attractiveness by encouraging the burial of power lines and the preservation of street trees. The comprehensive plan envisions the future land use of the Columbia Avenue project area as High-Intensity Trade. These areas are characterized by dense, highly intensive urban development with an emphasis on pedestrian and bicyclist access to downtown.

Stevenson Downtown Plan for Success

The City is currently in the process of updating their downtown subarea plan called the Stevenson Downtown Plan for Success. The plan builds on the comprehensive plan's vision to better connect downtown and the riverfront by proposing additional pedestrian connection to the riverfront, i.e., creating a walking loop and transforming the waterfront into a destination with open space and complementary uses.

The draft plan also identifies several catalyst projects, including the Columbia Avenue Realignment. The realignment of Columbia Avenue would address existing safety concerns, and the road would also be widened to 60 feet to match the existing right-of-way to the north. This widening would accommodate vehicle traffic, street parking, pedestrian access, and a landscape buffer. Redevelopment of the parcels adjacent to this section of Columbia Avenue would include ground floor retail and minimal setbacks to align with the commercial main street aesthetic outlined in the plan. This area is also identified as a potential location for public parking serving the downtown.

The draft plan proposes new overlay zones to regulate downtown development. Most of the project area would be in a Commercial Mainstreet (CMS) overlay, with the eastern parcels in a Commercial Destination (CDU) overlay. As proposed, CMS zones is intended to foster walkability and window-shopping for residents and visitors to downtown. It would include ground floor retail and storefronts with opportunities for multifamily residential units above. The CDU overlay would provide space for uses that serve greater Skamania County and require greater motor vehicle access. CDU zones would allow for commercial uses, such as anchor retail, and multifamily residential uses.

Zoning Code

The Columbia Avenue relocation study area is in a C1 zone (Figure 3-1). C1 zones allow for a range of uses, summarized in Table 3-1. The zone is intended to contribute to a vibrant downtown area that combines residential, commercial, and community uses.

Table3-1: C1 District Allowable Uses

Use Category	Use Description
Residence or Accommodations Uses	Most dwelling units except for single-family detached dwellings are permitted including multifamily units and townhomes. Most residential care facilities and overnight accommodations are permitted.
General Sales and Service Uses	Retail, bank, and financial institutions, carwash, food service, childcare, and personal service uses are permitted in C1 zones.
Manufacturing and Wholesale Trade Uses	Minor wireless telecommunications facilities are the only permitted use in this category, with other uses such as light industrial as conditional uses.
Other	Public assembly uses, as well as pet and kennel uses, are permitted in C1 zones. Education, public administration, health care, and other institutional uses are conditional uses.

Basic dimensional standards are summarized in Table 3-2. There are several exceptions to these standards for Legacy Homes. Development in C1 zones is subject to further design standards. Certain buildings that front a public sidewalk are required to have 50 percent of their front wall occupied by doors or windows to prevent blank walls. Off-street parking requirements are specific to each use, with residential structures requiring two spaces per dwelling unit—except for one-bedroom units, which require only one space. Retail uses are required to provide one parking space per 200 square feet (sf) of floor area.

Table 2-2: C1 District Dimensional Standards

Standard	Dimension
Maximum building height	50 ft ¹
Minimum setbacks	
Front	0 ft
Side	0 ft
Rear	0 ft
Maximum setback	
Front	10 ft
Side	10 ft
Density	
Minimum lot area	None ²
Minimum lot width	none
Minimum lot depth	none
Maximum lot coverage	100% ³

1. Except for multifamily dwellings and legacy homes which are limited to 35 ft

2. Except for multifamily, which requires 1,200 sf per unit.

3. Except for residential uses on the first floor above grade, which are limited to 50% of lot area.

Critical Areas

According to the City’s 2018 Critical Areas Map, the study area contains several potential critical areas (Figure 3-2). Although the Stevenson Critical Areas map provides information about the potential location of critical areas, many of them have not been formally designated or delineated. The presence

\\mfaspdx-fs1\data.net\Projects\0405.05 Skamania County\02_Brownfield Assessment\Draft Documents\Area Wide Planning\Columbia Avenue Project\Existing Condition Report\rd_Existing Conditions Report_9.24.20.docx

of critical areas will be determined at the time of project review. The easternmost parcels occupied by Columbia Hardware are adjacent to Kanaka Creek, which is fish bearing. The area surrounding the creek is also identified as a Debris Flow Hazard Zone. If development takes place in these areas, it will have to comply with Stevenson's critical areas ordinance, including a 100-foot buffer from Kanaka Creek. Additionally, there is one wetland shown on the Critical Areas Map on the Columbia Hardware parcels. However, analysis of this site completed in 2019 found that it did not meet the criteria for regulation.

