

Emerald Gateway



SHARP Report — Part 1 of 2

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• SHARP first SHARP		v2024.04.29	Ecology Info	
• SHARP rating	Low		ERTS	429, 519548, 52110
• SHARP date	09/10/2025		CSID	6584
• EJFlagged?	✓ – No Override		FSID	73338176
• LD confidence level	low		VCP	NW1807
• Cleanup milestone	remedial investigation		UST ID	5765
• SHARPster	Kelly Finley		LUST ID	4948

This section is blank if this is the first SHARP

SHARP Media	Scores	Confidence	Additional Factors	
Indoor air	B2	low	multiple chemical types	✓
Groundwater	C2	medium	risk to off-site people	✓
Surface water	D4	high	climate change impacts	✓
Sediment	D4	high	plant/animal tissue data	⊘
Soil	C2	high		

Location and land use info

3301 S. Norfolk, Seattle, King County, 98118

Primary parcel 0323049024

Land use industrial

Responsible unit NWRO

Sources reviewed

Farallon Consulting, November 18, 2022, Interim Action Progress Report

Department of Ecology, October 2019, Fact Sheet

Farallon Consulting, September 18, 2019, Interim Action Work Plan

Primary census tract	Associated census tracts
53033011700	Site also lies in tract 5303302630

Local demographics comments

A zero was applied to all EJ screen parameters because the EJ screen website was not available at the time of ranking. The hazardous substances from this site remained on the census tract where the release occurred.

Source/source area description

This Site is located on a property that consists of 29 King County parcels over approximately 63 acres of land at two addresses: 3301 South Norfolk Street and 10230 East Marginal Way South. The site is industrial with the surrounding area also mainly industrial. Four large warehouses and a King County Metro building occupy the Site along with two large, paved parking lots. Interstate 5 runs on the eastern border of the Site and the Duwamish River lies to the west across E Marginal Way S. Contaminants of concern are petroleum hydrocarbon constituents, metals, polycyclic aromatic hydrocarbons (PAHs), and polychlorinated biphenyls (PCBs). The likely source of contamination is historical use of the property as a food processing warehouse, vehicle maintenance and refueling, underground storage tanks (USTs), and automobile wrecking and parts salvage.

Soil comments

In 2022, interim remedial action took place to excavation contaminated soil and remove USTs. Confirmation sampling showed most contamination was removed, however some was left in place due to inability to excavate so close to a water line. Total petroleum hydrocarbons as diesel-range organics (DRO), total petroleum hydrocarbons as oil-range organics (ORO) were left in place above Model Toxics Control Act (MTCA) cleanup levels.

Groundwater comments

Groundwater samples taken in 2016 showed total petroleum hydrocarbons as diesel-range organics (DRO), total petroleum hydrocarbons as oil-range organics (ORO), 1-methylnaphthalene, naphthalene, benzene, and ethylbenzene all above MTCA screening levels. More information is need to fully characterize contamination on site. The site does not lie within a group A or B wellhead protection zone so drinking water is likely not at risk.

Surface water comments

The Duwamish Waterway is across E Marginal Way S from the site. The Site is part of the Lower Duwamish Waterway (LDW) Superfund Site, the U.S. Environmental Protection Agency (EPA) is responsible for investigation and cleanup of the waterway and sediment, therefor surface water and sediment have been assessed in a separate SHARP.

Sediment comments

The Duwamish Waterway is across E Marginal Way S from the site. The Site is part of the Lower Duwamish Waterway (LDW) Superfund Site, the U.S. Environmental Protection Agency (EPA) is responsible for investigation and cleanup of the waterway and sediment, therefor surface water and sediment have been assessed in a separate SHARP.

Indoor air comments

Groundwater samples taken in 2016 showed naphthalene, benzene, and ethylbenzene all above MTCA screening levels. Indoor air sampling is needed to determine if air quality is at risk from this contamination. More information is also needed to determine if air quality mitigation is also occurring on site.

Additional factors comments

Multiple chemical types have been confirmed on site including petroleum. polycyclic aromatic hydrocarbons, and volatile organic compounds. The extent of contamination has not been fully characterized at this time. The site is vulnerable to sea level rise during 100 year storms.

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According to the 2019 Interim Action Work Plan by Farallon, the Property was shown on historical documents reviewed as primarily undeveloped land in the late 1800s, with a railroad spur extending through the central portion of the Property in the early 1900s. By the 1930s, a majority of the Property was used for agricultural purposes, and various small commercial-style buildings were present along East Marginal Way South. Commercial buildings along East Marginal Way South included automobile service stations and a dry cleaner. The dry cleaner operated on the Property from as early as 1931 until at least 1961. By 1953, the Dry Grocery Warehouse, the Office Building, and the Former Truck Repair Shop were present on the northern and eastern portions of the Property, and trailer parking was apparent along the western portion of the Property. Automobile wrecking activities associated with the Former NAW Property were apparent in 1965; hotels and trailer parking were identified on the western portion of the Property in 1966; the Old Humble Oil service station appeared on the northwestern portion of the Property in 1969; the Dry Grocery Warehouse was expanded southward in 1977; and the Perishables Warehouse and the Former Bank Building were present in 1980. The Former NAW Property appeared to be cleared of structures and automobiles by 2009, and remains undeveloped.

All the buildings except for the Perishables Warehouse were demolished before or concurrently with interim action activities. Hazardous building material surveys, abatement, and demolition were not a component of the interim action. As of April 2022, the southern and eastern portions of the Property have been developed. The existing Perishables Warehouse is present on the southern portion of the Property. A new approximately 150,000-square-foot distribution warehouse building was constructed in the east central portion of the Property and a King County Metro training facility consisting of an asphalt paved lot and office space was constructed on the northeastern portion of the Property. The developed portions of the Property include new stormwater infrastructure with new catch basins and conveyance piping. Interim Remedial Action was conducted concurrent with redevelopment. This included excavation to removed contaminated soil, decommissioning of USTs, and additional investigation to characterize extent of contamination remaining in soil and groundwater.

The Site is part of the Lower Duwamish Waterway (LDW) Superfund Site, which includes a 5-mile stretch of the Duwamish River that flows north into Elliot Bay. Ecology is working to stop or reduce sources of contamination to the LDW Superfund Site, an effort known as "source control," so that the U.S. Environmental Protection Agency (EPA) can proceed with the cleanup of the river sediment.

Overflow - Site contamination and cleanup history

No overflow

SHARP rating — Low

09/10/2025



Assessment scores by environmental medium

The diagram illustrates the following assessment scores by environmental medium:

- Indoor air:** B2, low confidence (inside the house)
- Soil:** C2, high confidence (in the garden)
- Groundwater:** C2, medium confidence (under the house)
- Surface water:** D4, high confidence (in the river)
- Sediment:** D4, high confidence (at the bottom of the river)