

Northlake Shipyard



SHARP Report — Part 1 of 2

[Go to site contamination history](#)

SHARP incomplete. SHARP it.		v2024.04.29	Ecology Info	
• SHARP rating	High		ERTS	645838, 646091
• SHARP date	09/25/2025		CSID	853
• EJFlagged?	⊘ - No Override		FSID	23849623
• LD confidence level	medium		VCP	none
• Cleanup milestone	site hazard assessment		UST ID	none
• SHARPster	Anthony Wenke		LUST ID	none

This section is blank if this is the first SHARP	

SHARP Media	Scores	Confidence	Additional Factors	
Indoor air	D4	low	multiple chemical types	✓
Groundwater	C3	low	risk to off-site people	✓
Surface water	A1	high	climate change impacts	✓
Sediment	A1	high	plant/animal tissue data	⊘
Soil	B1	low		

Location and land use info	
1441 N Northlake Way, Seattle, King County, 98103	
Primary parcel	4088804620
Land use	commercial
Responsible unit	NWRO

Sources reviewed
Ecology letter to Northlake Shipyard Inc. RE: Warning Letter for NPDES Permit Number WA0030864. April 7, 2025.
Ecology letter to Northlake Shipyard Inc. RE: Notice of Penalty. December 16, 2024.
Ecology Recommendation for Enforcement Action Water Quality Program for NPDES Permit Number WA0030864. December 9, 2024.
Ecology Water Quality Program Inspection Report for NPDES Permit Number WA0030864. January 9, 2023.
Sandblast Grit Removal Interim Remedial Action Report. Prepared by Hart Crowser for Ecology. June 26, 2014.
Northlake Shipyard Sanblast Grit Study. Prepared for Ecology by Ecology & Environment. June 2009.
Northlake Shipyard Prospective Purchaser Consent Decree 94-2201158. August 12, 1994.

Primary census tract	Associated census tracts
5303300540	

Local demographics comments

A zero was applied to all EJScreen parameters because the EJScreen website was not available at the time of rating.

Source/source area description

The site was contaminated primarily as a result of confirmed historical discharges of Polychlorinated Biphenyls (PCBs), Polycyclic Aromatic Hydrocarbons (PAHs), oils, metals, chlorinated and non-chlorinated solvents, pesticides, organo-tin, and soft-bottom copper paints and of discharges of sandblasting by the previous owners, United Marine International and Marine Power and Equipment. The Site contains residual concentrations of metals, PAHs and PCBs exceeding MTCA Method A cleanup levels in sediment; copper exceedances in surface water.

Soil comments

Soil has not been investigated at the Site and results are unavailable to confirm impacts. Based on the history on non-compliance with the facility's discharge permit and the potential for upland media to be impacted by historical upland activities associated with the site, soil contamination is suspected. Answer to SL_x4 is influenced by lack of confirming the findings of the 2018 periodic review (direct contact and ingestion exposure pathways are eliminated by the presence of covers throughout the site) however, the current integrity of the covers and extent throughout the site is unknown.

Groundwater comments

Groundwater media has not been investigated at the Site and results are not available to confirm impacts. Based on the history on non-compliance with the facility's permit and the potential for upland media to be impacted by historical upland activities associated with the site (shipbuilding and repair), groundwater contamination (metals, petroleum, and PAHs) is suspected.

Surface water comments

Ecology's Water Quality Program 2023 violations document releases of contaminants to surface water. Of the chemicals monitored under the facility's Industrial NPDES Discharge Permit (WA0030864), zinc and copper exceeded benchmark triggers and initiated violation triggers to the permit. Copper concentrations in surface water (DD9 and DD2 monitoring points) were upwards of 262 ug/L between 2022-2024. Several threatened species may be present on site (chinook salmon, northwestern pond turtle).

Sediment comments

Historical discharges include PCBs, PAHs, oils, metals, chlorinated and non-chlorinated solvents, pesticides, organo-tin, and soft-bottom copper paints. A source of sandblast grit was partially remedied during an interim action in 2014. Approximately 8,320 cubic yards of sediment, 23 tons of scrap steel and 20 timber piles were removed from the site. Arsenic and cPAHs remain in sediment, and several areas were left undredged due to technical impracticability. Two suspected derelict vessels and a large suspected sunken float remain on site.

Indoor air comments

Several buildings are located on the site. There is limited information available to assess this pathway score.

Additional factors comments

Contaminants present and suspected at the site include PCBs, PAHs, oils, metals, chlorinated and non-chlorinated solvents, pesticides, organo-tin, and soft-bottom copper paints. The site is on Lake Union, but the level of Lake Union is controlled by the Army Core at the Ballard Locks, so the site will likely not be impacted by sea level rise.

Site history	Go to top
NLSY operates as a self-service ship repair facility. The shipyard consists of offices, several covered storage areas, and over-water structures (a wharf, piers, and two dry docks) that host the facility’s industrial activities. The site was once used as a ship loading facility, primarily for coal, operated by Pacific Coast Coal. Since the 1950s, the property has been used as a ship repair and hull painting facility. Marine Power and Equipment was the operator of the shipyard during the 1980s and was the subject of a federal criminal investigation for making illegal discharges to Lake Union including sandblast grit. Allegations were resolved in a consent decree entered into by Marine Power, Ecology, and the United States Environmental Protection Agency. The successor to Marine Power and Equipment, United Marine International, owned and operated the site until filing for bankruptcy protection in 1994. In 1994 the current owner, Northlake Shipyard, Inc. entered into a Prospective Purchaser Consent Decree (PPCD) prior to purchasing the Site through bankruptcy proceedings from United Marine International. Under the terms of the PPCD Northlake Shipyard created a trust fund solely for the purpose of cleaning up the sandblast grit. Sandblast grit was partially remedied during an interim action in 2014. Two suspected derelict vessels as well as a large suspected sunken float at the northeast corner east of the pier, the northern edge of the bulkhead east of the pier, and a section around the southwest corner of the pier were left undredged because of the inability to be removed with the equipment on hand or concerns about damaging the integrity of the pier. In 2018, Ecology performed a review of the Sites conditions, and noted the site's the buildings and asphalt covers appears to continue to eliminate exposure to contaminated upland soils and the remaining contaminated sediments appear to be buried in clean fill sand after the interim action. In 2023, Ecology's Water Quality program issued a penalty to Northlake Shipyard after confirming evidence of prohibited discharge to Lake Union, improper solid waste handling, failures to implement the spill control plan and shipyard BMPs, denial of right of inspection and entry to the chemical storage area and spill control kit, and failure to comply with Administrative Order 22028. At the time of this SHARP, Ecology's Water Quality Program is reaching a settlement with Northlake for the confirmed violations to their stormwater general permit. These findings indicate that poor housekeeping and lack of Best management Practices resulted in the confirmed release of contaminants to surface water. Releases to sediment since the 2014 dredging interim action are suspected to have occurred at the site. Additional chemical data are needed to delineate the extent of impacts to surface and subsurface sediment, particularly for PAH, PCBs, and metals, including TBT.	

Overflow - Site contamination and cleanup history

Additional Parcels include: 4088804645; and parcels 4088804643, 4088804643 and 4088804622 (leased from Department of Natural Resources). Broader contamination may be occurring beyond these parcel boundaries into the Commercial Waterway District. Secondary land usages include boating repair and marine services.

Northlake Shipyard

853 Northlake Shipyard 20250925

first SHARP/reSHARP = SHARP it

SHARP rating — High

SHARP Report — Part 2 of 2

Conceptual site model

09/25/2025



Assessment scores by environmental medium