Finally, the Critical Areas Map identifies, in the study area, several landslide hazard areas with slopes of 25 percent or greater, which are considered potentially unstable steep slopes. One steep sloping area is adjacent to Columbia Avenue to the west. These conditions may require the Columbia Avenue realignment project, as well as future development in the study area, to undergo a critical area permit process as well as additional geotechnical analysis to ensure that the steep slopes remain stable during and after the relocation project.

4 ENVIRONMENTAL CONSIDERATIONS

A Phase I environmental site assessment (ESA) of the site at 70 NW Second Avenue, Stevenson, Washington 98648 was conducted in February 2020. Information for this existing conditions report is summarized from the Phase I ESA report.

Maul Foster & Alongi, Inc. (MFA) contracted Environmental Data Resources, Inc. (EDR) to search Washington State Department of Ecology (Ecology) and federal agency record sources for information regarding the Columbia Avenue realignment area and nearby sites. Based on MFA's review, the following sites were identified for further review of their potential to impact the Columbia Avenue realignment area: Midstate Land Co, Hunsaker Oil Stevenson Station, and Stevenson Commerce Site.

The remaining sites identified by EDR have no reported releases, have reported that cleanup is complete, have received No Further Action (NFA) determinations from Ecology, and/or have little potential to impact the Columbia Avenue realignment area based on their proximity or elevation.

Areas of Concern

Areas of concern are places where historical operations and documentation indicate that there is suspected or confirmed contamination. The following areas of concern have been identified (see Figure 4-1).

MIDSTATE LAND CO

70 NW Second Street—This site is listed in Ecology's Cleanup Site Database as Cleanup Site ID (CSID) 690 (Midstate Land Co) and Facility Site ID 1384.

According to a Phase I ESA conducted for the site in 1994, there was a 5,000-sf building on the site occupied by various businesses, including an auto service, repair, and paint shop; a dry-cleaning establishment; and a beauty parlor. According to a local resident quoted in the 1994 ESA report, the concrete block building was constructed at least 75 years ago. The building was demolished in 1995. The upper 6 inches of soil was excavated; confirmation soil sampling did not show metals exceedances but did show gasoline-range petroleum hydrocarbons, xylenes, ethylbenzene, and benzene exceedances. Following this, the lateral and vertical extent of the gasoline-range petroleum hydrocarbons in soils was investigated by excavation of ten test pits to a depth of approximately 5 feet below ground surface. Gasoline-range petroleum hydrocarbons were observed or detected at nearly all locations in a gray soil lens where it was encountered in the field.

A remedial action was conducted in May 1995 to address the lens of contaminated soil and groundwater. The action included (1) designing/implementing a temporary dewatering system to permit soil excavation, (2) emergency removal of the contaminated soils after dewatering, (3) collecting confirmation samples from the excavated areas, and (4) drilling several borings and collecting soil samples to determine if hydrocarbon contamination had occurred off site. The excavated area contained approximately 13,870 cubic yards of soil.

During construction excavation, an oily sump was encountered on the west side of the site. The sump was sampled and pumped out. Contaminated soil was removed and confirmation samples were collected. Approximately 6,185 cubic yards of soil was removed from the excavation.

In total, approximately 20,115 cubic yards of soil was removed from the site and approximately 9,750 gallons of contaminated groundwater was pumped from the site. Three areas of contamination were found and remediated at the site: (1) surface soil in the basement where metals and oil-range petroleum hydrocarbon contamination was localized and confined to the surface; (2) the gray lens in the northeast corner of the site where gasoline-range petroleum hydrocarbon was removed but existing structures limited complete removal to the north and east; and (3) the oily sump on the west side where oil-range petroleum hydrocarbon was confined by the clayey soils and was readily removed. After the final cleanup, the impacts in soil (480 milligrams per kilogram [mg/kg] to 570 mg/kg) exceeded the gasoline-range petroleum hydrocarbon cleanup level of 100 mg/kg at three locations near the site's property boundary. Confirmation soil sampling from the extent of the excavation indicated that additional gasoline-contaminated soil remained in place and could not be removed without undermining the integrity of existing structures: the existing road to the north and the existing dental office building to the east.

