

Terminal 115 Plant 1



SHARP Report — Part 1 of 2

[Go to site contamination history](#)

• SHARP first SHARP		v2024.04.29	Ecology Info	
• SHARP rating	Low		ERTS	none
• SHARP date	09/30/2025		CSID	11307
• EJFlagged?	✓ – No Override		FSID	98422914
• LD confidence level	low		VCP	none
• Cleanup milestone	remedial investigation		UST ID	none
• SHARPster	Beau Johnson		LUST ID	none

This section is blank if this is the first SHARP	

SHARP Media	Scores	Confidence	Additional Factors	
Indoor air	D4	high	multiple chemical types	⊘
Groundwater	C2	high	risk to off-site people	⊘
Surface water	D4	high	climate change impacts	✓
Sediment	D4	high	plant/animal tissue data	⊘
Soil	C1	high		

Location and land use info	
6020 W Marginal Way , Seattle, King County, 98106	
Primary parcel	5367202505
Land use	industrial
Responsible unit	NWRO

Sources reviewed

Primary census tract	Associated census tracts
10401	

Local demographics comments

no comments

Source/source area description

Source areas at the site include releases associated with: former Boeing Plant 1 operations (plane construction, testing, etc), USTs, historical fill from unknown sources, and other commercial processes.

Soil comments

no comments

Groundwater comments

no comments

Surface water comments

no comments

Sediment comments

no comments

Indoor air comments

no comments

Additional factors comments

no comments

Site history[Go to top](#)

The two T-115 Site parcels have had extensive pre-industrial and industrial/commercial uses since initial development in 1909. The sections below include a discussion of the significant activities that have occurred on the property, including those that were previously recognized as potential Issues of Environmental Concern (IECs) in the 2011 Terminal 115 Environmental Conditions Report (ECR). These activities and operations included but are not limited to airplane production at the Former Boeing Plant 1, several historical and existing gas and service stations, releases from former underground storage tanks, and extensive filling of historically submerged land. An IEC, as defined in the ECR, is any current or historical property use that may have resulted in the release of hazardous or potentially hazardous substances to soil, air, groundwater, sediments, or surface water. An IEC is not necessarily considered or defined as a potential source of contamination to environmental media or for recontamination of the adjacent waterway.

Summary of Historical Operations**Former Boeing Plant 1 Operations**

1909–1917: Boatyard involved in construction of wooden ships

1917–1970: Boeing Plant 1 operations

1970–1977: Majority of Plant 1 buildings demolished

1978–present: Bulk fish cold storage and processing facility (now Lineage Logistics)

Southwest Tank Farm Areas

1930s–1970s: Retail gasoline service station (including service garage/grease shed and auto salvage), auto parts store, tavern, and single-family residences.

1952–1985: Aluminum re-melting facility; building later used by crane services company

1994/1995: Discovery of UST and contaminated soil/groundwater during preparation for installation of the Cardlock Station

1996–present: Cardlock Station (gasoline and diesel pumps); area also include a restaurant building (Subway®) and drive-through coffee stand

Central (Western and Eastern) Terminal 115 Operations

1922–1970: Klinker Sand & Gravel Company/Ready-Mix Graystone Division; operations included sand and gravel mining as well as cement mixing

1940s–1951: Lumber products plant along West Marginal Way Southwest

Early 1970s: Major infilling of the central portion of the terminal and various site improvements, including concrete asphalt apron, large concrete pier along LDW, and rail line spur in center of facility; variety of new buildings present by 1975

1975–present: Various activities related to marine shipping, including vehicle and equipment fueling (site now operated by Lynden)

Overflow - Site contamination and cleanup history

No overflow

Terminal 115 Plant 1

11307 Terminal 115 Plant 1 20250930

First SHARP

SHARP rating — Low

SHARP Report — Part 2 of 2

Conceptual site model

09/30/2025



Assessment scores by environmental medium

