



1001 North Chester Street Property (BMI 1726)

What You Need to Know

Site Location

The 0.917-acre 1001 North Chester Street Property is located at 1001 North Chester Street in Baltimore City, Maryland. At the time of application to the Voluntary Cleanup Program (VCP), the property included two, small one-story structures surrounded by a paved and vegetated area. A majority of the property was covered with miscellaneous vehicles, engine parts, appliances, building materials, tires, and other debris. The property was zoned for light manufacturing (currently commercial) and at the time of application into the Voluntary Cleanup Program (VCP) was an active junk yard. The property is bounded to the north by an Amtrak rail line, a contractor warehouse, auto storage yards, and row homes beyond; to the south by East Eager Street and commercial and residential properties beyond; to the east by Collington Avenue and the continuation of the Amtrak line with small vacant land beyond; and to the west by North Chester Street and commercial and residential properties beyond. The topography of the site slopes slightly to the southwest and groundwater was encountered approximately 11 feet below ground surface. The nearest surface water body is Herring Run located approximately 2-miles east of the property.

Site History

The site was initially developed as a coal yard (Wilcox Ziegler Coal Storage Yard) in the 1800s and portions of the property continued this use until the 1980s. In 1928, the property was listed as Gross Coal Company. In 1956, the property was listed as the Potomac Coal Storage Yard. In 1964, the property was listed as Anderson Auto Sales. In 1969, portions of the property that were not utilized as a coal yard were used as an automotive sales and junk facility. In the 1960s and 1970s, Wise Fuel Oil operated on a portion of the property. In 1981, the property was purchased by James Kane from Penn Central Corp. In February 2005, Robert Smith purchased the property. In October 2009 the Mayor and City Council of Baltimore City purchased the property and in March of 2020 sold the property to the East Baltimore Development Corporation and then to Hoen Infrastructure LLC.

Environmental Investigation

In May 2000, a Phase I environmental site assessment (ESA) identified recognized environmental conditions (RECs) associated with the current and former operations at the property. In May 2008, a new Phase I ESA was completed that verified the previous recognized environmental conditions associated with the presence of railroad lines adjacent to the property, the current use of the property for automotive repair and junk yard operations, the historical on-site gasoline underground storage tank (UST) and the historical uses of the property. In April 2009, a Phase II environmental site assessment report was conducted that identified elevated concentrations of total petroleum hydrocarbons diesel

range organics (TPH-DRO), metals and semi-volatile organic compounds (SVOCs) in the subsurface soil. A geophysical evaluation and subsequent test pits revealed the presence of two USTs. During tank abandonment procedures, two more USTs were identified. In September and October 2009, one empty 550-gallon, one 1,000-gallon unknown USTs and two 20,000-gallon waste oil USTs were removed from the site. In addition, 662 tons of petroleum impacted soil was excavated and disposed (OCP Case #10-0162BC). In January 2011, an additional investigation was performed to locate a potential UST, sample stockpiled soil, collect surface soil samples and to dispose of identified waste items. Results of the investigation revealed elevated concentrations of metals, SVOCs and TPH-DRO in the stockpiled and surface soil. No additional USTs were found.

Current Status

On April 17, 2009, the City of Baltimore, Housing Community Development, the prospective purchaser, applied to the VCP as an inculpable person seeking a Certificate of Completion for future residential land use for the property. On March 7, 2011, the Department accepted the property into the program for a response action plan (RAP). A proposed RAP was submitted on December 14, 2011 and approved on February 8, 2013. On December 19, 2013, upon completion of remedial action, the VCP issued a Certificate of Completion.