

**B&P Tunnel Project  
Baltimore, Maryland**

# **HAZARDOUS MATERIALS ASSESSMENT**

**August 2015**



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## I. INTRODUCTION

This assessment presents a detailed analysis of potential sites of concern with regulatory information indicating the current or historical presence of hazardous materials or contaminants that may impact the construction of one or more of the alternatives being studied for the Baltimore and Potomac (B&P) Tunnel Project. This assessment has been prepared in support of the Environmental Impact Statement (EIS)<sup>1</sup> being prepared by the Federal Railroad Administration (FRA)<sup>2</sup>, in coordination with the Maryland Department of Transportation (MDOT)<sup>3</sup>.

The Hazardous Materials Assessment (HMA) reviewed documented regulatory information pertaining to hazardous material handling, storage or releases related to properties within 500 feet of the centerline of each alternative alignment. The review classified the relative risk associated with each property associated with documented hazardous material actions. Each identified property was then included in a windshield survey of the alignment to document potential use or development changes since inclusion in the regulatory files. A one-page summary of the investigation findings for each property is included in the Preliminary Screening Assessment included as **Appendix 7**. An assessment of the relative risk rankings and number of properties identified in the vicinity of each alternative will assist in a comparison of the alternatives and the selection of a preferred alignment.

The project Study Area surrounds the existing 1.4-mile B&P Tunnel in the west-central portion of Baltimore City and includes Amtrak's Northeast Corridor (NEC) between Penn Station to the north and the Gwynns Falls Bridge to the south, as illustrated in **Figure 1**.

Please note that all environmental evaluation in this technical report is current through August 2015.

## II. PROJECT BACKGROUND

As shown in **Figure 1**, the B&P Tunnel is located beneath several West Baltimore neighborhoods, including Bolton Hill, Madison Park, and Upton. The tunnel is currently used by Amtrak<sup>4</sup>, MARC<sup>5</sup>, and Norfolk Southern Railway (NS)<sup>6</sup>, and is owned by Amtrak. Built in 1873, the tunnel is one of the oldest structures on the NEC. It is approximately 7,500 feet (1.4 miles) long and is comprised of three shorter tunnels: the

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<sup>1</sup> The EIS and associated technical reports are being conducted in compliance with the National Environmental Policy Act of 1969 (42 United States Code [USC] 4321 et seq.), the Council of Environmental Quality NEPA Regulations (40 CFR 1500-1508), the FRA Procedures for Considering Environmental Impacts (64 FR 28545, May 26, 1999), and FRA's Update to NEPA Implementing Procedures (78 FR 2713, January 14, 2013).

<sup>2</sup> FRA is serving as the lead Federal agency for the B&P Tunnel Project.

<sup>3</sup> MDOT is the funding grantee for the B&P Tunnel Project. MDOT oversees six modal state agencies, including the Maryland Transit Administration (MTA).

<sup>4</sup> Amtrak is the nation's high-speed rail operator and owns the existing B&P Tunnel.

<sup>5</sup> MARC (Maryland Area Regional Commuter) is administered by MTA. MARC is a commuter rail system comprised of three rail lines of service. One of the lines (the MARC Penn Line) operates along the NEC and through the B&P Tunnel, providing service between Washington, D.C. and Perryville, Maryland.

<sup>6</sup> NS is a freight transportation provider that manages a nearly 20,000-mile rail network across the United States, including freight service through the existing B&P Tunnel (NS, 2014a).

John Street Tunnel, the Wilson Street Tunnel, and the Gilmore Street Tunnel. The B&P Tunnel is a centerpiece of the Baltimore rail network that contributes to the economic vitality of the Northeast region. The B&P Tunnel is important not only for Baltimore, but also the NEC (NEC MPWG, 2010). The NEC is the nation's most congested rail corridor and one of the highest volume corridors in the world (Amtrak, 2010).

### **III. PURPOSE AND NEED**

#### **A. Purpose of the Project**

The primary purpose of the project is to address the structural and operational deficiencies of the B&P Tunnel. In addition, the project would: improve travel time, accommodate existing and projected travel demand for passenger services (regional and commuter), eliminate impediments to existing and projected operations along the NEC, provide operational reliability, and take into account the value of the existing tunnel as an important element of Baltimore's rail infrastructure.

