State of Oregon
Department of Environmental Quality Memorandum

Date: October 8, 2024

To: FILE

Through: Kevin Parrett, Katie Daugherty, and Heidi Nelson

From: Kevin Dana
Northwest Region

Subject: Sunny's Cleaners, ECSI #2848; Staff Memorandum in support of a No Further Action determination

This document presents the basis for the Oregon Department of Environmental Quality's (DEQ's) recommended No Further Action (NFA) determination for the Sunny's Cleaners site in Portland. As discussed in this report, contaminant concentrations in soils and soil gas are below acceptable risk levels.

The proposed NFA determination meets the requirements of Oregon Administrative Rules (OAR) Chapter 340, Division 122, Sections 010 to 0140; and Oregon Revised Statutes (ORS) 465.200 through 465.455.

The proposal is based on information documented in the administrative record for this site. A copy of the administrative record index is presented at the end of this report.

1. BACKGROUND

Site location.
The site's location can be described as follows:
- Address: 5020 N. Interstate Ave., Portland, Multnomah County, Oregon.
- Latitude 45.5593° North; Longitude 122.6820° West
- Tax Lot 13800, Township 1 North, Range 1 East, Section 22 BB, Willamette Baseline and Meridian.

Site setting.
The 0.44-acre site is located on the east side of North Interstate Avenue in Portland, bounded by Webster Street to the north and Alberta Street to the south. Apartments and condominiums border the site to the east. See Attachment 1 for a map of the site vicinity and Attachment 2 for an aerial photo of the site. A street-level view of Sunny's Cleaners is included as Attachment 3.

Hydrogeologic setting.
Soils at the site were generally described as silts and sandy silts to depths of about eight feet below ground surface (bgs), underlain by sand to depths of at least 25 feet bgs. The depth to

groundwater is estimated to be about 125 feet bgs. The groundwater flow direction was not determined.

Site history.
The site was undeveloped as of 1924. By 1934, two gasoline service stations were present along Interstate Avenue on the south half of the site. An automobile repair shop was established in the southeast corner of the site in 1936. By 1948, the auto repair shop had expanded north along the entire east side of the site.

The two service stations continued to operate until the mid-1950s. By 1959, the two stations had been replaced by a single service station in the center of the site. The new station operated until 1987. The underground storage tanks associated with the new station were removed in 1998, while the tanks associated with the two previous stations were discovered and removed in 2002.

Mr. Kyung-Duk Son purchased the site in 1987. Sunny's Cleaners was established in the center of the east side of the site in 1989. As of 2015, Sunny's Market was present on the north edge of the site, and Bridging Boro (an art gallery and workshop) was present in the southeast corner of the site.

The Portland Housing Bureau purchased the site from Kyung-Duk Son in 2016. All of the buildings at the site were demolished in 2018.

2. BENEFICIAL LAND AND WATER USE DETERMINATIONS

Land use.
The site is zoned Commercial Mixed Use 3 with design and main street overlays by the City of Portland (CM3dm). The zoning encourages large-scale mixed use developments in high-capacity transit areas. The design overlay "promotes design excellence in the built environment through the application of additional design standards and design guidelines", while the main street overlay "emphasizes pedestrian and transit-oriented design by requiring active ground floor commercial uses".

All adjacent properties along Interstate Avenue are also zoned Commercial Mixed Use 3, as shown on Attachment 4.

Groundwater use.
A search of well logs on file with the Oregon Water Resources Department identified no domestic, irrigation, or community wells within a ½ mile radius of the site.

The City of Portland is served by a municipal water supply system. The water is primarily obtained from surface water reservoirs in the Bull Run watershed on the western slopes of Mount Hood, and supplemented as needed with groundwater from the Columbia South Shore Wellfield.

Surface water use.
No surface water bodies are present within a ½ mile radius of the site. The nearest identified surface water body is the Willamette River, approximately 0.85-miles southwest of the site. Stormwater runoff from the site flows to catch basins that discharge to the City of Portland's combined sewer system.

3. INVESTIGATION AND CLEANUP WORK

Four underground storage tanks (USTs) were decommissioned by removal from the site in September 1998: a 10,000-gallon diesel UST and three 6,000-gallon gasoline USTs (which were believed to have stored regular, unleaded, and premium gasoline). The tanks were shipped to Metro Metals Northwest in Portland for recycling.

Soil samples were collected beneath each end of each tank, as shown on Attachment 5. (Note that north is to the right on the figure). All of the samples were analyzed for diesel and gasoline. No diesel or gasoline was detected. However, small amounts of petroleum-contaminated soils (PCS) were observed near the diesel tank fill pipe and around a deteriorated product line and loose connection on one of the gasoline tanks. A sample of the excavated and stockpiled PCS showed 1,200 parts per million (ppm) gasoline and 180 ppm diesel. A total of 1.88 tons of PCS were shipped to the Hillsboro Landfill for disposal.

The release was reported to DEQ and assigned leaking underground storage tank (LUST) file #26-98-0793. DEQ issued a NFA letter to Kyung Hoon Son for the tank decommissioning on May 15, 2001. See Attachment 6 for a copy of the NFA letter.

2002 Tank Decommissionings
In early January 2002, eight USTs were discovered beneath the sidewalk along Interstate Avenue during construction of the Interstate MAX light-rail line. The UST locations are shown on Attachment 7. (Note that north is to the right on the figure). Six of the tanks were 1,000-gallon capacity USTs, while the other two tanks were 500-gallon capacity. The USTs were clustered in two groups of four. Tanks 1 and 2 in the northern group, and Tanks 3 and 6 in the southern group, were all holding mixtures of gasoline and water, with gasoline concentrations ranging from 110 milligrams per liter (mg/L) to 54,000 mg/L. Approximately 625 gallons of tank contents and rinsate were pumped from the tanks and shipped to Emerald Services in Vancouver, Washington for recycling and disposal. Six of the tanks were decommissioned by removal and shipped to Metro Metals Northwest in Portland for recycling as scrap.

Soil samples were collected from around the fill ports of Tanks 1 and 2 prior to removal, and from beneath each end of each tank after removal, as shown on Attachment 8. (Note that north is to the right on the figure). The six soil samples were analyzed for petroleum hydrocarbons. Diesel was detected beneath the north and south ends of Tank 1 at concentrations of 95 ppm and 112 ppm, respectively. Heavy oils (220 ppm) were detected beneath the north end of Tank 2, and diesel (99 ppm) was detected beneath the south end.

Near-surface soil samples were collected around the fill port of Tank 3 and from north and east of the tank, as indicated on Attachment 9. (Note that north is to the right on the figure). Diesel was detected in all three samples, at concentrations ranging from 100 ppm to 200 ppm. Post-removal soil samples were subsequently collected beneath the east and west ends of Tanks 3, 6, 7 and 8, finding a maximum of 130 ppm diesel.

The releases were reported to DEQ and assigned LUST file #26-02-0002. Tanks 4 and 5 did not need to be removed as part of the Interstate MAX construction and were left in place. Almost 50 tons of PCS were excavated from around the other tanks and shipped to TPST Soil Recyclers in Portland for thermal treatment and disposal. Residual contaminant concentrations qualified for a Level II Soil Matrix Cleanup, which allows for up to 500 ppm diesel and oils to remain in the soil. DEQ issued a NFA letter to Tri-Met for the tank decommissionings on March 19, 2002. See Attachment 10 for a copy of the NFA letter.

2015 Site Investigations

A total of 10 soil samples were reportedly collected from eight soil borings advanced around the site in October 2015. The samples were reportedly analyzed for total petroleum hydrocarbons (TPH) and for chlorinated volatile organic compounds (CVOCs). Heavy oils were reportedly detected in one soil sample, from 10-13 feet bgs, at a concentration of 93.9 ppm. Tetrachloro-ethene was reportedly detected in another sample, from 2-5 feet bgs, at a concentration of 0.0347 ppm. DEQ does not have a copy of the subsurface investigation report, only a summary of the sampling results.

A total of 10 sub-slab vapor and soil vapor samples (SV-1 through SV-10) were subsequently collected around the site in December 2015, as shown on Attachment 11. The four sub-slab vapor samples were collected six inches beneath the building slabs, while the six soil vapor samples were collected five feet beneath the paved surface area. All 10 samples were analyzed for gasoline-range TPH and VOCs. Gasoline-range TPH was detected in most of the samples, at concentrations up to 3,290 micrograms per cubic meter (ug/m3). VOCs included benzene (60.7 ug/m3), chloroform (3.98 ug/m3), chloromethane (2.50 ug/m3), ethylbenzene (17.3 ug/m3), isopropylbenzene (3.56 ug/m3), naphthalene (14.2 ug/m3), styrene (16.7 ug/m3), tetrachloroethene (4,700 ug/m3), toluene (79.4 ug/m3), trichloroethene (27.8 ug/m3), 1,2,4-trimethylbenzene (37.7 ug/m3), 1,3,5-trimethylbenzene (11.9 ug/m3), vinyl chloride (2.05 ug/m3), and xylenes (92.7 ug/m3).

2019 Site Assessment

Eighteen push-probe borings (labeled P-1 through P-18) were advanced around the site in February 2019 as part of an environmental site assessment. The push-probe locations are shown on Attachment 12. (Note that north is to the right on this figure). A single soil sample was collected from most of the borings, and most of the samples were analyzed for petroleum hydrocarbons. No petroleum was detected. The soil samples from borings in the center of the site and in the vicinity of Sunny's Cleaners were analyzed for VOCs. Tetrachloroethene was detected in three of the samples, at concentrations up to 0.722 ppm.

