



Facts About...

DPW CENTRAL GARAGE PROPERTY (VOLUNTARY CLEANUP PROGRAM)

Site Location

This active 12.973-acre property is located at 101 West Dickman Street and 2300 South Hanover Street in a commercial-industrial area of south Baltimore City, Maryland 21230. Located on the property is the Baltimore City Department of Public Works Central Maintenance Garage. Adjacent to the property, directly to the south, is the Middle Branch Park property (a current Voluntary Cleanup Program participant), to the north of the property is Atlantic Forest Products, to the west is Browning Ferris, Inc., and to the east is Hanover Street. The property is improved by a large (100,000+ square feet) masonry one-story building that contains vehicle maintenance areas and offices. A salt storage structure also exists at the property. The rest of the property is asphalt paved and utilized for parking.

Three parcels comprise the property: Lot 1 (11.537 acres), Lot 4 (1.039 acres) and one additional lot (0.397 acre). The main garage property (Lot 1) and Lot 4 (excess vehicle parking lot) is fenced and accessible by gates located on Dickman Street, the other parcel is only partially fenced. Storm water run-off from the property discharges to storm water sewers or directly to adjacent parcels, ultimately discharging to the Middle Branch of the Patapsco River. Groundwater beneath the property occurs in shallow aquifers under perched and unconfined conditions. Currently, there is municipal water and sanitary sewer service to the Central Garage property.

Site History

In 1926, Baltimore City obtained ownership of the property. Between 1977 and 1986, the property was extended southward into the open waters of Middle Branch of the Patapsco River under the supervision of the U.S. Army Corps of Engineers. Fill placement accommodated the disposal of construction debris from the Baltimore Subway excavations and other sites around Baltimore City. The amount of this fill placed at the property is unclear. The majority of the fill may possibly have been placed on the adjacent Middle Branch Park property.

In 1965, the City constructed the large maintenance facility for fleet vehicles and equipment. Numerous aboveground and underground storage tanks exist, or previously existed, at the property. Parking lots at the property have stored vehicles of all types, including wrecks and large hydraulically operated equipment over the past 40 years.

Environmental Investigations and Actions

Several documented petroleum releases have occurred at this facility. In 1991, a leaking underground storage tank (UST) was identified and the Department's Oil Control Program (OCP) oversaw the clean up and the case was subsequently closed. In 1995, 300 gallons of diesel fuel were released from an UST followed by another release in 1996 involving 60 gallons of oil. In 1997, another leaking UST was identified at the Central Maintenance Garage. This case remains open with MDE-OCP and a groundwater-monitoring program is in place at the facility.



In January 2004, a Phase I environmental assessment was completed for the property and was updated in June 2005. In June 2004, a Phase II environmental assessment was completed at the property, and in January 2006, supplemental sampling was conducted at the property. The principal contaminants identified at the property were metals, polycyclic aromatic hydrocarbons, and petroleum compounds in the soil.

Current Status

On May 11, 2005, the Baltimore National Aquarium submitted a Voluntary Cleanup Program (VCP) application for the property seeking a No Further Requirements Determination as an inculpable person. The VCP accepted the property into the program on April 12, 2006 and requested the development of a proposed response action plan.

On September 11, 2007, Dickman Street Development, LLC submitted an application to the VCP seeking a Certificate of Completion as an inculpable person for a subdivided portion (6.7741 acres) of the original property. The VCP accepted the Dickman Street Development, LLC into the program on September 26, 2007 and requested the development of a proposed response action plan.

Contact

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