#### **B. Need for the Project**

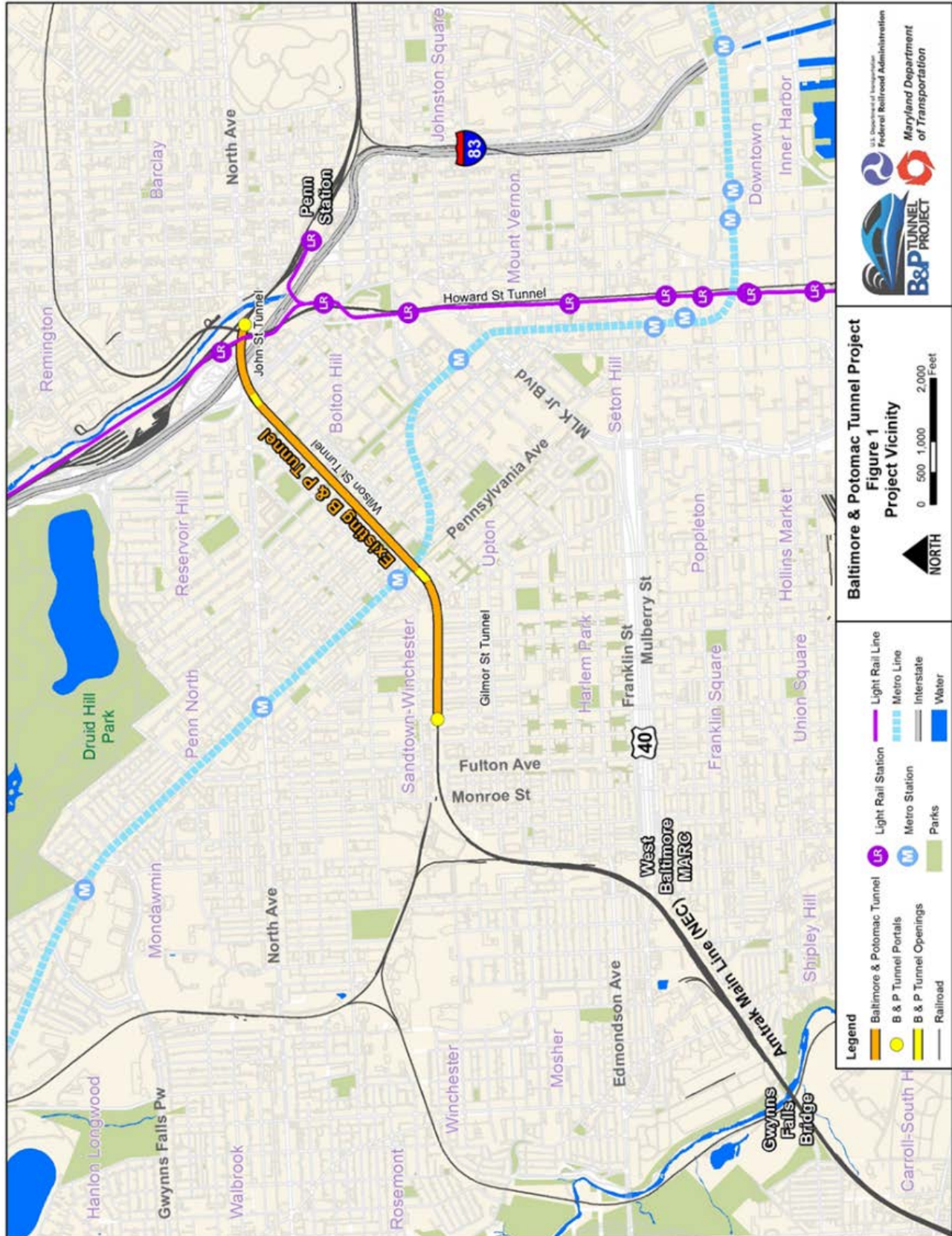
The purpose of the project was derived from the following needs:

- The existing B&P Tunnel is more than 140 years old and is approaching the end of its useful life with regard to its physical condition. While the tunnel currently remains safe for rail transportation, it requires substantial maintenance and repairs, and it does not meet current design standards. The tunnel is considered to be structurally deficient due to the horizontal radius of the original design, its age, and wear and tear.
- The tunnel is also functionally obsolete, meaning that it is not able to meet current and future rail demands due to its vertical and horizontal track alignment. The low-speed tunnel creates a bottleneck at a critical point in the NEC, affecting operations of the most heavily-traveled rail line in the United States.
- The existing double-track tunnel does not provide enough capacity to support existing and projected demands for regional and commuter passenger service.
- The existing tunnel is not suited for modern high-speed usage due to the current horizontal and vertical track alignment, which limits passenger train speeds through the tunnel to 30 MPH.
- The existing tunnel is a valuable resource. The disposition of the existing tunnel needs to be considered in the project.

#### **C. Limitations**

During the field mobilization for the Preliminary Screening Assessment, site access was not available for conducting onsite walkthroughs and interviews. Therefore, the HMA investigation was limited to a windshield survey of properties within a 500-foot distance of the centerline of each proposed alternative. Site reconnaissance teams conducted a visual survey of each property identified with a potential for hazardous material risk to construction of the alternative from public rights-of-way and did





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not enter the property or any onsite buildings. In certain instances, fencing or other physical obstructions prevented field staff from visually observing site features from the public right-of-way. Upon selection of a preferred alternative, additional data from site visits and interviews could supplement the documentation presented in this HMA.

### **III. ALTERNATIVES**

Sixteen preliminary alternatives were identified, evaluated using a two-level progressive screening approach, and narrowed to four alternatives in the *B&P Tunnel Project – Preliminary Alternatives Screening Report* (FRA/MDOT, December 2014). The four preliminary alternatives retained for further design development and environmental study include Alternative 1: No-Build, Alternative 2: Restore/Rehabilitate Existing B&P Tunnel, Alternative 3: Great Circle Passenger Tunnel, and Alternative 11: Robert Street South.

These conceptual alternatives have evolved as the preliminary designs advanced. It was determined upon more detailed study of Alternatives 3 and 11 that several options could be accommodated within the general corridors of each, and that each of the options should be considered as part of the Project. This assessment considers Alternative 3 Options A, B, and C as well as Alternative 11 Options A and B (**Figure 2**). Alternative 2 is hereafter referred to as “Reconstruction and Modernization of the Existing Tunnel” to more accurately reflect the components of the alternative.

#### **A. Alternative 1: No-Build**

Alternative 1 would entail continued use with no significant improvements to the existing B&P Tunnel. Routine maintenance of the tunnel would continue. The tunnel’s basic geometry and structure would not be improved and the existing tunnel and tracks would be left in their current location. This alternative would not modernize the tunnel or bring it into a “state of good repair,” but would maintain the existing service and ongoing maintenance as currently practiced with minimal disruption.

Necessary maintenance required to continue using the existing tunnel may include replacing damaged track slabs, repairing leaking utility lines above the tunnel, rebuilding deteriorated manholes, repairing brick and mortar, replacing catenary supports, and repairing the Gilmore Street portal.

#### **B. Alternative 2**

Alternative 2 includes the complete reconstruction of the existing B&P Tunnel in its current location. This alternative would address the existing B&P Tunnel’s deteriorating conditions and eliminate restrictions on the size of railcar traffic over the NEC through Baltimore. This alternative would completely replace the existing tunnel liner, lower the tunnel invert for greater vertical clearance, and widen the tunnel for greater horizontal clearance. The geometry of the existing tunnel, such as curves and grades, would not be altered. The resulting tunnel would accommodate a two-track alignment through the Study Area.

#### **C. Alternative 3**

Alternative 3 consists of three options (A, B, and C), all of which would extend in a wide arc north of the existing B&P Tunnel. Each option would include a north portal located in the vicinity of the MTA North

Avenue Light Rail station, north of where I-83 crosses North Avenue. The south portal for each option would be constructed at one of two sites located south of Presstman Street, between Bentalou and Payson Streets. Each option would result in a four-track alignment through the Study Area, and would involve construction of four separate tunnel bores. Each option would require three ventilation plants – one at each portal and one mid-tunnel plant. All of the alternatives have similar north portal locations but differ in their south portal locations and underground alignment.