Two soil gas samples (SG-1 and SG-2) were also collected, from about 3 feet bgs, from the north and south sides of the former dry cleaning machine at Sunny's Cleaners. Both samples were analyzed for VOCs, finding benzene (2.48 µg/m^3), chloroform (6.02 µg/m^3), chloromethane (0.918 µg/m^3), ethylbenzene (3.32 µg/m^3), isopropylbenzene (3.46 µg/m^3), tetrachloroethene (512 µg/m^3), toluene (65.8 µg/m^3), 1,2,4-trimethylbenzene (4.00 µg/m^3), and xylenes (18.73 µg/m^3).

2022 Soil & UST Removals

Redevelopment of the site began in the summer of 2022. Two patches of visibly-contaminated soils were encountered during the initial site excavations. In September 2022, a soil sample was collected from 2½ feet bgs "on the west side of the elevator footer excavation" and analyzed for petroleum hydrocarbons and VOCs. Gasoline (960 ppm) and diesel (533 ppm) were detected, along with naphthalene (6.37 ppm), 1,2,4-trimethylbenzene (9.99 ppm), and 1,3,5-trimethyl-benzene (3.00 ppm). In October 2022, a sample was collected from "orange and black" soils on the south edge of the site at a depth of ½-2 feet bgs and analyzed for petroleum, metals, and VOCs. Tetrachloroethene (0.649 ppm) was detected, along with background concentrations of metals. Both soil patches were subsequently excavated and shipped to the Hillsboro Landfill for disposal.

Also in October 2022, a 275-gallon waste oil UST was encountered in the southeast corner of the site, as shown on Attachment 13. Waste oil was still present in the tank, and a sample of the oil identified approximately 18 ppm total PCBs (polychlorinated biphenyls). The tank was registered with DEQ's UST program (UST Facility ID #12708) and assigned a hazardous waste identification number (ORQ000041794).

The waste oil UST was decommissioned by removal in November 2022. The waste oil was shipped to US Ecology in Grand View, Idaho for disposal, and the tank was shipped to Metro Metals Northwest in Portland for recycling as scrap. Soil samples were collected beneath the east and west ends of the UST and analyzed for petroleum hydrocarbons. Heavy oils were detected beneath the west end of the UST at a concentration of 61 ppm, below the Level I Soil Matrix Cleanup standard of 100 ppm diesel and oil. DEQ's UST program issued a Closure Letter for the decommissioning in January 2023.

2023 HOT Decommissioning

A 675-gallon heating oil tank (HOT) was encountered near the northeast corner of the site in January 2023, as shown on Attachment 13. Soil samples were collected beneath the north and south ends of the HOT at depths of 6 feet bgs and analyzed for diesel and oil. Both diesel (78.7 ppm) and heavy oils (79.5 ppm) were detected beneath the north end of the HOT. No contamination was detected beneath the south end of the HOT. A release was reported to DEQ and assigned HOT file #26-23-0109.

The tank was decommissioned by removal and shipped to Pacific Coast Shredding for recycling as scrap. Approximately 10 gallons of heating oil and five gallons of sludge were removed from the tank and shipped to Oil Re-Refining Company (ORRCO) for recycling and disposal. The concentration of diesel and heavy oils in the soil were below the Level II Soil Matrix Cleanup

standard of 500 ppm, so no soils were removed. DEQ issued a HOT Certification letter for the decommissioning on April 11, 2023. See Attachment 14 for a copy of the Certification letter.

Site Redevelopment
In August 2022, approximately 215 cubic yards (130 tons) of asphalt were removed from the site and shipped to Porter W. Yett Company in Portland for recycling. Approximately 594 cubic yards (1,163 tons) of concrete were shipped to Porter W. Yett from August 2022 to February 2023. A total of 5,020 tons of soils were excavated from the site from August 2022 to April 2024 and shipped to the Hillsboro Landfill for disposal.

Installation of radon collection pipes and a vapor barrier (15-mil Stego® Wrap) beneath the new apartment building began in February 2023. The collection pipes and vapor barrier were part of a passive mitigation system designed to capture radon beneath the building slab and direct it through vent risers to the roof. In February 2024, three indoor air tests of 72 hours each using Continuous Radon Monitors showed radon concentrations ranging from 0.5 picocuries per liter (pCi/L) to 0.7 pCi/L, well below the goal of 2.0 pCi/L and the EPA action level of 4.0 pCi/L.

The vapor barrier in a ground floor commercial space was upgraded with a second layer of 15-mil Stego® Wrap in July 2024, and the concrete flooring was finished in August 2024.

Nature and extent of contamination.
Residual concentrations of diesel and heavy oils are present in soils at the site. Gasoline and VOCs were previously detected in soil gas and sub-slab vapor samples.

4. RISK EVALUATION

Conceptual site model.
A conceptual site model identifies the sources of contamination at a site, the human or ecological receptors that could be exposed to the contamination, and the pathways by which the exposures could occur.

To evaluate human exposure to residual chemical contamination requires an assessment of the type and extent of that exposure. This is based on current and reasonably likely future site use. DEQ publishes risk-based concentrations (RBCs) for contaminants commonly encountered, for different types of exposure scenarios. These RBCs are conservative estimates of protective levels of contaminants in soil, groundwater and air. Table 1 shows potential exposure pathways and receptors for this site. Based on this, applicable RBCs are identified and used for risk screening.

Table 1. Identification of applicable RBCs, based on pertinent pathways and receptors

Pathway	Receptor	Applicable RBC?	Basis for selection/exclusion
SOIL			
Ingestion, dermal contact, and inhalation	Residential	No	See Note 1 & Note 2.
	Urban residential	No	See Note 2.
	Occupational	No	See Note 2.
	Construction worker	Yes	
	Excavation worker	Yes	
Volatilization to outdoor air	Residential	No	See Note 1.
	Urban residential	Yes	
	Occupational	Yes	
Leaching to groundwater	Residential	No	See Note 1 & Note 3.
	Urban residential	No	See Note 3.
	Occupational	No	See Note 3.
SOIL GAS			
Vapor intrusion into buildings	Residential	Yes	
	Commercial	Yes	

Notes:

1. An apartment building has been constructed at the site, and zoning along Interstate Avenue does not allow for single-family residential use.
2. The entire site has been capped by a building and pavement. Residents and occupants are not expected to come into direct contact with contaminated soils at the site.
3. A municipal water supply is available to the area, and no domestic wells have been identified in the vicinity of the site. This exposure pathway is not likely to be complete.

Contaminant concentrations.

Contaminants of Potential Concern (COPCs) are contaminants that are present at a site at concentrations exceeding an RBC for a complete exposure pathway.

Construction and excavation workers may come into direct contact with contaminated soils while working at the site. Table 2 shows the maximum concentrations of contaminants potentially remaining in soils at the site, and compares those concentrations with DEQ's direct contact RBCs to determine if there are any COPCs.

Table 2. Screening for Construction and Excavation Worker COPCs for the Soil Ingestion, Dermal Contact, and Inhalation exposure pathway.

Contaminant of Interest	Maximum Soil Concentration	Construction Worker RBC	Excavation Worker RBC	COPC (Y/N)
Diesel	533 ppm	4,600 ppm	>MAX	N
Gasoline	960 ppm	9,700 ppm	>MAX	N
Heavy Oils	220 ppm	NE	NE	N

Contaminant of Interest	Maximum Soil Concentration	Construction Worker RBC	Excavation Worker RBC	COPC (Y/N)
Naphthalene	6.37 ppm	580 ppm	16,000 ppm	N
PCE	0.722 ppm	1,800 ppm	50,000 ppm	N
1,2,4-TMB	9.99 ppm	2,900 ppm	81,000 ppm	N
1,3,5-TMB	3.00 ppm	2,900 ppm	81,000 ppm	N

Notes:
1. The symbol ">MAX" signifies that the RBC for this pathway is greater than 1,000,000 ppm.
2. NE = Not Established. DEQ has not established RBCs for heavy oils. However, if the combined concentration of diesel and heavy oils is less than the RBC for an equivalent concentration of diesel, it can be assumed that the heavy oils will not pose an unacceptable risk to human health via this exposure pathway.
3. PCE = Perchloroethene, also known as Tetrachloroethene.
4. TMB = Trimethylbenzene.

In addition, soil contaminants may volatilize to outdoor air and be inhaled by residents and occupants of the site. Table 3 shows the maximum concentrations of contaminants potentially remaining in soils at the site, and compares those concentrations with DEQ's volatilization to outdoor air RBCs to determine if there are any COPCs.

Table 3. Screening for Urban Residential and Occupational COPCs for the Volatilization to Outdoor Air exposure pathway.

Contaminant of Interest	Maximum Soil Concentration	Urban Residential RBC	Occupational RBC	COPC (Y/N)
Diesel	533 ppm	>MAX	>MAX	N
Gasoline	960 ppm	5,900 ppm	69,000 ppm	N
Heavy Oils	220 ppm	NE	NE	N
Naphthalene	6.37 ppm	15 ppm	83 ppm	N
PCE	0.722 ppm	>CSAT	>CSAT	N
1,2,4-TMB	9.99 ppm	>CSAT	>CSAT	N
1,3,5-TMB	3.00 ppm	>CSAT	>CSAT	N

Notes:
1. The symbol ">CSAT" signifies that the RBC for this pathway would not likely be exceeded unless soils were saturated with the contaminant.
2. The symbol ">MAX" signifies that the RBC for this pathway is greater than 1,000,000 ppm.
3. NE = Not Established. DEQ has not established RBCs for heavy oils. However, if the combined concentration of diesel and heavy oils is less than the RBC for an equivalent concentration of diesel, it can be assumed that the heavy oils will not pose an unacceptable risk to human health via this exposure pathway.
4. PCE = Perchloroethene, also known as Tetrachloroethene.
5. TMB = Trimethylbenzene.

