



Maryland Department of the
Environment

FACTS ABOUT: 301 E. CROMWELL STREET PROPERTY (Voluntary Cleanup Program)

Site Location

The 301 East Cromwell Street property consists of one land parcel (Lot 11) totaling 0.521-acres. The property is located at 301 E. Cromwell Street, Baltimore, Maryland 21230. The property is situated in a commercial and industrial area and is bounded to the northwest by East Cromwell Street and the Baltimore Sun newspaper publishing facility beyond, to the northeast by Tidewater Yacht Club and the 97 megawatt fossil fuel fired (natural gas) Gould Street Power Generating Facility beyond, to the south by Winans Cove of the Patapsco River, to the southwest by the Port Covington shopping center and Locke Insulator beyond.

The topography slopes gently to the southeast toward the Patapsco River. Shallow unconfined groundwater is expected at approximately 6 feet below ground. The nearest surface water is the Patapsco River, located adjacent southeast to the property.

Site History

The property has been developed with a rail line since at least 1902. According to the Historic American Engineering Record, the Western Maryland Railway Company developed a 185-acre area known as the Port Covington Terminal and Port that included the subject property. The port was constructed in order to effectively transport Eastern mined coal via maritime transport. In February 1905, a coal pier was constructed that was used to unload rail cars of coal into shipping vessels. On September 5, 1919, a fire destroyed the coal pier and by April 1, 1921, a new pier had been constructed that extended from the shoreline into the Patapsco River 950 feet long by 78 feet wide. The coal pier was constructed with concrete piles and deck with timber apron and bulkhead. On the inshore side of the pier, railroad tracks were utilized for storing empty and loaded coal cars.

Prior to 1914, a second pier (known as Pier 5) had been constructed on the property northeast of the coal pier (known as Pier 4) and used for loading and unloading merchandise. By 1971, the railroad lines located in the southwest portion of the property had been removed and land filling occurred extending the land area approximately 150 feet into the Patapsco River. This area was later utilized for vehicle parking and the storage of truck trailers. The Port Covington facility eventually became obsolete and



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closed operations by 1974. In 1983, the Baltimore and Ohio Rail Road took operational control of the Western Maryland Railway Company and by 1988, the railroad lines had been removed and the site was mainly used for storage of truck trailers and shipping containers. By 1994, the property had been cleared of all ancillary structures. Currently, two dilapidated piers remain at the property.

In 1995, the adjacent site soils from the former International Briquetting, Inc. (IBI) facility treated 25,000 yd³ of heavily impacted (metals, PAHs and TPH) soil through solidification and stabilization by mixing with Portland cement. This material was then crushed to an approximate size of 1^{1/4} inch and was used as the site access roadway for the subject property and the adjacent Port Covington Parcel B property. On June 19, 2000, a Voluntary Cleanup Program (VCP) application was submitted for a larger Port Covington property by Starwood Ceruzzi PC, LLC. Prior to implementation of a response action plan the subject property was removed from the application. In 2001, Port Properties, LLC purchased the property. On November 18, 2003, Struever Brothers Real Estate Development Corporation (SBER) submitted a VCP application for the property that was later withdrawn; however, in 2005, SBER Port Covington, LLC purchased the property. In 2012, the current VCP applicant acquired the property.

Environmental Investigations and Actions

Previous environmental investigations have been conducted on the overall 68-acre Port Covington properties. A Site Investigation report dated January 4, 2001 identified the results of two soil samples and one groundwater sample collected from the subject property. These samples were apparently collected from the suspected vehicle maintenance area and analytical results identified elevated concentrations of polycyclic aromatic hydrocarbons and metals in the soil and low levels of metals were identified in the groundwater sample. In January 2014, a Phase II Environmental Site Assessment was performed at the property. Fill material was observed to a depth of 17 feet more or less across the site and analytical sampling results identified elevated levels of semi-volatile organic compounds and metals with low levels of petroleum hydrocarbons in the soil. Elevated concentrations of metals were identified in the shallow groundwater.

Current Status

On February 15, 2013, a VCP application was submitted by 301 East Cromwell Street, LLC seeking a Certificate of Completion as an inculpable person with future commercial use identified for the property. The Department is currently reviewing the application package.



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