Alternative 3 Option A would include a south portal located at the existing P. Flanigan Asphalt plant, just south of the athletic fields at Carver Vocational-Technical High School, roughly a third of a mile west of the existing B&P Tunnel south portal. The alignment would rejoin the existing NEC corridor at the curve located south of the asphalt plant. Option A would result in a total travel distance of approximately 3.7 miles between Penn Station and the Amtrak Gwynns Falls Bridge. The tunnel segment of the alignment comprises 1.9 miles of this total length.

Alternative 3 Option B would include a south portal located southeast of the P. Flanigan Asphalt plant, adjacent to the existing NEC between Mosher Street and Riggs Avenue, roughly a third of a mile southwest of the existing B&P Tunnel south portal. Much of the underground portion of the alignment is identical to Option A. However, the alignment south of the south portal would be located east of the existing NEC. Alternative 3 Option B would result in a total travel distance of approximately 3.7 miles between Penn Station and the Amtrak Gwynns Falls Bridge. The tunnel segment of the alignment comprises 2.0 miles of this total length.

Alternative 3 Option C would include a south portal located at the P. Flanigan Asphalt plant, just south of the athletic fields at Carver Vocational-Technical High School, roughly a third of a mile west of the existing B&P Tunnel south portal. The underground portion of the tunnel would parallel the alignments identified under Options A and B; however, the alignment would be shifted further north. The alignment south of the south portal would be located west of the existing NEC. Option C would result in a total travel distance of approximately 3.8 miles between Penn Station and the Amtrak Gwynns Falls Bridge. The tunnel segment of the alignment comprises 2.2 miles of this total length.