Finally, soil gas/vapor contaminants may impact indoor air. Benzene and tetrachloroethene were detected in multiple soil gas and sub-slab vapor samples at concentrations exceeding residential vapor intrusion RBCs. However, these samples were collected prior to redevelopment of the site, and do not represent current site conditions. The original surface cover (asphalt and concrete) and over 5,000 tons of soils were removed from the site beginning in August 2022, exposing the subsurface to ambient air and allowing soil gas and sub-slab vapors to dissipate. Additionally, Sunny's Cleaners was on the east edge of the site, and most of the highest soil gas and sub-slab vapor concentrations extended across the center of the site. As shown on Attachment 15, the new apartment building was constructed on the western and southern edges of the site. (Note that north is to the left on this figure). The eastern half of the site is now largely devoted to parking and landscaping, reducing future vapor intrusion concerns.

Subsurface ventilation piping for a passive radon mitigation system was also installed beneath the apartment building, as shown on Attachment 16. Although the system wasn't approved by DEQ as an engineering control for benzene and tetrachloroethene vapors, it serves as an additional protective measure by venting sub-slab vapors to outdoor air. The system includes a 15-mil vapor barrier beneath the building slab, which further reduces the risk of vapor intrusion into indoor air.

Consequently, given the removal of soils and concrete and asphalt slabs from across the site, non-residential redevelopment in areas of greatest concern, and the installation of a sub-slab vapor barrier and ventilation pipes beneath the apartment building, DEQ has determined that benzene and tetrachloroethene are unlikely to pose an actual vapor intrusion risk to residents at the site.

Ecological risk.
An ecological risk assessment was not conducted for this site. The site is located in an urban area, and no surface water bodies are present within a ½ mile radius of the site. The nearest significant ecological habitat is Patton Square Park, approximately 700 feet north of the site. Given that the site has been completely capped by development, no adverse impacts to ecological receptors are anticipated.

5. RECOMMENDATION

Following removal of contamination and based on sample results for soil and soil gas, acceptable risk levels are not exceeded, and a No Further Action determination is recommended for this site. The No Further Action determination will be recorded in Your DEQ Online (YDO) under Environmental Cleanup Site Information (ECSI) file #2848.

6. ADMINISTRATIVE RECORD

1. Statewide Environmental Services "Underground Storage Tank Closure" (November 27, 1998).
2. Environmental Health Management "UST Decommissioning Report" (February 8, 2002).
3. GeoDesign "Environmental Services Report" (January 29, 2016).

4. Hart Crowser "Quality Assurance Project Plan" (February 8, 2019).
5. Hart Crowser "Phase II Environmental Site Assessment" (May 15, 2019).
6. Hart Crowser "Contaminated Media Management Plan" (September 30, 2019).
7. Coles + Betts "Remedial Action Plan" (June 30, 2022).
8. Universal Applicators "UST Cleanup Activity" (February 24, 2023).
9. Environmental Works "Limited Radon Survey Report" (March 6, 2024).
10. Coles + Betts "Remedial Action Plan Summary Report" (September 30, 2024).
11. HOT file #26-23-0109.
12. LUST file #26-98-0793.
13. LUST file #26-02-0002.
14. UST Facility ID #5733.
15. UST Facility ID #12708.

7. ATTACHMENTS

1. Site Vicinity Map
2. Aerial Photo
3. Street View Photo
4. Zoning Map
5. Sample Locations Map (1998)
6. NFA Letter (LUST #26-98-0793)
7. UST Locations Map (2002)
8. Sample Locations Map (Tanks 1 & 2)
9. Sample Locations Map (Tanks 3-8)
10. NFA Letter (LUST #26-02-0002)
11. Sample Locations Map (2015)
12. Sample Locations Map (2019)
13. UST Locations Map (2022-23)
14. Certification Letter (HOT #26-23-0109)
15. Site Redevelopment Plan
16. Radon Mitigation System Piping

Attachment 1 - Site Location Map

0 1,000 2,000 4,000 Feet

N

Former Sunny's Cleaners
Portland, Oregon

Vicinity Map

150-007-003 4/19

HARTCROWSER

Figure 1

Document Path: F:\Notebooks\150007003_Sunny's Market Phase II and CMMP\GIS\150007003_AA (VMap).mxd Date: 4/11/2019 User Name: melissaschweitzer

Notes: Image from Google Earth, Dated August 2020

Satellite Tavern
5101 N Interstate Ave

N Webster St

N Interstate Ave

1429 N Webster St

5109 N Webster

NORTH

0 Feet 50

N Webster St

Apartments
1410 N Webster St

5020 N Interstate

Apartments
5025 N Maryland Ave

MAC

SB1

Aniva
Apartment Complex
5055 N Interstate Ave

Condominiums
1411 N Alberta St

N Maryland Ave

N Alberta St

N Alberta St

Miller Paint
1510 N Alberta St

Providence Medical Offices
4920 N Interstate Ave

Legend

= Subject Property Boundary

= Catch Basin

= Location of Possible USTs in the Right of Way

= Approximate Location of Former Buildings

= Possible UIC (Drywell)

= Approximate Location of Former USTs and Soil Removal Area (1998)

= Approximate Location of Former USTs and Soil Removal Area (2001)

MAC = 2018 Geophsycal Survey Magnetic Anomaly "C"

SB1 = Environmental Boring Location

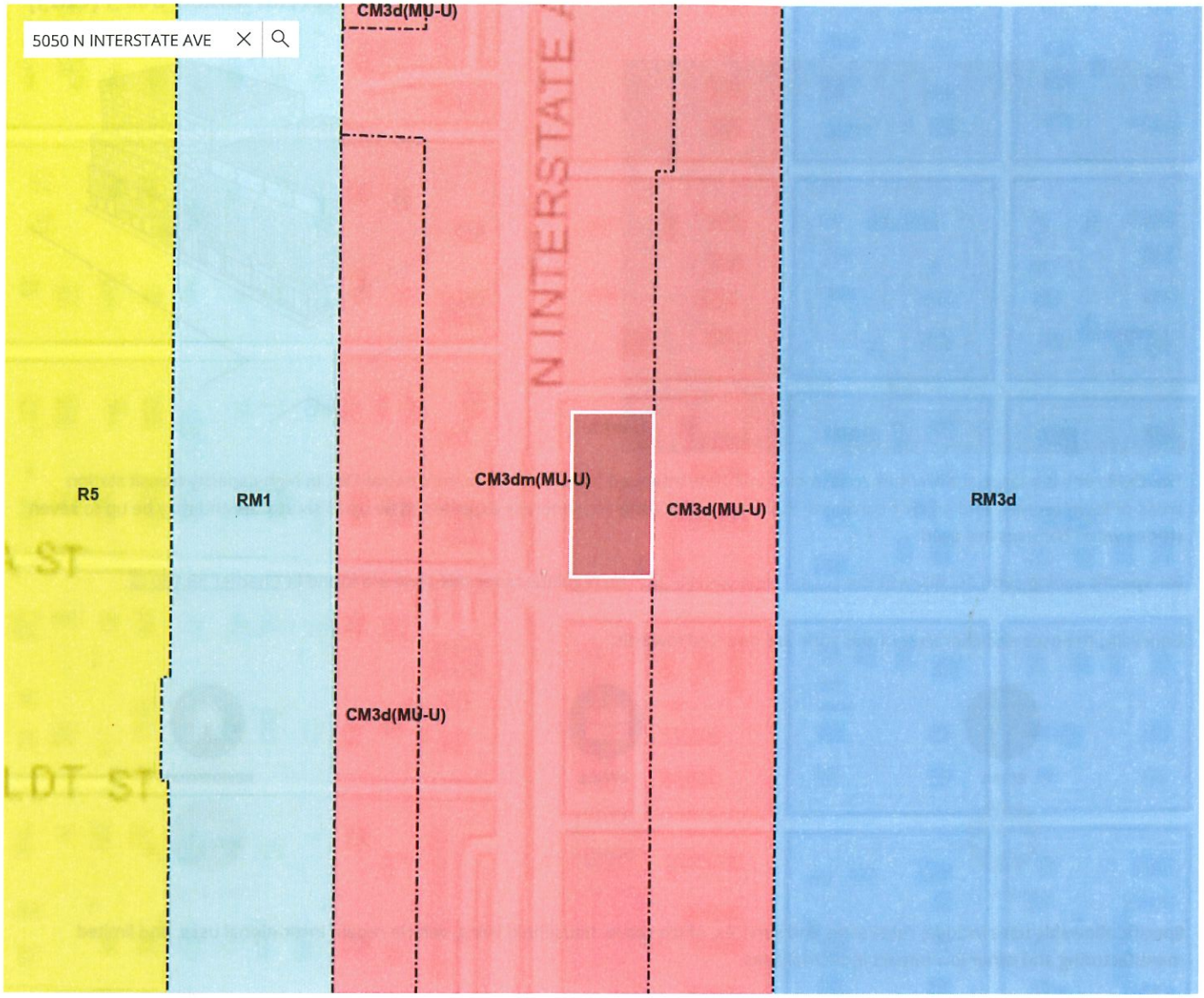
= Area of Shallow Soil and Soil Gas Impacted by PCE

COLES+BETTS environmental consulting

Approx. Scale: 1" = 36'	Approved By	Date/Revision
		6/12/2022 Rev. 2

Figure 2. Property Features and Adjacent Parcels Map.

