



Maryland Department of the
Environment

FACTS ABOUT: TIDEWATER YACHT SERVICE CENTER

Site Location

The 4.65-acre Tidewater Yacht Service Center property is located at 1020-1022 Key Highway in Baltimore City, Maryland in a mixed-use industrial, commercial, and residential area. The northern portion of the property is currently used for truck parking and the southern portion of the property is used by Tidewater Yacht Service Center for boat maintenance and storage and by Moss Marine USA, Inc to operate a marine fueling station. The property is bounded to the north by the Northwest Branch, to the south by Key Highway with residences and a former gas station/auto repair beyond, to the west by Egan Marine and to the east by American Sugar Refining Company. Storm water runoff and groundwater from the property likely flow northeast into the Northeast Branch.

Site History

From 1890 until 1936, the site was occupied by William E. Woodall and Company Marine Dry Dock Spar and Shipyard. From 1936 until the early 1950s Booz Brothers, Inc., a ship builder, and Baltimore Ship Repair Company, Inc. occupied the site. In the early 1950s, the Oriole Ship Building Company also occupied the site until the mid to late 1980s. Tidewater Yacht Service Center has occupied 1020 Key Highway since 1987 and 1022 Key Highway since 1992. In 2005, there were six buildings on the property used for storage/warehouses, offices, apartments, a store, and a tenant, Moss Marine USA, Inc., which operated a boat fueling station. The majority of structures were demolished in 2005. Construction of a parking lot on the southern portion of the property was completed in August 2005.

Environmental Investigation and Action

A Phase I investigation of 1022 Key Highway was conducted in December 1996 and a subsequent Phase II Subsurface Soil Investigation in January 1997 included the installation of eight soil borings. One of the borings confirmed the presence of an underground storage tank (UST) near the 2,000-gallon aboveground storage tank (AST) on the western property boundary. Soil samples were analyzed for volatile organic compounds (VOCs) and metals and results identified chlorobenzene above the Soil Screening Level for protection of groundwater by contaminants in soil. Subsequent work included the removal of the 1000-gallon gasoline UST identified during Phase II activities and a test pit investigation and 3,000-gallon tank removal in the area of a suspected heating oil UST near one of the buildings. Soil samples were collected beneath



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these USTs and the sample collected beneath the 1,000-gallon gasoline UST was above nonresidential soil standards for total petroleum hydrocarbons-gasoline range organics.

In April 2004, another Phase I was completed with a subsequent Limited Phase II Environmental Site Assessment (ESA) completed in August that included the completion of 26 soil borings. Soil samples were analyzed for total lead and VOCs and one soil sample was analyzed for total and hexavalent chromium. Three temporary wells were installed into the shallow aquifer to determine depth to water and to collect groundwater samples for VOCs analyses. Results indicated that chromium is present at low levels in soil, lead in soils exceeds nonresidential soil standards.

In September 2004, an Addendum to the Limited Phase II ESA included the collection of two additional soil samples in the area of the highest lead concentration and analyzed for toxicity characteristic leaching procedure (TCLP).

In February 2005, a Sub-Slab Phase II ESA was conducted on the 1020 and 1022 Key Highway property that included the installation of 22 soil borings. Analysis of select soil samples for VOCs and metals found that arsenic, lead, and mercury concentrations on-site exceeded the nonresidential soil standards.

Current Status

On February 22, 2005, the American Sugar Refining Company (Domino Sugar) submitted a Voluntary Cleanup Program (VCP) application for the property seeking a Certificate of Completion as an inculpable person. The Baltimore Development Corporation also submitted a VCP application on this same date, seeking the same criteria. The applications were accepted for participation in the VCP on November 1, 2005 and the applicants were notified that development of a Response Action Plan (RAP) would be required. The proposed RAP was approved by the VCP on February 27, 2007. The RAP is currently under implementation.

Construction of the parking lot on the northern portion of the property was completed in August 2005; delineation of the lead contamination in soils was conducted from August through November 2006; and the lead stabilization on the northern portion of the property was completed in October 2009.

A July 2013 LUC Inspection found the site to be a truck parking area.