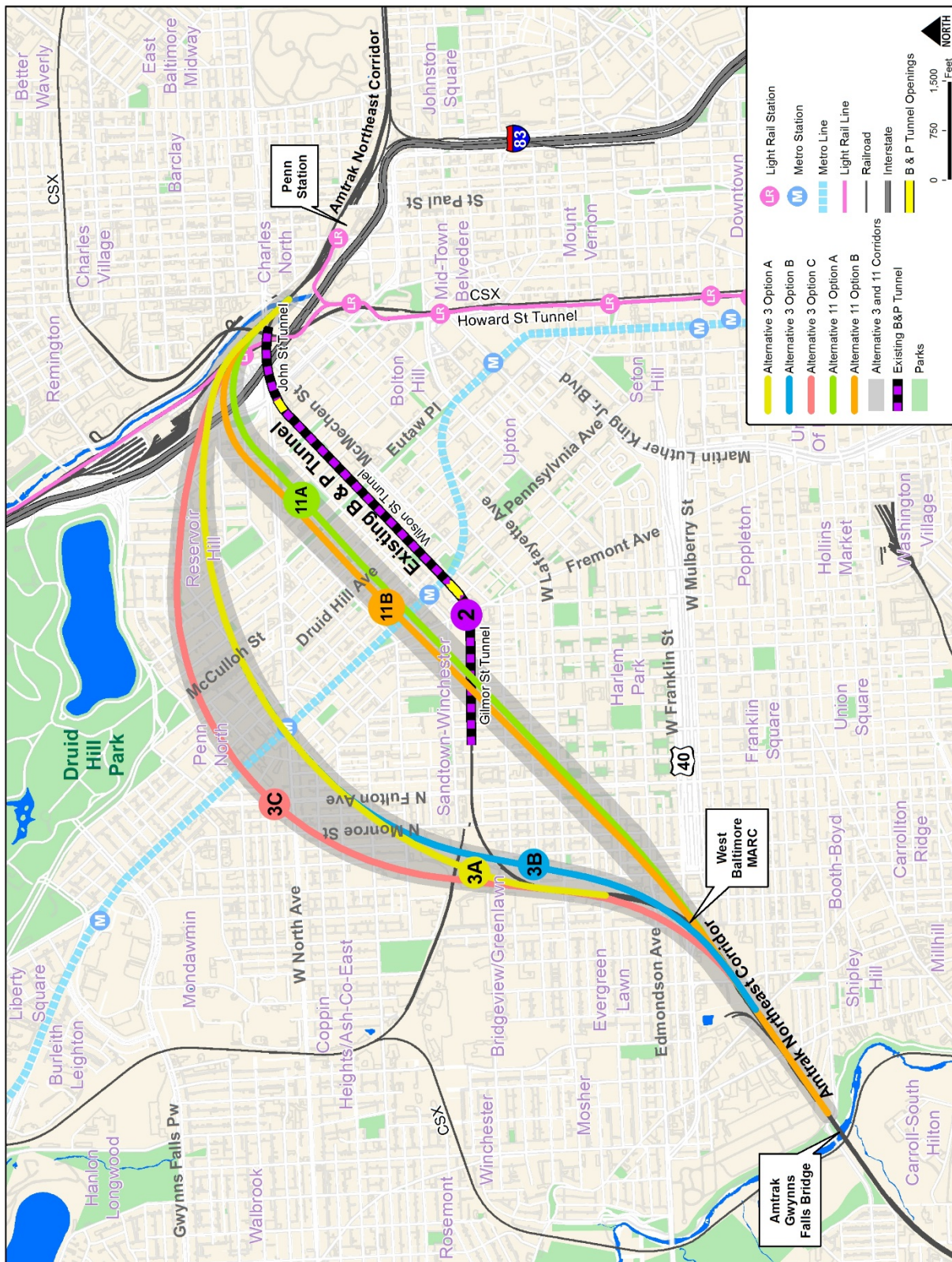
## **D. Alternative 11**

Alternative 11 includes two options (A and B) that provide for relatively straight alignments between Penn Station and the West Baltimore MARC Station, crossing diagonally underneath the existing B&P Tunnel. Each option would include a north portal in the vicinity of the MTA North Avenue Light Rail station, north of where I-83 crosses North Avenue. The south portal for each option would be located in the general vicinity of the West Baltimore MARC Station in the Midtown-Edmondson neighborhood. Each option would result in a four-track alignment through the Study Area, and would involve construction of four separate tunnel bores. Each option would require three ventilation plants – one at each portal and one mid-tunnel plant. Options A and B differ primarily in the south portal location and underground alignments.

Alternative 11 Option A would include a south portal located just west of the intersection of Harlem Avenue and Appleton Street, northeast of the West Baltimore MARC Station. The alignment would cross over Franklin and Mulberry Streets. Option A would result in a total travel distance of approximately 3.3



### Figure 2. B&P Tunnel Project Alternatives



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miles between Penn Station and the Amtrak Gwynns Falls Bridge. The tunnel segment of the alignment comprises 1.9 miles of this total length.

Alternative 11 Option B would exit the bored tunnel portion at a south portal located just southwest of the intersection of Edmondson Avenue and Pulaski Street, adjacent to the existing West Baltimore MARC Station. The underground portion of the alignment would run parallel to Option A, but would be shifted slightly north for the length of the tunnel alignment. The alignment would cross under Franklin and Mulberry Streets. Alternative 11 Option B would result in a total travel distance of approximately 3.3 miles between Penn Station and the Amtrak Gwynns Falls Bridge. The tunnel segment of the alignment comprises 2.2 miles of this total length.

## **IV. METHODOLOGY**

As part of the evaluation of potential sites of concern containing hazardous materials or contaminants that may impact the construction of one or more of the B&P Tunnel alternatives, historical site records and mapping were reviewed and a site reconnaissance of each proposed alternative was conducted. The records and reconnaissance covered each of the seven alternatives, including:

- Alternative 1: No-Build
- Alternative 2
- Alternative 3 Option A
- Alternative 3 Option B
- Alternative 3 Option C
- Alternative 11 Option A
- Alternative 11 Option B

Intrusive exploratory work, such as soil or groundwater sampling and laboratory analysis, was not included within the scope of the Preliminary Screening Assessment (PSA).

### **A. Records and Database Review**

#### **1. Review of Public Regulatory Documents**

This PSA was conducted as an evaluation of current and historical environmental conditions that could potentially impact construction of the alternatives. The PSA included a review of readily accessible records and government database listings.