Attachment 3 - Street View of Sunny's Cleaners



County of Clark, Oregon Metro, Bureau of Land Management, State of Oregon, State of Oregon DOT, State of Oregon GEO, Esri, HERE, Garmin, GeoTechnologies, Inc., ... Powered by Esri

5050 N INTERSTATE AVE

Comprehensive information for this property is available on PortlandMaps.com: R210605

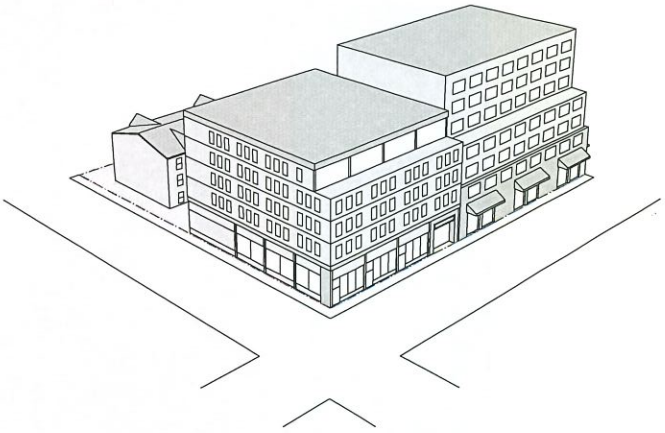
The official zoning quarter section map(s) for this property is 2529

This property contains the following Comprehensive Plan Map Designation(s):
Mixed Use - Urban Center

Detailed zone summaries are available below.

Base zones

Commercial Mixed Use 3 (CM3)



The **CM3** zone is a large-scale, commercial mixed use zone intended for sites close to the Central City, in high-capacity transit station areas or town centers, and on civic corridors. Buildings in this zone are generally expected to be up to six stories and may be up to seven stories when bonuses are used.

For specific zoning code details, visit the zoning code website. The regulations for this zone are found in Chapter 33.130.

Generally, the uses and character of this zone are oriented towards:

RETAIL

OFFICE

RESIDENTIAL

INDUSTRY

INSTITUTIONAL

OPEN SPACE

Specific allowable uses include: retail sales and services, office space, household living, vehicle repair, institutional uses, and limited manufacturing and other low-impact industrial uses.

Quick facts

Location	This zone is generally applied on streets such as N Interstate, NE MLK Jr., N Williams and in town centers and districts transitioning from employment to mixed use.
65'	**maximum height**, which is generally 6 stories, increasing to 75' (7 stories) with bonus provisions.
3:1 FAR	increasing to 5:1 with bonus provisions.
Parking	is generally not required for non-residential uses, or for residential development that contains fewer than 30 dwelling units when development is located near transit. Parking is generally required for larger residential / mixed-use developments and in locations farther from transit.

Overlay zones

Centers Main Street (m)

The Centers Main Street **(m)** overlay zone emphasizes pedestrian and transit-oriented design by requiring active ground floor commercial uses, ground floor windows and minimum floor areas in new development. This overlay zone also limits certain auto-oriented uses.

For specific zoning code details, visit the zoning code website. The regulations for this zone are found in Chapter 33.415.

Design (d)

The Design **(d)** overlay zone ensures that Portland is both a city designed for people and a city in harmony with nature. The Design overlay zone supports the city's evolution within current and emerging centers of civic life. The overlay promotes design excellence in the built environment through the application of additional design standards and design guidelines that:

- Build on context by enhancing the distinctive physical, natural, historic and cultural qualities of the location while accommodating growth and change;
- Contribute to a public realm that encourages social interaction and fosters inclusivity in people's daily experience; and
- Promotes quality and long-term resilience in the face of changing demographics, climate and economy.

For specific zoning code details, visit the zoning code website. The regulations for this zone are found in Chapter 33.420.

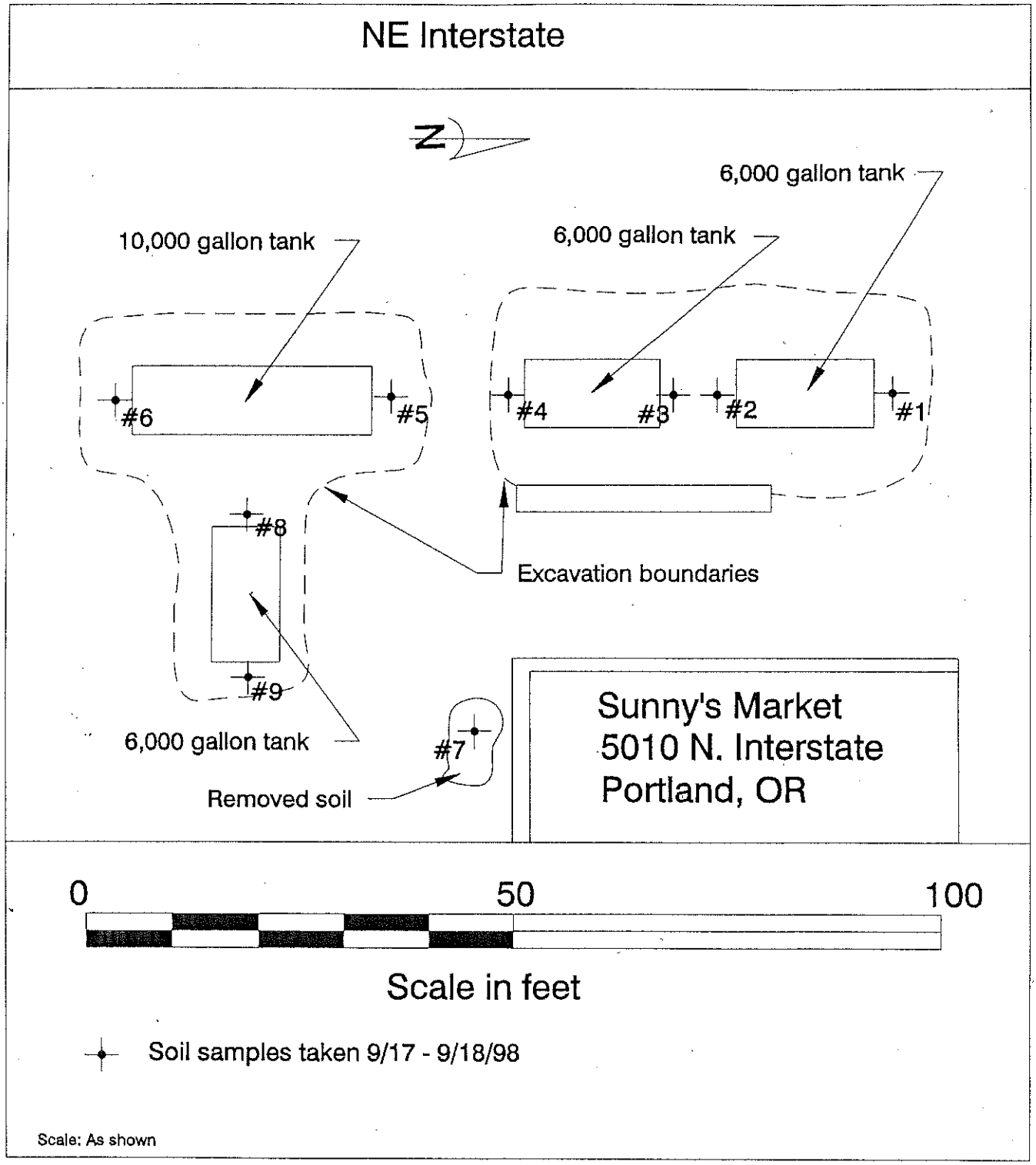
Plan districts

North Interstate Plan District (NI)

The North Interstate **(NI)** plan district provides for an urban level of mixed-use development to support the MAX line and the surrounding neighborhoods by encouraging development that increases neighborhood economic vitality, amenities, and services and successfully accommodates additional density. These standards:

- Implement urban design concepts of the North Interstate Corridor Plan;
- Help ease transitions between new high-density development and the existing, lowdensity neighborhoods; and
- Enhance the pedestrian experience.

For specific zoning code details, visit the zoning code website. The regulations for this plan district are found in Chapter 33.561.



MAP SHOWING FORMER TANKS AND
LOCATION OF DECOMMISSIONING SOIL SAMPLES

Statewide Environmental Services
143 NE 2nd, Newport, OR 97365
Phone: (541) 265-2425 Fax: (541) 265-5151

Sunny's Market
DEQ Facility ID # 5733

Oregon
John A. Kitzhaber, M.D., Governor

Department of Environmental Quality
Northwest Region
2020 SW Fourth Avenue
Suite 400
Portland, OR 97201-4987
(503) 229-5263 Voice
TTY (503) 229-5471

May 15, 2001

KYUNG HOON SON
5010 NE INTERSTATE
PORTLAND OREGON 97217

Re: Sunny's Market
File No. 26-98-0793
Facility ID. No. 5733

Dear Mr. Son:

The Department of Environmental Quality has completed its review of the information submitted to date concerning the underground storage tank (UST) decommissioning and cleanup conducted at 5020 North Interstate in Portland, Oregon. The Department has determined that the cleanup appears to have met the requirements of Oregon Administrative Rules (OAR) 340-122-205 through 340-122-360 and that no further action is required at this time.

This determination is a result of our evaluation and judgment based on the regulations and facts as we now understand them, including:

1. Three 6,000-gallon gasoline USTs and one 10,000-gallon diesel UST were decommissioned at this location. The tanks were recycled at Metro Metals in Portland, Oregon.

2. Gasoline & diesel contamination was discovered. Approximately 2 tons of contaminated soil was excavated and taken to Hillsboro landfill in Hillsboro, Oregon for disposal.