On May 12, 1997, Ecology issued an NFA determination for the site that required one year of groundwater monitoring for gasoline-range petroleum hydrocarbons. After receiving the required groundwater monitoring results, which were all below cleanup levels, Ecology issued a second NFA determination for the site on March 30, 1999. A restrictive covenant was recorded for the site on November 3, 1998, because the remedial action had resulted in residual soil concentrations of total petroleum hydrocarbon (gasoline) that exceeded the Model Toxics Control Act (MTCA) Method A residential cleanup level. It was determined that protection against the remaining contamination could be achieved using institutional controls. The restrictive covenant states that the owner shall not alter, modify, or remove existing or new structure(s) in any manner that may result in the release or exposure

to the environment of that contaminated soil or create a new exposure pathway without prior written approval from Ecology.

Ecology completed a periodic review report for the site in July 2017. The report noted that cleanup levels had changed for several compounds because of modifications made to MTCA in 2001. Of importance to the site, the MTCA Method A cleanup level for soil has been updated to 100 parts per million (ppm or mg/kg) if benzene is not present and 30 ppm if benzene is present. The periodic review report concludes:

- The cleanup actions completed at the site appear to be protective of human health and the environment.
- Soils cleanup levels have not been met at the site; however, under Washington Administrative Code 173-340-740(6)(f), the cleanup action is determined to comply with cleanup standards, since the long-term integrity of the containment system is ensured and the requirements for containment technologies have been met.
- The restrictive covenant for the site is in place and will be effective in protecting public health from exposure to hazardous substances as well as protecting the integrity of the cleanup action.

The Midstate Land Co site is currently vacant and is used as vehicle parking for the dental office located east of the Midstate Land Co site.

HUNSAKER OIL STEVENSON STATION

Second Street and Columbia Street—This site is listed in Ecology’s Cleanup Site database as CSID 8497 (Hunsaker Oil Stevenson Station) and Facility Site ID 25886634. Ecology records indicate that a leaking underground storage tank (LUST) at the site was reported to Ecology in 1998. The site status is “Cleanup Started” under the independent action process. There is confirmed benzene and gasoline contamination in soil, suspected diesel contamination in soil and groundwater, suspected gasoline contamination in groundwater, and confirmed “other” petroleum contamination in groundwater.

An early notice letter from Ecology dated February 12, 2013, indicates their review confirms soil and/or groundwater were contaminated because of a release from a LUST, and the documentation provided to Ecology thus far does not demonstrate MTCA cleanup standards were achieved. Specifically, Ecology’s review noted soil and groundwater contaminated with gasoline-range petroleum hydrocarbons was left in place above MTCA cleanup levels in the area of the former underground storage tanks (USTs). No documentation demonstrating cleanup standards were achieved for soil or groundwater is known to have been provided to Ecology. Therefore, the site was added to Ecology’s cleanup site list.

Ecology’s early notice letter notes four USTs at the site (three 6,000-gallon gasoline and one 4,000-gallon diesel) were removed in 1998. The highest gasoline exceedance was 2,810 ppm and the highest benzene exceedance was 1.2 ppm. There was a diesel tank at the site, but no samples were analyzed for diesel.

Because of its distance from, and its upgradient relationship to, the Columbia Avenue realignment area, this site has the potential to impact the Columbia Avenue realignment area. Confirmation of the presence or absence of soil and groundwater contamination would be gained through an environmental site assessment. However, the property owner would need to provide access for evaluation.

STEVENSON COMMERCE SITE

167 NW Second Street—This site is immediately west of the Columbia Avenue realignment area and is listed in Ecology’s Cleanup Site Database as CSID 1507 (Stevenson Commerce Site) and Facility Site ID 3010189. Ecology records indicate that an initial investigation/federal preliminary assessment was completed on August 2, 2005. The site status was changed to NFA on August 7, 2006. Petroleum contamination was below the cleanup level in soils and was suspected in groundwater.

