



# Port of Anacortes Dakota Creek

## SHARP Report — Part 1 of 2

<b>• SHARP first assessment</b>			<b>This section is blank if this is a SHARP first assessment</b>		
• SHARP Tool Version	v2024.02.20				
• SHARP rating	Low				
• SHARP date	7/17/2024				
• EJFlagged?	✓				
• LD data confidence level	medium				
• Cleanup milestone	cleanup implementation				
• Assessor	David Horne				
<b>Assessment Media</b>	<b>Scores</b>	<b>Conf</b>	<b>Additional Factors</b>		<b>Ecology Info</b>
Indoor air	D4	medium	multiple chemical types	✓	ERTS n/a
Groundwater	C2	high	risk to off-site people	⊘	CSID 5174
Surface water	D4	high	climate change impacts	✓	FSID 2670
Sediment	D4	high	plant/animal tissue data	⊘	VCP n/a
Soil	C2	high			UST ID n/a LUST ID n/a
<b>Location and Land Use Info</b>					
115 Q Avenue, Anacortes, Skagit County, 98221			Responsible unit – HQ		
Parcel SHARPen it			Land use – Industrial		
<b>Source/source area description</b>					
<p>The Dakota Creek site is an active shipyard that is used for vessel construction and maintenance. Dakota Creek Industries currently leases the site from the Port of Anacortes.</p> <p>Since around 1879, the site has been used for maritime-related industrial activities like shipping, repairs, shipbuilding, and vessel and fuel storage.</p> <p>These activities have resulted in soil, groundwater, and sediment contamination with petroleum, metals, and other</p>					
<b>Local demographics comments</b>					
<p>The supplemental demographic index is slightly above the 80 percentile and triggers a EJFlag. The EHD rank is below a 9 so it doesn't trigger a EJFlag either. The hazardous substances from this site remained on the census tract where the release occurred.</p>					
<b>Soil comments</b>					
<p>According to the RIFS, arsenic, nickel, and cPAHS concentrations were greater than PCULs in the soil. Confirmations soil samples are needed to confirm status of petroleum hydrocarbons. Paved surfaces within the site have shown to decrease concentrations in the groundwater. Approximately 1215 cubic yard of soil were removed.</p>					
<b>Groundwater comments</b>					
<p>Contaminants of concern are Arsenic, Nickel, Total cPAH TEQ and Petroleum Hydrocarbons. Paved surfaces were indicated to be limiting the infiltration based on groundwater monitoring during the remedial investigation. Quarterly groundwater monitoring will be conducted through the end of 2024.</p>					

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**Surface water comments**

Site is on Pudget Sound and several threatened species of fish might be present near the site.

**Sediment comments**

Based on the sediment sample results representative of the post-dredge condition, COC at concentrations exceeding PCULs were removed from the Marine Area. Due to the completeness of the interim action dredging and subsequent dredging of up to 30 additional feet of underlying native sediments, no sediment contamination is known to be present and sediment following the interim action is no longer considered a media of concern. Approximately 26,000 cubic yards were dredged, processed and removed.

**Indoor air comments**

The only contaminant of concern for vapor intrusion that is present in soil is Petroleum Hydrocarbons. Soil vapor has not been measured.

**Additional factors comments**

The site is located on Pudget Sound and could be affected by sea level rise.

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### Site narrative summary

Historical uses of the site that include vessel moorage, bulk fuel and oil storage, and shipbuilding activities have resulted in the release of contaminants to soil, groundwater and sediment.

In 1991, two underground storage tanks (USTs) located near the southend of L dock were removed from the Site for permanent closure. During the removal of these tanks, approximately 20 cubic yards of petroleum impacted soil was removed from this area and transferred from the Site for landfill disposal. Verification samples at the final excavation limits were obtained to confirm the removal of the petroleum impacted soil observed during tank removal activities.

In 2001, a hydraulic winch and its timber frame located near the south end of the east marine railway were removed from the Site. During removal of this structure and associate components, approximately 30 cubic yards of petroleum impacted soil were excavated and transferred from the Site for landfill disposal. Verification samples at the final excavation limits were obtained to confirm the removal of the petroleum impacted soil observed during removal of the hydraulic winch and associated timber frame.

In 2002, the Port completed cleanup actions to address known soil contamination in the Petroleum Cleanup Action Area extending from the aluminum shop (building formerly identified as the equipment maintenance shed) to the former bulk fuel storage ASTs; and the Marine Railway Cleanup Action Area located near the eastern marine railway structure. Cleanup actions to remove soil contamination (approximately 1,650 cubic yards) in these areas were completed under Ecology's Voluntary Cleanup Program (VCP). Upon completion of the remedial excavation activities, discrete confirmation samples from the excavation sidewalls and base were collected to verify the removal of soil contamination.

In 2008, as part of the Marine Area Interim Action, approximately 570 cubic yards of contaminated soil from the Upland Area (based on sample results from environmental studies) were removed as part of the installation of new underground utility infrastructure at the Site. Additionally, approximately 170,000 cubic yards of contaminated sediments were removed from the Marine Area.

In 2023, approximately 1,215 cubic yards of contaminated soil was removed from the Site.

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07/17/2024

SHARP First Assessment

Low SHARP Rating

# SHARP Report — Part 2 of 2

Conceptual site model



## Assessment scores by environmental medium