3. After cleanup was complete, no residual gasoline or diesel were detected.

4. No groundwater was encountered during the cleanup.

The Department's determination will not be applicable if new or undisclosed facts show that the cleanup does not comply with the referenced rules. The Department's determination also does not apply to any conditions at the site other than the release of the petroleum product specifically addressed in the report(s).

Please note that pursuant to OAR 340-122-360(2), a copy of your report must be retained until ten (10) years after the first transfer of the property. We recommend that a copy of this information be kept with the permanent facility records.

Your efforts to comply with the regulations to ensure that your facility has been adequately cleaned up have been appreciated.

If you have any questions, please feel free to contact me at (503) 229-5472.

Sincerely,

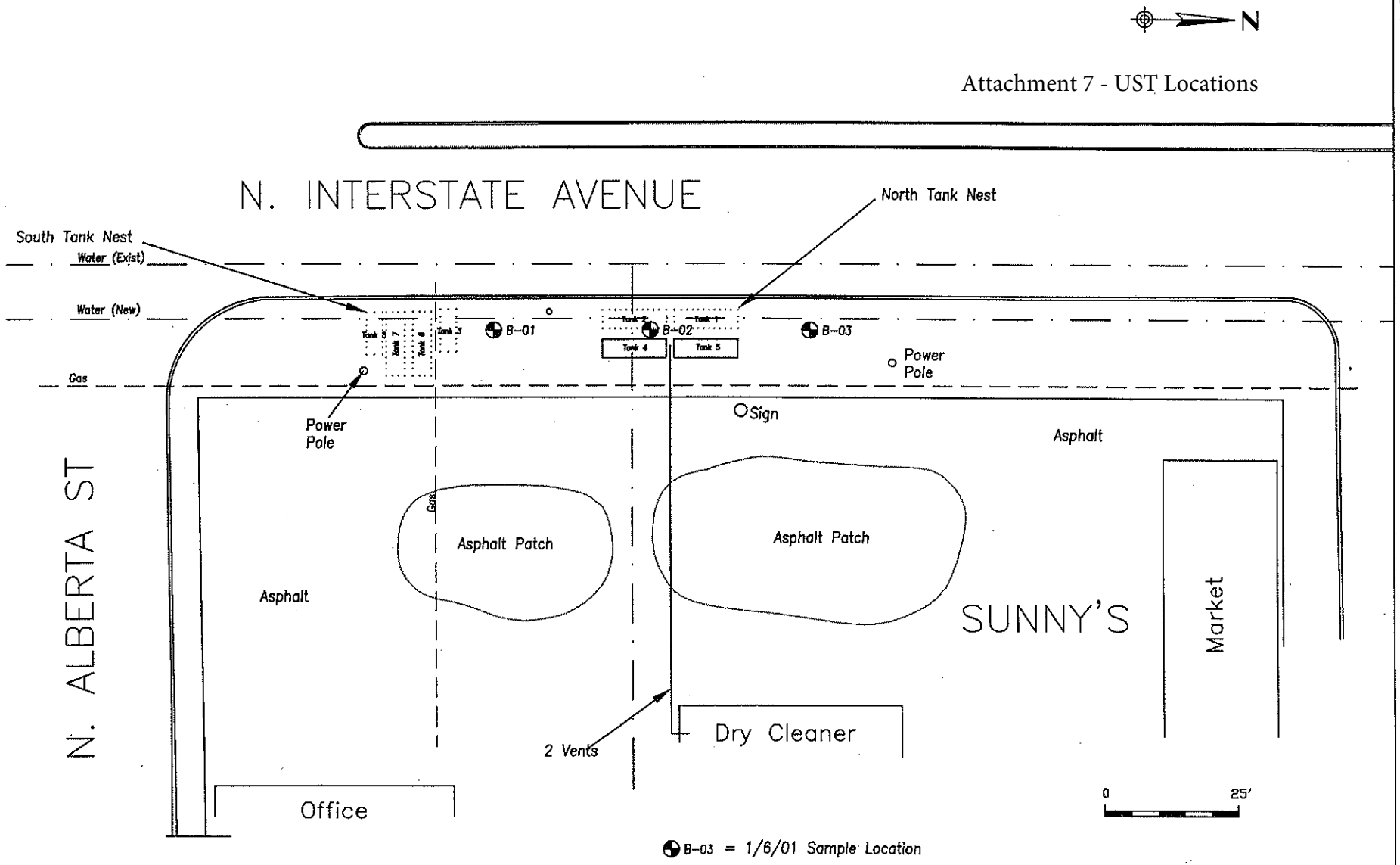
Tina Leppaluoto

Tina Leppaluoto, UST Cleanup Specialist
UST Cleanup and Compliance Section

cc: Statewide Environmental Services
143 NE 2nd Street
Newport Oregon 97365

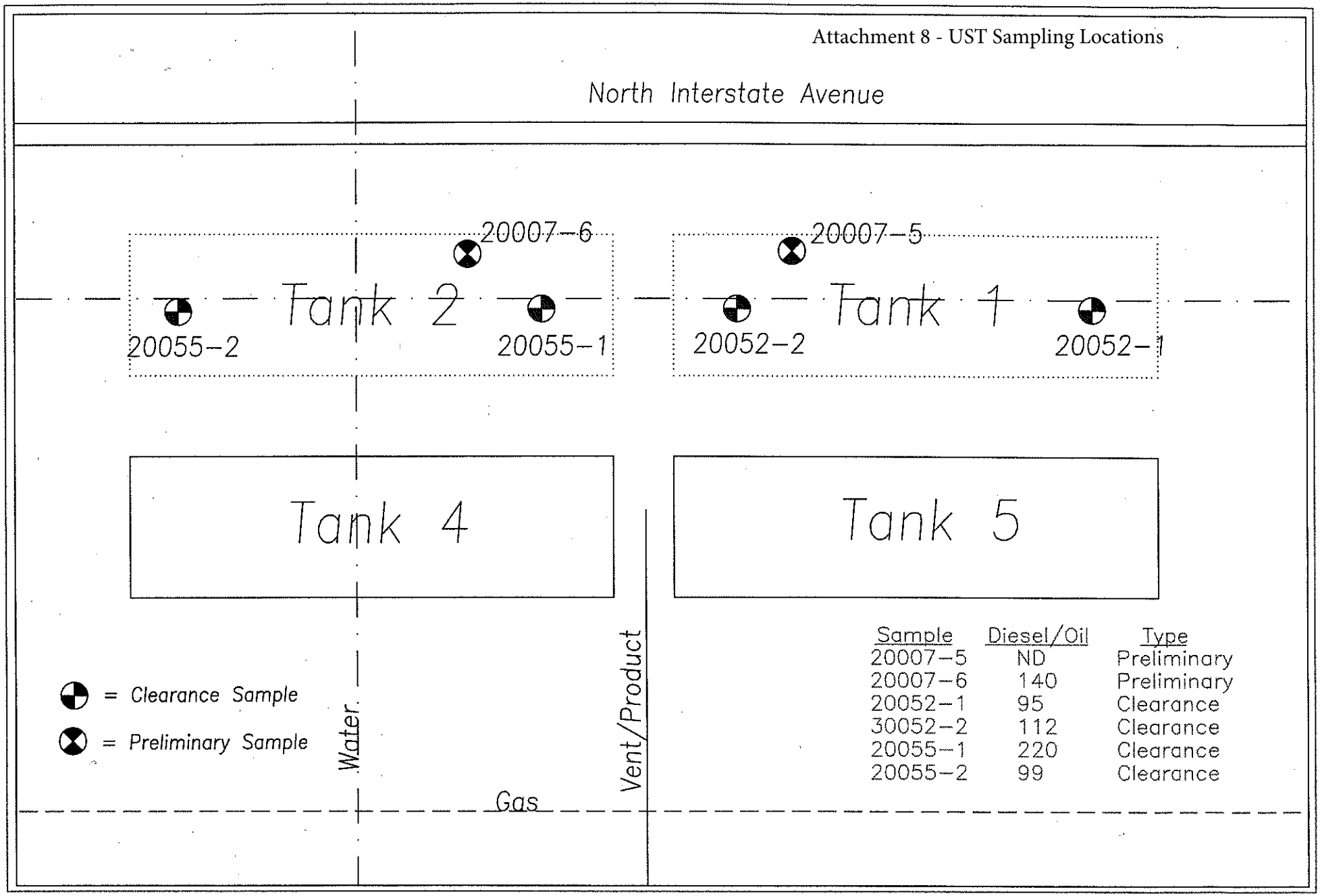
(tll:TLL)

Attachment 7 - UST Locations



ENVIRONMENTAL HEALTH MANAGEMENT PO BOX 1748, LAKE OSWEGO, OREGON 97035	Sunny's Tanks Decommissioning Site Plan	DRAWN BY: JHR APPROVED BY: DATE: 1/20/02 PROJECT NO.: 10752	INTERSTATE LIGHT RAIL PROJECT (IMAX) Sunny's Tanks	FIGURE 2

