

Site Hazard Assessment and Ranking Process (SHARP) Report

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Location and land use info	Ecology Info
439 Marine Dr, Port Angeles, Clallam County, 98363	CSID 28
Land use transportation	FSID 1002
Responsible unit SWRO	VCP none
Cleanup milestone post-cleanup controls & monitoring	ERTS none
Parcel numbers 06300000-3600 (source parcel), 06300000-1035 (source parcel)	UST ID none
	LUST ID none

SHARP Results	
Assessed by John Kirkpatrick	 SHARP Rating: Low Site Points: 16
SHARP Date 08/11/2026	
Environmental justice concerns? No EJFlag - No Override	
EJ confidence level low	

SHARP Media	Scores	Confidence	Additional Factors	
Indoor air	D4	high	multiple chemical types	no
Groundwater	C3	high	risk to off-site people	no
Surface water	D4	medium	climate change impacts	maybe
Sediment	D4	medium	plant/animal tissue data	no
Soil	C2	high		

Media score = exposure and severity. Exposure score: A to D, A=current exposure. Severity score, 1 is the most severe. See <https://ecology.wa.gov/SHARP> for more information.

This section is blank if this is the first SHARP

Sources reviewed
2026, K Ply 2025 Annual Progress Report, Floyd Snider
2026, Draft Periodic Review, Department of Ecology
2025, K Ply 2024 Annual Progress Report, Floyd Snider
2021, 2021 Annual Progress Report For the K Ply Site, Floyd Snider
2017, Environmental Covenant, Department of Ecology & Port of Port of Angeles
2016, K Ply Site Construction Completion Report, Floyd Snider
2013, Remedial Investigation / Feasibility Study Work Plan, Floyd Snider

Primary census tract	Associated census tracts
53009000700	

Local demographics comments

Ecology maps indicated that this is not a Tribal census tract.

Source/source area description

The site is in an industrial area at the Port of Port Angeles. A plywood mill used to be located at the site until it was demolished in 2013. Soil and groundwater at the site were contaminated with petroleum products.

Soil comments

Current Contaminants of Concern (COCs) are petroleum products. Not all contaminated soil could be removed during construction activities in 2015-2016. Soil monitoring has been conducted at 5 year intervals. At the last monitoring event in 2021, diesel-range organics (DRO), gasoline-range organics (GRO), benzene, and ethylbenzene were measured above site cleanup levels at some sample locations. Results from samples taken at the northern edge of the site near the water were below cleanup levels.

Groundwater comments

Concentrations of DRO, GRO, and benzene at the site were documented above cleanup levels in the 2025 monitoring report. GRO and benzene concentrations at the compliance monitoring wells (i.e. at the edge of the site) have been below cleanup levels in recent years. This indicates that these high concentrations of these contaminants do not appear to be leaving the site. There was no report of non-aqueous phase liquid (NAPL) being present. The site is adjacent to another contaminated site (Peninsula Fuels) where NAPL was historically present, although some independent cleanup has occurred there.

Surface water comments

The site, as defined by points of compliance, extends to the embankment on the north side.

Sediment comments

Note also that there is a separate contaminated site, contaminated site ID 11907 -- Western Port Angeles Harbor, which includes harbor sediment.

Indoor air comments

Benzene is a volatile COC at the site. However, all of the structures have been demolished. Indoor air may need to be addressed if new buildings are added in the future.

Additional factors comments

The site is may be vulnerable to impacts caused by sea level rise.

Site history[Go to top](#)

The site is located near the waterfront in Port Angeles. It was built on fill material put down over the original tidal flats, and reinforced with bulkhead walls and riprap at the current water's edge. Mill operations began in the 1920s, originally with a lumber mill. A plywood mill was built at the site in 1941 and operated under various ownership until 2011. Besides the plywood manufactory itself, site facilities also included a rail spur, a log pond, log rafting areas, hog fuel boilers, underground and aboveground storage tanks for fuel and oil, electrical transformers, and other chemical storage tanks and drums (pentachlorophenol [PCP], polychlorinated biphenyls [PCBs], resins, polyurethane, etc.).

The first environmental investigations of the site happened in 1988-89. Petroleum products including oil were documented in soils as free product. Other contaminants found in site soils include gasoline, diesel, PCP, methylene chloride, and BTEX (benzene-toluene-ethylbenzene, and xylenes). When groundwater wells were installed, personnel noted free product floating on top of the water table. Groundwater itself also contained elevated levels of gasoline and BTEX. PCP contaminated soil was excavated in 1990, but not all of the contamination could be removed. In 1992, contractors installed an oil recovery system underneath the main building. This system ran until 2012, when the mill was demolished.

Additional site characterization activities ensued in the 1990s and 2000s. An agreed order was signed between the Port and Ecology in 2005 for a remedial investigation and feasibility study (RI/FS). An updated agreed order was completed in 2012, the same year the mill was demolished. The RI/FS was completed in 2013. Engineering design was completed in 2015, and cleanup began in August of 2015. Soil was excavated from various locations at the site. These locations had been chosen based on previous environmental investigations that showed where contamination was. Excavated soil was stockpiled and tested, and contaminated soil was removed. Over 53,000 tons of contaminated soil was disposed of. In order to excavate to depth, soil was dewatered in several excavations. The extracted water was treated on site and disposed of into the sanitary sewer under discharge permit. Groundwater contamination was addressed with several different methods. These included pumping oxidizing releasing compound into the aquifer, and installation of infiltration galleries underground. Construction activities finished in May 2016. Some contamination remained in place, as further excavation would have destabilized S Cedar Street or the neighboring alleyway.

After two years of groundwater monitoring, additional actions were taken in 2017 to address groundwater contamination. Several locations where benzene persisted were treated with injections of activated carbon and magnesium sulfate in 2017. The infiltration galleries were utilized to treat the subsurface with sulfate between 2017 and 2019. Some realignment of the galleries was also done to extend their area of impact. Groundwater monitoring has continued with annual progress reports since. The most recent groundwater monitoring report was completed in February of 2026. Groundwater concentrations are above cleanup levels for diesel, gasoline, and benzene. Based on monitoring results, Floyd Snider staff concluded that the gasoline and benzene plumes at the site are shrinking. Staff also described the diesel plume as stable, with some chemical evidence that degradation is occurring at the site. Ecology staff drafted a periodic review report for the site in 2026 and shared comments with Floyd Snider regarding ongoing and future monitoring. The site is currently used for parking and storage.

Overflow - Site contamination and cleanup history

The 2017 Environmental Covenant between the Port of Port Angeles and the Department of Ecology lists these tax parcels:

06300000-1035, 06300000-1305, 06300000-3600, 06300000-3542, 06300000-3533, 06300000-3527, 06300000-3518, 06300000-3700, 06309900-3710, 06300007-9400, 06300000-1000, 06309900-3710

K Ply

28 K Ply 20260811

First SHARP

SHARP rating — Low

SHARP Report — Part 2 of 2

Conceptual site model

08/11/2026



Assessment scores by environmental medium