On January 24, 2020, Ms. Emily Hess of MFA interviewed Ms. Kirsten Wecker, toxics cleanup project manager at Ecology, for information regarding the Stevenson Commerce Site. After review of Ecology documents, Ms. Wecker indicated that she plans to rescind the NFA determination for the site. According to Ms. Wecker, soil contamination may have been left in place, and the investigation did not sample groundwater. She noted that, as there is a water well less than 0.25 mile upgradient of the site and that water at that location is approximately 14 feet below ground surface, there are concerns regarding possible contamination in groundwater at the Stevenson Commerce Site.

Given that the site is inferred crossgradient and there is no confirmed contamination on the site, this site is unlikely to have the potential to impact the Columbia Avenue realignment area.

Cleanup Process

Of the three identified sites that were evaluated, only one site, Midstate Land Co, is currently involved in a cleanup process.

MIDSTATE LAND CO

On January 30, 2020, Ms. Hess interviewed Mr. Panjini Balaraju, Ecology project manager, for information regarding the Midstate Land Co and surrounding area. Because there was soil contamination left in place following the 1995 remedial action, there is concern that volatile organic compounds (VOCs) in the soil have the potential to migrate from the subsurface to indoor air of future buildings developed at the site. Therefore, the restrictive covenant in place at the site prevents alteration, modification, or removal of existing or new structure(s) in any manner that may result in the release or exposure to the environment of that contaminated soil or that may create a new exposure pathway without prior written approval from Ecology. Mr. Balaraju provided the following three options for addressing the vapor migration issue prior to the site development:

- Install a vapor barrier within the whole footprint of the building(s) so that VOC vapors cannot migrate/enter the building(s). Mr. Balaraju indicated that this could be done during the early construction stage. This option would involve long-term monitoring and would require preparation of a work plan to be reviewed by Ecology.

- Drill temporary soil borings, collect an appropriate number of soil at each boring location, and analyze these samples for contaminants of potential concern. If detected concentrations are below the current MTCA cleanup levels, Ecology can issue a final NFA letter and remove the restrictive covenant.
- If the results of the above soil investigation show that contaminant concentrations are still above the current MTCA cleanup levels, conduct a localized cleanup (excavate and dispose of the contaminated soils) and collect confirmation (post-excavation) soil samples to demonstrate the compliance. Once this is done, Ecology can issue a final NFA letter and remove the restrictive covenant.

A Phase II ESA was conducted for the Midstate Land Co site in July 2020. The purpose of this assessment was to evaluate potential exposure pathways associated with construction and the developed use, based on current environmental conditions. The activities include collecting soil and groundwater samples from the subsurface (via push-probe drilling) to identify potential contaminant impacts and assessing samples for contaminants of potential concern:

- Near the soil contamination left in place on the Midstate Land Co site: gasoline-range petroleum hydrocarbons and benzene, toluene, ethylbenzene, and xylenes.
- Near the Hunsaker Oil Stevenson site: gasoline-range petroleum hydrocarbons, diesel- and oil-range petroleum hydrocarbons, VOCs, polycyclic aromatic hydrocarbons, lead, and polychlorinated biphenyls. As part of the February 2020 Phase I ESA for the Midstate Land Co property, neighboring properties were assessed to determine if they had the potential to impact the Midstate Land Co property. Given the proximity of the Midstate Land Co property to the Hunsaker Oil Stevenson site, it was determined there was the potential for the Midstate Land Co property to be impacted. Therefore, as part of the Midstate Land Co Phase II ESA, a boring was advanced on the northwest corner of the Midstate Land Co property closest to the Hunsaker Oil Stevenson site to determine if the Midstate Land Co property is impacted by the Hunsaker Oil Stevenson site.

Preliminary results from the July 2020 Phase II ESA indicate there is petroleum contamination in groundwater on the Midstate Land Co site, particularly along the northern property boundary with Lewis and Clark Highway. The concentrations of benzene; naphthalene; 1-methylnaphthalene; and gasoline-, diesel-, and oil-range hydrocarbons exceed the Ecology MTCA Method A or Method B groundwater cleanup levels and/or the MTCA Method B groundwater vapor intrusion screening level values. Further assessment on the Midstate Land Co is proposed for August 2020 to determine extent of groundwater contamination. Due to the contamination's presence along the northern property boundary, there is potential for this contamination to be related to an off-site source (i.e., Hunsaker Oil Stevenson site).