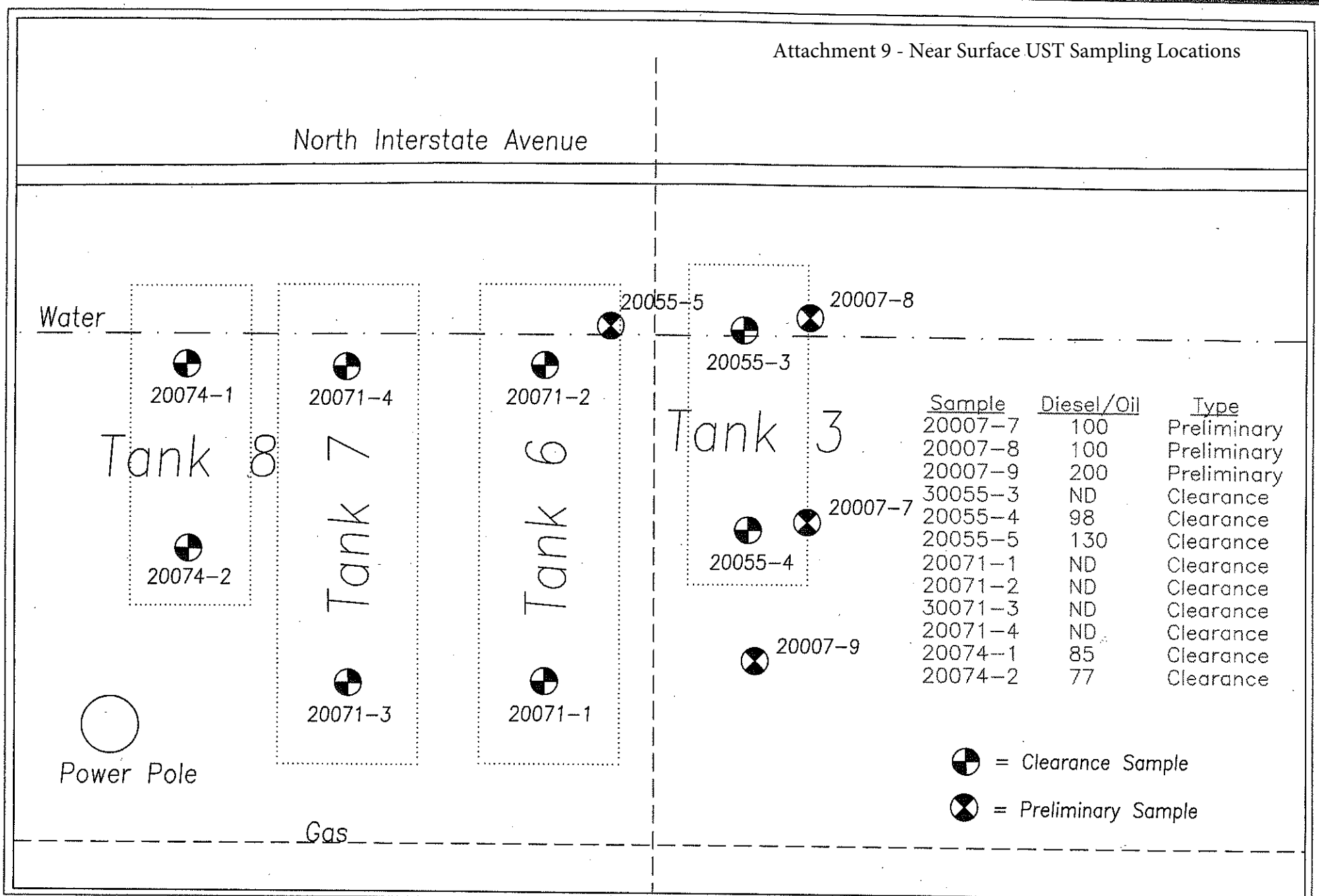
Attachment 8 - UST Sampling Locations



Sample	Diesel/Oil	Type
20007-5	ND	Preliminary
20007-6	140	Preliminary
20052-1	95	Clearance
30052-2	112	Clearance
20055-1	220	Clearance
20055-2	99	Clearance

ENVIRONMENTAL HEALTH MANAGEMENT	Sunny's Tanks Decommissioning North Tank Nest – Sample Locations	DRAWN BY: JHR APPROVED BY: DATE: 1/20/02 PROJECT NO.: 10752	INTERSTATE LIGHT RAIL PROJECT (IMAX) Sunny's Tanks	FIGURE 3

Attachment 9 - Near Surface UST Sampling Locations



Sample	Diesel/Oil	Type
20007-7	100	Preliminary
20007-8	100	Preliminary
20007-9	200	Preliminary
30055-3	ND	Clearance
20055-4	98	Clearance
20055-5	130	Clearance
20071-1	ND	Clearance
20071-2	ND	Clearance
30071-3	ND	Clearance
20071-4	ND	Clearance
20074-1	85	Clearance
20074-2	77	Clearance

ENVIRONMENTAL HEALTH MANAGEMENT	Sunny's Tanks Decommissioning South Tank Nest – Sample Locations	DRAWN BY: JHR APPROVED BY: DATE: 1/20/02 PROJECT NO.: 10752	INTERSTATE LIGHT RAIL PROJECT (IMAX) Sunny's Tanks	FIGURE 4

Oregon
John A. Kitzhaber, M.D., Governor

Department of Environmental Quality
Northwest Region
2020 SW Fourth Avenue
Suite 400
Portland, OR 97201-4987
(503) 229-5263 Voice
TTY (503) 229-5471

March 19, 2002

JEFF GOODLING
TRI-MET
710 NE HOLLADAY STREET
PORLTAND OR 97232-2168

Re Interstate Sunny's Market
File No. 26-02-0002

Dear Dr. Goodling:

The Department of Environmental Quality has completed its review of Environmental Health Management's report, dated February 8, 2002, concerning the cleanup conducted at 5020 N. Interstate Avenue, in Portland, Oregon. The Department has determined the cleanup of the Underground Storage Tanks (USTs) appears to have met the requirements of the Oregon Administrative Rules (OAR) 340-122-205 through 340-122-360 and that no further action is required at this time.

This determination is a result of our evaluation and judgment based on the regulation and facts as we now understand them, including:

1. Contamination was discovered during construction improvements for the Interstate Light Rail Project on January 11, 2002. Eight unknown USTs were found in two separate tank nests located approximately 40 feet and 65 feet north of North Alberta Street on the east side of North Interstate Avenue. The two USTs located on the east side of the northern tank nest were left in place after remediation was completed. These tanks were estimated to be approximately 12 feet long by 4 feet in diameter (1000 gallon in capacity). The other six USTs were removed and recycled as part of the site investigation and remediation.

2. Five of the six remaining USTs were 1000 gallon capacity tanks and the final UST had a 500 gallon capacity. Approximately 625 gallon of rinsate was removed by Emerald Services on January 7, 2002. The USTs were recycled at Metro Metal NW from January 9, 2002, through January 14, 2002.

3. Approximately 50 tons of diesel and oil ranged petroleum impacted soil was excavated and thermally desorbed at TPS Technologies from January 9, 2002 to January 14, 2002.

4. The highest concentration of soil contamination in one sample had 200 parts per million (ppm) TPH-Diesel another sample had 220 ppm TPH-Oil. All twelve compliance samples were below the soil Matrix cleanup standards for a level 2 site, with less than 500 ppm TPH as diesel and oil combined.

5. No groundwater was encountered during this tank's excavation activities. Groundwater is estimated to be below 40 feet below land surface (BLS) at this location.

The Department's determination will not be applicable if new or undisclosed facts show that the cleanup does not comply with the referenced rules. The Department's determination also does not apply to any gasoline, fuel oil, or hazardous substance conditions at the site other than specifically addressed in the report.

Please note that pursuant to OAR 340-122-360(2), a copy of your report must be retained until ten years after the first transfer of the property.

Your efforts to comply with the regulations to ensure that your facility has been adequately cleaned up have been appreciated. If you have any questions, please feel free to contact me at (503) 229-5477.

Sincerely,

Rick Silverman

Rick Silverman
Environmental Specialist

cc: Simon Cooper
Tri-Met
710 NE Holladay
Portland, OR 97232

Jatin and Narendra, LLC.
5205 N. Interstate Avenue
Portland, OR 97227

John Ruddick
Henry Elisalda & Associates
54012 Ring a Ring Road
Scappoose, OR 97056

LEGEND:

SV-1 ◬ SOIL-GAS VAPOR SAMPLE

PROJECT SITE BOUNDARY

DETAIL AREAS

N

0 30 60

(SCALE IN FEET)

SITE PLAN BASED ON AERIAL PHOTOGRAPH OBTAINED FROM GOOGLE EARTH PRO®, JANUARY 24, 2016

SITE PLAN

5020 N. INTERSTATE AVENUE DEVELOPMENT
PORTLAND, OR

FIGURE 2

GERDING-193-02

JANUARY 2016

GeoDesign NW
15575 SW Sequoia Parkway - Suite 100
Portland OR 97224
Off 503.968.8787 Fax 503.968.3068

Printed By: aday | Print Date: 1/29/2016 12:06:59 PM
File Name: J:\E-L\Gerding\Gerding-193\Gerding-193-02\Figures\CAD\Gerding-193-02-SP01.dwg | Layout: FIGURE 2

Document Path: F:\Notebooks\150007003_Sunny's Market Phase II and CMMP\GIS\150007003_AB (SPlan).mxd Date: 4/11/2019 User Name: melissaschweitzer

LEGEND

- Boring
- Soil-Gas Vapor Sample
- Previous Boring
- Previous Soil-Gas Vapor Sample
- SS — Sewer Line
- Tank Cavity (1998 and 2001)
- Property Boundary

N

0 10 20 40 Feet

Note: Feature locations are approximate.

