

# LOCKHEED MARTIN SEATTLE REMEDIATION

## FACT SHEET

### BACKGROUND

Lockheed Martin has cleanup projects in Seattle from former operations at two locations:

1. Yard 1, which occupied the western portion of Harbor Island adjoining the West Waterway of the Duwamish River.
2. Yard 2 on the other, or west, side of the West Waterway, adjacent to the current Port of Seattle Terminal 5.

Puget Sound Bridge and Drydock began operations at Yard 1 in the early 20<sup>th</sup> century and at Yard 2 in 1943. Activities at both areas included shipbuilding, ship repair and maintenance. Lockheed Martin bought Puget Sound Bridge and Drydock in 1959, continuing operations there until 1987.

### HARBOR ISLAND SITES

Harbor Island was created from wetlands early in the 20<sup>th</sup> century and has been used for industrial activities. It is currently home to the Port of Seattle, Vigor Industrial (formerly Todd Shipyards) and a large-scale petroleum tank farm.

Over the years, industrial practices in the Harbor Island area resulted in the release of contaminants on the island and into the West Waterway, including metals, polychlorinated biphenyls and petroleum products. The solvent tetrachloroethene was also found in groundwater.

In 1983, the U.S. Environmental Protection Agency (USEPA) placed Harbor Island on the *National Priorities List* as a "Superfund" site. The Superfund designation covered seven different sites on Harbor Island; Lockheed Martin is responsible for two of them due to its historic Yard 1 operations.

In 1995, Lockheed Martin excavated and capped contaminated soil that was found in a portion of the Yard 1 site, and installed groundwater monitoring wells that continue to be checked annually. The corporation also excavated contaminated sediments located just off the shoreline of Yard 1 and capped the excavation with a layer of sand, adding a rock layer to protect the sand cap. Six thousand tar-treated wood pilings were also removed. This work was completed in 2005.

## LOCKHEED WEST SEATTLE-Yard 2

Former operations at Yard 2 included repairing, sandblasting and painting of ships. There were five major piers, three dry docks, and a shipway. Operations at the site ended in 1987, and the site was sold to the Port of Seattle in 1989. Lockheed Martin retained responsibility for cleaning up the aquatic sediments just off the shoreline.

In 2006, the USEPA proposed that the Yard 2 sediments area be listed on the *National Priorities List* as a “Superfund” site, naming the site “Lockheed West Seattle.” The listing was finalized in 2007. Investigations of the aquatic sediments conducted from 2006 to 2008 identified contaminants in sediments that included polychlorinated biphenyls, polycyclic aromatic hydrocarbons, and metals, and found the highest concentrations of contaminants in the former dry dock and shipway areas.

Lockheed Martin submitted the results of its remedial investigation and a feasibility study (RI/FS) on possible alternatives for cleaning up the sediments to the USEPA in 2011. A public meeting and presentation on the RI/FS was held at the South Seattle Community College West Seattle Campus in 2012. The USEPA issued the final cleanup plan, known as a Record of Decision, in 2013.

Lockheed Martin anticipates removing approximately 100,000 cubic yards of contaminated sediments from approximately 15 acres of the 40-acre site, primarily in the former shipway and dry dock areas. The material will be transported to the Columbia Ridge Landfill in Arlington, Oregon, a permitted landfill, for ultimate disposal. A 6-inch layer of sand will be placed over the dredged areas to manage any remaining contaminants in the sediment. The dredged area in the shipway will be backfilled to grade with clean material. Lockheed Martin will also place a 6-inch sand layer over the non-dredged portion of the site to create a clean surface layer throughout the entire 40-acre site.

Commercial facilities, as well as a public access area, the Jack Block Park, line the shoreline around the site. The sediments provide habitat to numerous fish and other aquatic species, and the waters are within a salmon migratory corridor.

Throughout its cleanup activities, Lockheed Martin has communicated regularly with the community as part of a government agency and industry team. The Muckleshoot and Suquamish Tribes, which have treaty-granted fishing rights in the area, have been consulted at key points during the remedial investigation and design. The team’s goals for engaging the community are to provide useful information about site cleanup activities as well as opportunities for meaningful public participation, and to respond to community concerns and questions. Besides Lockheed Martin and the USEPA, organizations involved on the team include numerous state and federal agencies.

Lockheed Martin finalized its plans for the cleanup in early 2018. Subject to the USEPA and other agencies’ approval, the sediment cleanup project is expected to begin in late 2018.

Operations will be conducted six days a week, 20 hours a day, so that work can be completed in one construction season. Dredged sediment will be transported to the permitted landfill site by barge and rail, so there will be no public traffic impact.

END

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