

MD-280
Baltimore County

Prior to 1975, BP Oil, Inc. owned the property. Ewbank/Walsh Oil Company purchased the property in 1975.

In 1978, J & L Industries purchased the property and began a petroleum remediation operation.

In the 1980s, the site was investigated numerous times in response to complaints regarding potential releases on site.

In 1991, leaking tanker trucks and USTs were discovered. The owners were ordered to cleanup the site, but failed to do so.

In 1994, eight USTs were removed from the site. MDE completed an FSI that was later determined inadequate for site characterization.

In 1998, KCI completed a Phase I Environmental Investigation that recommended a Phase II Environmental Investigation.

In July 2000, MDE, DEPRM, owners' and prospective buyer representatives met to discuss the Phase II Environmental Investigation, State Program options, and clarify requirements for final closure.

J & L Industries
Chase, Maryland

Site Location

J & L Industries is located at 6923 Ebenezer Road in Chase, Maryland. Ebenezer Road bounds the 2.3-acre site to the north, there are residences to the south, railroad tracks run past the site on the west, and small commercial businesses are located to the east.

Site History

In 1973, the British Petroleum (BP) Oil Corporation (Delaware) purchased the property from Eugene F. & Dorothy A. McClelland. In 1975, the property was transferred to BP Oil, Inc. (Ohio). The Ewbank/Walsh Oil Company purchased the property in 1975. In 1978, Mr. & Mrs. James Syzman purchased the property and relocated their petroleum remediation and tank cleaning business, J & L Industries, to the site. J & L Industries operated until its bankruptcy in 1993. Petroleum and related products have been stored on site since the early 1970s. Through the years of operation by J & L Industries, storage occurred in various sized drums, aboveground storage tanks, underground storage tanks (USTs), and derelict tanker trailers. The property has remained unoccupied since 1993 and extensive vandalism and fires have destroyed one building and badly damaged another.

During the operation of J & L Industries, there were numerous allegations and complaints concerning management practices and potential releases on site. Although the company was under investigation on

numerous occasions, the allegations could not be proven.

In 1979, J & L Industries was indicted by the State for illegally spilling oil on the Vince's Auto Parts Inc. property in White Marsh, and failing to clean it up. The spill occurred in December of 1978 near a tributary of the Bird River, which is located in eastern Baltimore County. Because the indictment was filed later than the statute of limitations, the charges against J & L Industries were dropped.

In 1989, the Maryland Department of the Environment (MDE) issued Site Complaint No. 89-0129 in response to storage of hazardous waste over 90 days in unlabelled drums with no secondary containment.

In 1991, an anonymous tip to the MDE's Hazardous Waste Enforcement Division indicated that an oil/water separator on site was leaking. Investigators found that in

addition to a leaking separator, petroleum contaminated soils were stockpiled on site. Later, it was discovered that the tanker trucks and USTs on site were leaking. The owners were ordered to cleanup the site, but failed to do so.

In 1994, eight USTs were removed from the site. Following the UST removal, waste oil from the excavated USTs was stored in drums on site. MDE required that the property owner dispose of the drums.

Environmental Investigations

In 1989, MDE completed a Preliminary Assessment (PA). The PA failed to reveal evidence that the facility was actively storing or handling hazardous waste. Therefore, it was recommended that no further action take place under the Comprehensive Environmental Response, Compensation and Liability Act (CERCLA), unless circumstances warranted it.

Due to the bankruptcy of J & L Industries in 1993, the site was abandoned. Based on the potential of a release from the abandoned property reaching a navigable waterway, the U.S. Coast Guard (USCG) activated the Oil Pollution Act Trust Fund. During the Removal Assessment by MDE, USCG and the U.S. Environmental Protection Agency (EPA), hazardous and reactive materials, including flammable materials, oxidizers, explosive chemicals, and radioactive materials were discovered. Subsequently, emergency site mitigation measures were initiated. The Removal Action occurred in two phases: the first, in May 1993, consisted of the removal of approximately 300 containers from the on-site laboratory; the second phase, ending by mid-December 1993, consisted of the removal of 21 drums of various wastes and approximately 2,900 gallons of waste oil. Global Remedial Technologies (now Remedial Real Estate, Inc.) purchased the property and agreed to remediate the remaining contamination on site, which consisted of three tanker trucks, drums of contaminated soil and USTs contaminated with chlorinated solvents. MDE's Oil Control Program issued a no further action letter contingent on the final phase of remediation by Global Remedial Technologies. That action remains unfinished.

Later in 1994, MDE completed a Focused Site Inspection (FSI). Laboratory analysis of samples indicated the presence of low levels of organic contamination in surface water, sediments, and soils. The majority of the detected contaminants consisted of low concentrations of pesticides and polychlorinated biphenyls (PCBs) not attributable to the site. Some petroleum related organic compounds were detected at low levels in on-site soils. The FSI toxicological evaluation indicated that an acceptable risk to human health existed. However, after further review, it was determined that the FSI did not adequately characterize the site.

In November 1998, KCI Technologies, Inc. (KCI) completed a Phase I Environmental Investigation for the Baltimore County Department of Environmental Protection and Resource Management (DEPRM). Because of the environmental concerns noted during the Phase I investigation, a Phase II Environmental Investigation was recommended. Shortly thereafter, a 10,000 gallon tanker trailer partially filled with waste oil, as noted in the Phase I report, was cleaned by MDE personnel. A warehouse still contains the various sized drums and containers with suspected hazardous materials.

That, along with the aforementioned tanker trailer, was to have been remediated as Global Remedial Technologies agreed to sometime in 1994.

Current Status

In July 2000, representatives from MDE, DEPRM, KCI, Business Real Estate Partners (current property owners' representative), Mr. Ram Singh (potential buyer of the property), his attorney and a Trammell Crow Company representative (Mr. Singh's developer) met to discuss the Phase II Environmental Investigation, State Program options, and clarify requirements for final closure.

Under the MDE Preliminary Assessment/Site Inspection (Superfund) Cooperative Agreement with the EPA, the MDE conducted a site survey of the J & L Industries. The Site Survey Initiative was proposed to reassess the status of those sites that were previously designated No Further Remedial Action Planned by the EPA. This initiative is intended to determine if site conditions have remained stable, provide a current description of the site, and identify and address any new pathways for contamination. The initiative is also intended to determine whether the State should recommend further investigation by the EPA, oversight by the State and no further investigation by the EPA or no further action to be taken by the EPA, or the State and the State designate the site as a "Formerly Investigated Site."

Based on the information available, MDE has further requirements for he investigation of hazardous waste at this site and recommends that this site be considered for further investigation by the EPA.

Contact

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