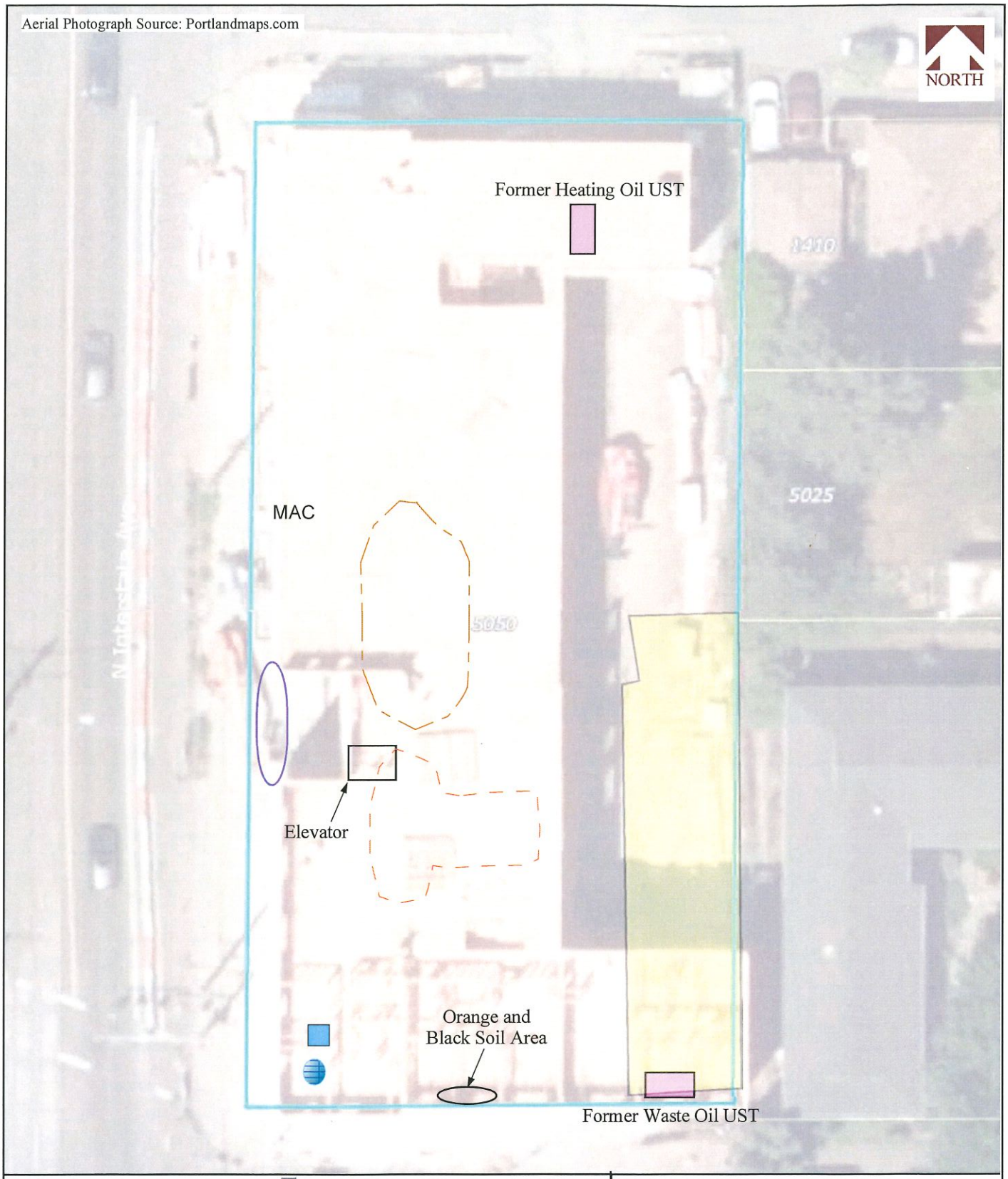
Former Sunny's Cleaners
Portland, Oregon

Site Plan

150-007-003 4/19

HARTCROWSER

Figure 2



Property Boundary

Catch Basin

Possible UIC (Drywell)

Possible USTs in Right of Way

MAC 2018 Geophsyical Survey Magnetic Anomaly "C"

Area of Shallow Soil and Soil Gas Impacted by PCE

Former USTs and Soil Removal Area (1998)

Former USTs and Soil Removal Area (2001)

COLES+BETTS environmental consulting

Approx. Scale: 1" = 1060'	Approved By	Date/Revision
		5/20/2024
		Rev. 2

Figure 3. Map of Property with Unanticipated Contaminated Soil Locations, UST Locations, and Environmental Items Discussed in the CMMP

Oregon
Tina Kotek, Governor

Department of Environmental Quality
Northwest Region
700 NE Multnomah Street, Suite 600
Portland, OR 97232
(503) 229-5696
FAX (503) 229-6124
TTY 711

April 11, 2023

5020 AA LIMITED PARTNERSHIP
126 NE ALBERTA ST STE 202
PORTLAND, OR 97211-2665

Re: 5020 Aa Limited Partnership
File No.: 26-23-0109

Dear 5020 AA Limited Partnership:

The Department of Environmental Quality has received a report and Universal Applicators, Inc. certification concerning the heating oil underground storage tank (HOT) assessment and/or cleanup conducted at 5050 N Interstate Ave, in Portland, Oregon.

Universal Applicators, Inc. was licensed to provide heating oil tank services and has certified that the cleanup has met the Department's requirements. The Department has registered this report and certification and closed its file on the project.

The decision to register the report and certification and to close the Department's file will no longer apply if new or undisclosed facts show that the project does not comply with the rules governing heating oil tank cleanups.

Please note that you are required by state law (ORS 105.464) to provide potential buyers a disclosure statement that includes information regarding underground storage tanks, HOTs and the environmental conditions on your property.

Accordingly, we recommend that you keep a copy of this letter, the certification and any reports of testing or corrective actions relating to your HOT with the permanent property records.

Your efforts to comply with Oregon's environmental rules and regulations to ensure that your heating oil tank has been adequately addressed have been appreciated. Proper decommissioning and cleanup helps ensure protection of the environment from future heating oil tank leaks and ensures that the heating oil does not adversely impact human health or the environment. If you have any questions, please feel free to contact the HOT Program at (503) 229-6170.

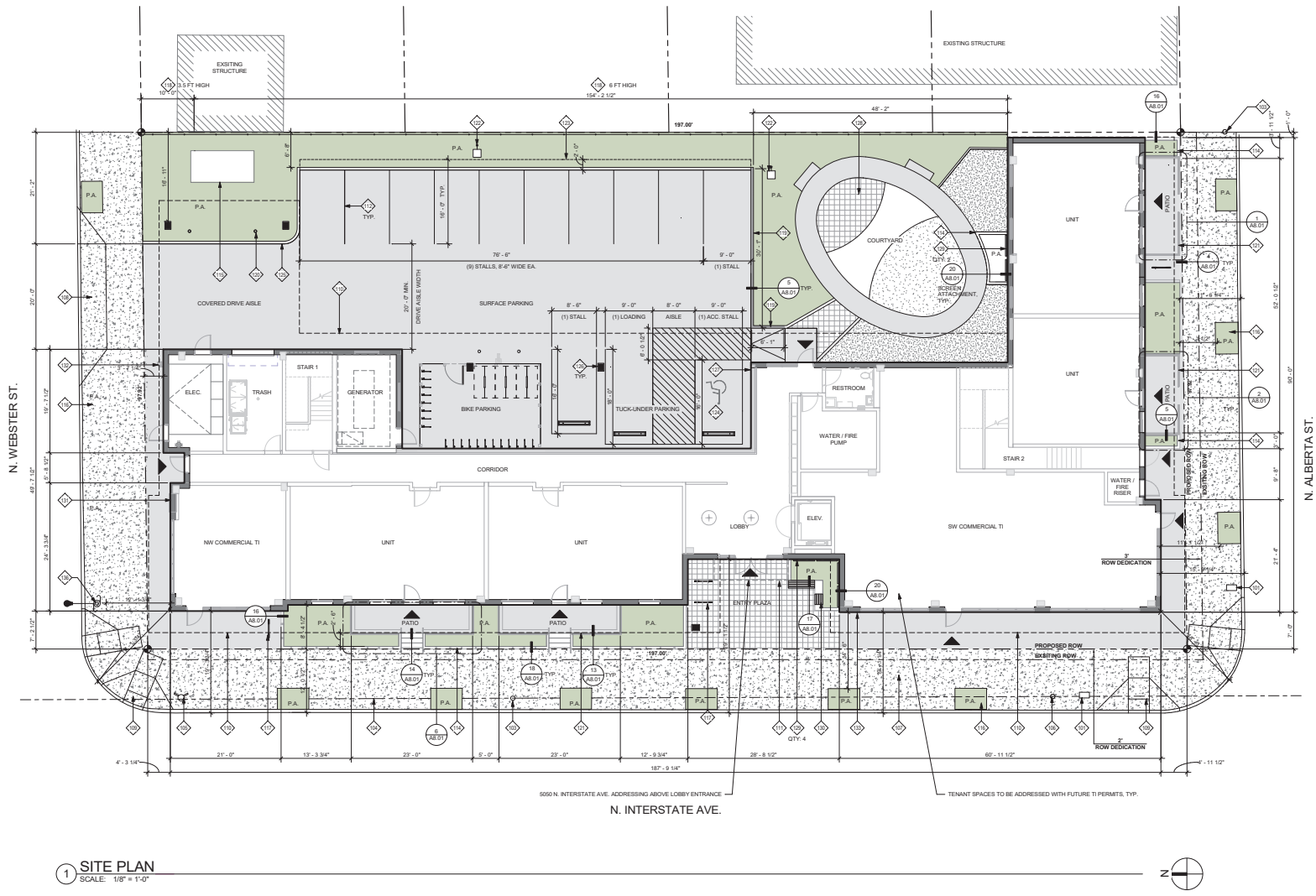
Sincerely,

Peter Donahower, Manager
DEQ Heating Oil Tank Program

cc: Contractor by email

LustHotSP.doc

Attachment 15 - Site Redevelopment Plan



1 SITE PLAN
SCALE: 1/8" = 1'-0"

GENERAL NOTES:

A. ANY OBSERVED, KNOWN OR VERIFIED CONDITION(S) THAT ARE MATERIAL TO THE PERFORMANCE OF THE WORK DESCRIBED BY THESE DRAWINGS OR THAT OTHERWISE REQUIRES INTERPRETATION SHALL BE PROMPTLY REPORTED TO THE ARCHITECT IN WRITING ON FORM AS REQUIRED BY THESE DOCUMENTS.