5 IMPLICATION FOR DEVELOPMENT

This provides an overview of the findings of the existing conditions report along with their implications for the realignment project and redevelopment in the surrounding area.

Ownership	<ul style="list-style-type: none">• A historical private access easement exists on the lots west of the section of Columbia Avenue to be relocated. This easement may need to be addressed to allow for development on the effected parcels.
Natural Resources	<ul style="list-style-type: none">• Several areas in the realignment area include have steep slopes, which could pose a challenge to redevelopment• Kanaka Creek runs through the easternmost parcel in the realignment area. The area surrounding the creek is in the 100-year floodplain. To protect the creek, development in this area is subject to additional review and restrictions.
Infrastructure	<ul style="list-style-type: none">• Water and sanitary sewer located within the existing Columbia Avenue right of way are generally sized appropriately for existing and future development but will have to be moved if the street is relocated.• There are existing stormwater connections in First and Second Streets, but currently there is no stormwater infrastructure in Columbia Avenue. Stormwater treatment and control infrastructure will have to be constructed.• A new, realigned Columbia Avenue would include two lanes of traffic, parking, and continuous sidewalks on both sides of the road.• There are existing overhead power and underground telephone lines in Columbia Avenue that will have to be relocated to the realigned right-of-way.
Regulatory	<ul style="list-style-type: none">• The area is currently zoned Commercial 1 and allows for a variety of uses, including commercial and residential activities.• The pending Stevenson Downtown Plan for Success proposes to add overlay zones to the area to encourage mixed-use development and a walkable downtown. Should these overlay zones be adopted, future development will need to comply with them.• The realignment area contains several Environmentally Critical Areas, including steep slopes, and streams. Several steep slopes are located directly adjacent to the existing Columbia Avenue right-of- way. The realignment project and future development in these areas will have to comply with the City's Critical Areas Ordinance.

Environmental

- The following sites were identified for further review of their potential to impact the Columbia Avenue realignment area: Midstate Land Co, Hunsaker Oil Stevenson Station, and Stevenson Commerce Site:
 - The Midstate Land Co and Hunsaker Oil Stevenson Station are in the Columbia Avenue realignment area and have confirmed or suspected contamination in soil and/or groundwater.
 - A Phase II environmental site assessment was conducted at the Midstate Land Co site in July 2020. The activities included collecting soil and groundwater samples from the subsurface (via push-probe drilling) to identify potential contaminant impacts. The purpose of this assessment is to evaluate potential exposure pathways associated with construction and the developed use, based on current environmental conditions. Preliminary results indicate there is petroleum contamination in groundwater at the Midstate Land Co site. Further assessment is proposed to determine extent and source.
 - Further investigation of the Hunsaker Oil Stevenson Station would be beneficial to determine if soil and/or groundwater contamination is present. However, the property owner would need to provide the direction to do so.
 - The Stevenson Commerce Site does not have confirmed contamination, received a No Further Action determination in 2006, and is crossgradient of the Columbia Avenue realignment area. Therefore, this site is unlikely to have the potential to impact the Columbia Avenue realignment area.
-

NEXT STEPS

This existing conditions report is the first step in planning for the realignment of Columbia Avenue. Next steps include engagement with property owners in the realignment area and development of a site plan depicting the new alignment, street design, and relocated utilities. The overall goal is to develop recommended strategy and action steps for moving forward with the relocation of Columbia Avenue.

LIMITATIONS

The services undertaken in completing this report were performed consistent with generally accepted professional consulting principles and practices. No other warranty, express or implied, is made. These services were performed consistent with our agreement with our client. This report is solely for the use and information of our client unless otherwise noted. Any reliance on this report by a third party is at such party's sole risk.

Opinions and recommendations contained in this report apply to conditions existing when services were performed and are intended only for the client, purposes, locations, time frames, and project parameters indicated. 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, or the use of segregated portions of this report.

FIGURES

