

<u>Baltimore City</u>	
1848-mid1990s	Industrial and commercial operations.
1903	WMRC began acquiring portions of the property.
1914-1988	WMRC owned and operated the entire property.
1988	CSXT assumed ownership of the property after a merger with WMRC.
mid-1990s	Buildings demolished and rail lines removed.
02/1997	MDE issued a No Further Remedial Action Planned letter.
06/20/00	VCP application submitted by Starwood Ceruzzi seeking inculpable person status and a Certificate of Completion.

**PORT COVINGTON PROPERTY**  
**101 E. McComas Street, East Cromwell Street**  
**Baltimore City, Maryland**  
**(Voluntary Cleanup Program)**

**Site Description**

This 67.871-acre property, located in Baltimore’s Inner Harbor industrial district, is currently vacant, but has one active pier that is leased to the Department of Defense. The property is bordered to the north by the Baltimore Sun newspaper plant; to the south by Winan’s Cove and the Middle Branch Patapsco River; to the east by the Baltimore Gas and Electric Gould Street power plant; and, to the west by West Peninsula Drive and Locke Insulator Company.

Municipal water and sanitary sewer services are provided to the property and vicinity. Surface runoff from the property drains southerly towards the Middle Branch Patapsco River. Groundwater beneath the site occurs under unconfined conditions in the shallow aquifer and confined conditions in the deep Patuxent aquifer. Groundwater in the shallow aquifer flows southerly towards the Middle Branch Patapsco River. A tidally influenced 0.06-acre wetland is located at the south-southwestern edge of the property. The Middle Branch Patapsco River is the nearest surface water body to the property and is located along the southern property boundary.

The entire property is underlain by fill material derived from a variety of sources such as dredged spoils, waste fill from manufacturing operations, and structural fill. From the 1800s to 1980, fill material was utilized to extend the southern shoreline of the property. Between the 1800s and 1915, the property was reclaimed from the Middle Branch Patapsco River. In 1916, dredged spoils were used in the construction of the piers; and, between 1955 and 1980, 33,000 yd<sup>3</sup> of “coal dirt” was transferred from the northern railyard to the southern landfill on the property.

**Site History**

Formerly referred to as Fort Covington, the property was involved in the military defense of Baltimore between 1813 and 1869. In 1903, Western Maryland Railroad Corporation (WMRC) began purchasing portions of the property. Between 1914 and 1988, WMRC owned and operated the subject property which was part of a larger tract of land estimated at 136 to 180 acres. In 1988, CSX Transportation Inc. (CSXT), the current property owner, acquired the property through a merger with WMRC.

For over 150 years (1848 – mid-1990s), the property supported numerous commercial and industrial enterprises. During this period, building improvements included 59 structures, a railyard, and four piers (Pier 2, 4, 5 and 6). The property was principally used as a rail yard and intermodal facility for the unloading and trans-shipment of bulk material (1914-1990). Rail lines covered more than 50 percent of property when the railyard was fully operational. Historic industrial operations included: fertilizer manufacturers (1848-1910), metal ore storage, locomotive coal and fueling depots (1940s-1960s), locomotive and vehicular maintenance facilities (1940s-1988), grain storage (1916-1980s),

molasses storage (1950s –1970s), cement storage (1963-1989), scrap metal operations (? - 1989), and a briquette manufacturer (1957-1984). Historic commercial operations included yacht and boat manufacturers, marine suppliers, and social clubs. In the mid-1990s, buildings were demolished and rail lines removed.

## **Environmental Concerns**

On January 13 and 14, 1987, two releases of diesel fuel occurred from an aboveground storage tank during a fire which destroyed the briquetting manufacturing facility. The remediation efforts for this release were not detailed. On May 8, 1987, a transformer located in the vicinity of the locomotive repair shop, leaked 300 gallons of oil containing polychlorinated biphenyls. On May 15, 1987, the Maryland Department of the Environment (MDE) issued a site complaint for the release and, after corrective action was implemented and completed, the facility was determined to be in compliance.

Multiple environmental investigations were conducted on the property between 1987 and 2000. These investigations included soil gas surveys, soil and groundwater sampling, groundwater monitoring, pump tests, groundwater modeling, risk assessments, wetland delineation, and an assessment of the wildlife habitat.

In 1988, a remediation program was implemented to address two areas of concern: 1) the southern locomotive fueling area; and 2) the briquette manufacturing facility. During this program, two uncontrolled debris landfills covering 3.5 acres were discovered on the southern portion of the property. These landfills were operated between 1955 and 1980, and comprised a small landfill along Pier 2 and a separate large southern landfill.

In 1995, CSXT entered a voluntary agreement with MDE to further investigate potential impacts from past releases, historic operations, and fill areas. Five areas were identified as sources of contamination: 1) petroleum contaminated soils and groundwater beneath the former southern locomotive fueling area; 2) metal contaminated soils beneath the former briquetting manufacturing facility located in the southern portion of the property; 3) volatile organic compounds and petroleum contaminated soils in the southern landfill; 4) metal contaminated soils in the historic ore storage area located north of Pier 6; and, 5) petroleum contaminated soils in the former railroad car cleaning area located north of Piers 5 and 6.

Between 1990 and 1996, three major remedial corrective actions were undertaken at the site. First, in 1992 an in-situ bioremediation system was implemented to treat petroleum contaminated soils and groundwater in the southern locomotive fueling area, and contaminated soils transferred from the southern landfill. This bioremediation system operated until 1996 and reportedly reduced contamination from three acres to one acre and from 18 feet to 10-12 feet depths in the southern locomotive fueling area. Second, metal contaminated soils from the former briquetting operations were fixated and stabilized with Portland cement to form CR6 gravel material. This material was subsequently mixed with petroleum impacted soils from the southern landfill, and re-used as fill (CR6/TPH material) in the construction of an on-site access road. Third, both landfills were dismantled and their fill material was segregated and disposed off-site. Other remedial activities performed at the site included the removal of stockpiled sediment and septic systems, the disposal of 196 drums, and decommissioning 30 fuel oil storage tanks.

On February 28, 1997, MDE's Waste Management Administration issued a closure letter for the property contingent upon the closure of all monitoring wells, deed restricting the 3.026-acre bioremediation area (i.e. the former southern locomotive fueling facility), and Departmental approval on the reuse of the CR6 material. On March 1997, CSXT filed a deed restriction for the property contingent upon future commercial/industrial use, prohibitions on groundwater removal, and restrictions on deep excavation greater than six feet in the former bioremediation area.

In the most recent sampling event conducted in February 2000, soil contaminants detected included petroleum, metals (arsenic, cadmium, chromium, copper, lead, and zinc) and traces of semi-volatile organic compounds (benzo[a]pyrene, benz[a]anthracene, benzo[b]fluoranthene, indeno[1,2,3-cd]pyrene, dibenza[h]anthracene) and polychlorinated biphenyls. Groundwater samples were not collected during this sampling event.

### **Voluntary Cleanup Program (VCP) Status**

On June 20, 2000, Starwood Ceruzzi P.C. L.L.C. submitted a VCP application as a potential purchaser seeking inculpable person status and a Certificate of Completion. On August 21, 2000, the Department issued comments on the application package. The Department is currently waiting for the submission of the requested information.

If Starwood Ceruzzi acquires the property, it will be redeveloped into a retail shopping center. The proposed development would affect two areas of known contamination, the former southern locomotive fueling area and the former briquetting manufacturing facility. Access to the property is partially restricted by a chain-linked perimeter fence.

### **Facility Contact**

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