B. LIMITS OF WORK ARE DEFINED WITHIN PROPERTY LINES AND ADJACENT RIGHT OF WAY AS DESCRIBED BY THESE DRAWINGS AND COORDINATED WITH CIVIL AND SURVEY INFORMATION.

C. GENERAL CONTRACTOR TO COORDINATE DATUM INFORMATION WITH CIVIL AND SURVEY INFORMATION.

D. SCOPE INDICATED MAY NOT ALLEVIATE GENERAL CONTRACTOR FROM WORK INDICATED BY OTHER DISCIPLINES; REFER TO CIVIL (INCLUDING PUBLIC WORK), LANDSCAPE, ELECTRICAL, MECHANICAL, PLUMBING, FIRE PROTECTION AND RADON FOR ADDITIONAL INFORMATION.

E. SEE SEPARATE PERMIT 2019-199392 WT (JOB NO. TH0909) FOR MORE INFORMATION ON PUBLIC WORKS RIGHT-OF-WAY IMPROVEMENTS.

F. STREET TREE ACTIVITY NOT APPROVED UNDER THIS PERMIT SEE TH0909.

KEYNOTES:

101 EXISTING SIGNAL BOX
103 EXISTING UTILITY POLE
104 EXISTING OVERHEAD POWERLINES
105 EXISTING FIRE HYDRANT
106 EXISTING UTILITY POLE W/ GUY WIRE ANCHOR
107 NEW SIDEWALK AND CURB, REFER TO CIVIL FOR JOINT PATTERN TYPICAL
108 NEW DRIVEWAY CUT WITH APRON, REFER TO CIVIL
109 NEW SIDEWALK CURB RAMP, TYPICAL, REFER TO CIVIL
110 BUILDING OVERHANG ABOVE, TYPICAL
111 BUILDING ENTRY CANOPY ABOVE
112 PARKING STRIPING, REFER TO CIVIL
114 CAST-IN-PLACE CONCRETE PLANTER
115 NEW LESS-FLAMMABLE RATED TRANSFORMER (HIGH FLASH-POINT FLUID TYPE)
116 PLANTING AREA FOR STREET TREE, REFER TO CIVIL AND LANDSCAPE, TYPICAL
117 BIKE RACK, TYPICAL
118 CHAIN LINK FENCE W/ PRIVACY SLATS
119 42" HIGH METAL RAILING
120 BOLLARD, TYPICAL
121 METAL RAILING
122 EXTERIOR POLE LIGHT, TYPICAL
123 2 FT LANDSCAPED PORTION OF PARKING STALL
124 VAN ACCESSIBLE PARKING SPACE, REFER TO CIVIL FOR SIGNAGE & STRIPING
125 CONCRETE CURB, REFER TO CIVIL
126 CONCRETE COLUMN, TYPICAL, REFER TO STRUCTURAL
127 FIRE EXTINGUISHER
128 SITE FURNISHINGS IN COURTYARD, REFER TO LANDSCAPE
129 4'W x 6'H LIVING SCREEN PANEL, TYPICAL
130 TIMBERFORM BENCH, REFER TO LANDSCAPE
131 REMOTE FUEL PORT FOR GENERATOR, REFER TO PLUMBING
132 GAS METER AND REGULATOR LOCATION, REFER TO CIVIL
133 FDC LOCATION, REFER TO CIVIL
136 NEW STREET LIGHT POLE, REFER TO SIGNAL AND STREET LIGHTING PLANS

LEGEND:

P.A. PLANTING AREA, REFER TO LANDSCAPE
CONCRETE SIDEWALK (ROW), REFER TO CIVIL
CONCRETE SIDEWALK (SITE), REFER TO CIVIL
PAVERS, REFER TO LANDSCAPE
ASPHALT PAVING, REFER TO CIVIL
PLAY SURFACE, REFER TO LANDSCAPE
PROPERTY LINE
ENTRANCE

REGISTERED ARCHITECT
BRIAN D. CARLETON
PORTLAND, OREGON
2318
STATE OF OREGON

CARLETON HART ARCHITECTURE P.C.
830 SW 10th Avenue #200 Portland, Oregon 97205
503 243 2252
www.carletonhart.com

5020 NORTH INTERSTATE APARTMENTS
COMMUNITY DEVELOPMENT PARTNERS / SELF ENHANCEMENT INC.
5050 N INTERSTATE AVE.
PORTLAND, OR 97217
BID SET

SITE PLAN

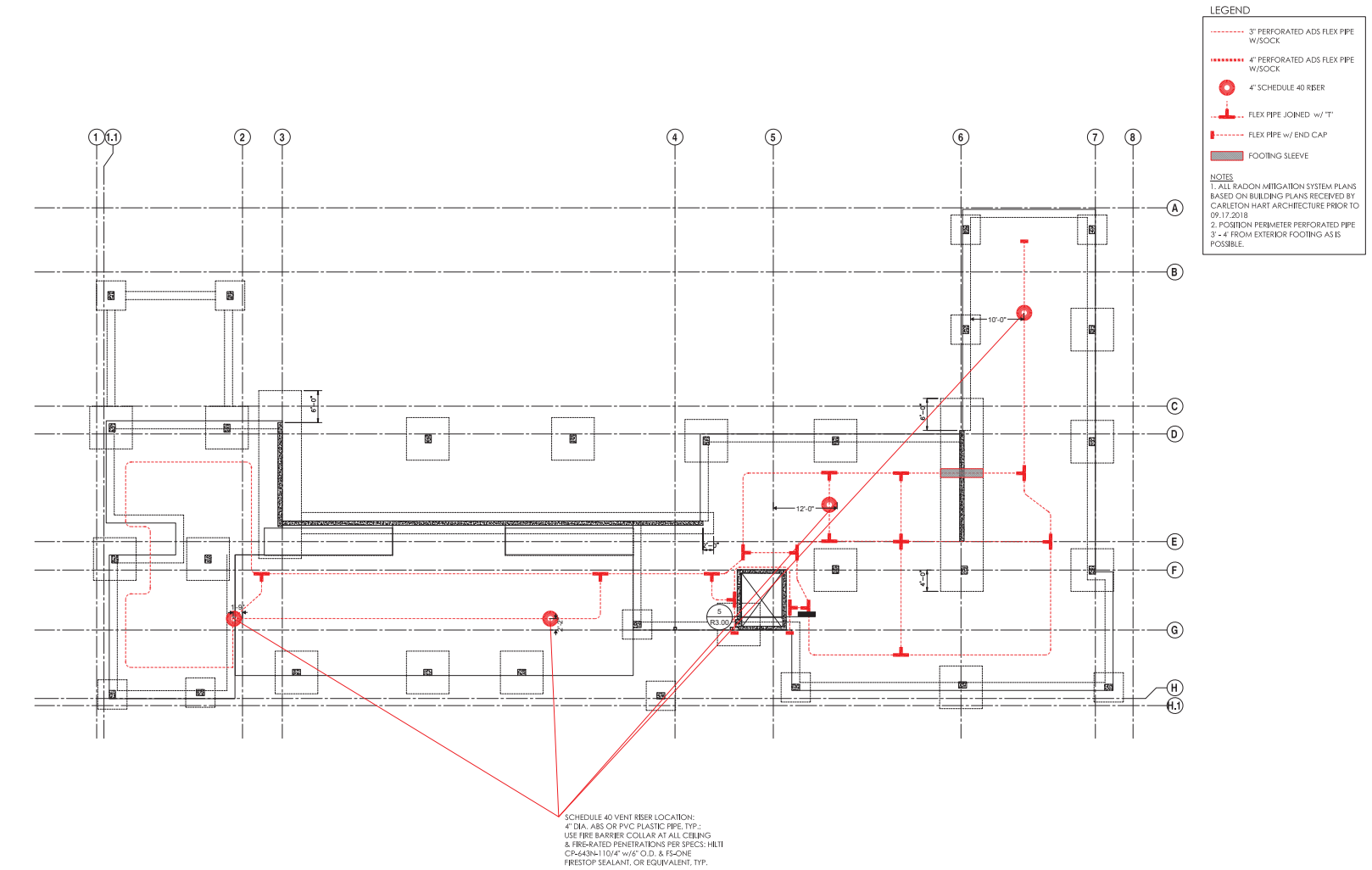
PROJECT NO. 21018

04.18.22

REVISIONS:

A1.01

Attachment 16 - Foundation Plan R2.00 - Radon Mitigation System Piping



1 FOUNDATION PLAN
SCALE: 1/8" = 1'-0"

PRELIMINARY
NOT FOR CONSTRUCTION

CARLETON HART ARCHITECTURE P.C.
830 SW 10th Avenue #200 Portland, Oregon 97205
503 243 2282
www.carletonhart.com

5020 NORTH INTERSTATE APARTMENTS
COMMUNITY DEVELOPMENT PARTNERS / SELF ENHANCEMENT INC.
5050 N INTERSTATE AVE.
PORTLAND, OR 97217
BID SET

FOUNDATION PLAN

PROJECT NO.
21018

04.18.22

REVISIONS:

APPROVED
Steve Tinker

R2.00