Federal and state environmental databases and records were reviewed in an effort to evaluate potential environmental incidents that could impact the proposed alternatives and identify sites with environmental liabilities in the vicinity of each alternative. The federal and state regulatory databases

have been researched and reported in accordance with the search radii specified by ASTM Standard E 1527-05. The Federal regulatory databases reviewed include:

<b>US BROWNFIELDS</b>	A Listing of potential brownfields site locations
<b>CERCLIS</b>	Comprehensive Environmental Response, Compensation, and Liability Information System
<b>CERC-NFRAP</b>	CERCLIS No Further Remedial Action Planned
<b>RCRA-LQG</b>	RCRA - Large Quantity Generators
<b>RCRA-CESQG</b>	RCRA - Conditionally Exempt Small Quantity Generator
<b>SWF/LF</b>	State and tribal landfill and/or solid waste disposal site lists
<b>LUST</b>	Leaking Underground Storage Tank Incident Reports
<b>FEMA UST</b>	Underground Storage Tank Listing
<b>HIST UST</b>	Historical Underground Storage Tank Listing
<b>RCRA-NonGen</b>	RCRA - Non Generators
<b>EDR US Hist Auto Stat</b>	Business directory search for potential historical gas and service station sites
<b>EDR US Hist Cleaners</b>	Business directory search for potential historical dry cleaning sites
<b>NPL</b>	National Priority List
<b>Proposed NPL</b>	Proposed National Priority List Sites
<b>NPL LIENS</b>	Federal Superfund Liens
<b>Delisted NPL</b>	National Priority List Deletions
<b>FEDERAL FACILITY</b>	Federal Facility Site Information listing
<b>CORRACTS</b>	Corrective Action Report
<b>RCRA-TSDF</b>	RCRA - Treatment, Storage and Disposal
<b>RCRA-SQG</b>	Resource Conservation and Recovery Act – Small Quantity Generators
<b>US ENG CONTROLS</b>	Engineering Controls Sites List
<b>US INST CONTROL</b>	Sites with Institutional Controls
<b>LUCIS</b>	Land Use Control Information System
<b>ERNS</b>	Emergency Response Notification System
<b>SHWS</b>	This state does not maintain a SHWS list. See the Federal CERCLIS list and Federal NPL list
<b>INDIAN LUST</b>	Leaking Underground Storage Tanks on Indian Land
<b>AST</b>	List of Aboveground Storage Tanks
<b>INDIAN UST</b>	Underground Storage Tanks on Indian Land
<b>VCP</b>	Voluntary Cleanup Program Sites
<b>INDIAN VCP</b>	Voluntary Cleanup Priority Listing
<b>DEBRIS REGION 9</b>	Torres Martinez Reservation Illegal Dump Site Locations
<b>ODI</b>	Open Dump Inventory
<b>INDIAN ODI</b>	Report on the Status of Open Dumps on Indian Lands
<b>US CDL</b>	Clandestine Drug Labs
<b>US HIST CDL</b>	National Clandestine Laboratory Register
<b>LIENS 2</b>	CERCLA Lien Information
<b>HMIRS</b>	Hazardous Materials Information Reporting System
<b>DOT OPS</b>	Incident and Accident Data
<b>DOD</b>	Department of Defense Sites
<b>FUDS</b>	Formerly Used Defense Sites
<b>CONSENT</b>	Superfund (CERCLA) Consent Decrees
<b>ROD</b>	Records Of Decision



<b>UMTRA</b>	Uranium Mill Tailings Sites
<b>MINES</b>	Mines Master Index File
<b>TRIS</b>	Toxic Chemical Release Inventory System
<b>TSCA</b>	Toxic Substances Control Act
<b>FTTS</b>	FIFRA / TSCA Tracking System - Federal Insecticide, Fungicide, & Rodenticide Act, Toxic Substances Control Act
<b>ICIS</b>	Integrated Compliance Information System
<b>PADS</b>	PCB Activity Database System
<b>MLTS</b>	Material Licensing Tracking System
<b>RADINFO</b>	Radiation Information Database
<b>FINDS</b>	Facility Index System/Facility Registry System
<b>RAATS</b>	RCRA Administrative Action Tracking System
<b>RMP</b>	Risk Management Plans
<b>INDIAN RESERV</b>	Indian Reservations
<b>SCRD DRYCLEANERS</b>	State Coalition for Remediation of Drycleaners Listing
<b>US AIRS</b>	Aerometric Information Retrieval System Facility Subsystem
<b>PRP</b>	Potentially Responsible Parties
<b>EPA WATCH LIST</b>	EPA List of High-Priority Violations
<b>US FIN ASSUR</b>	Financial Assurance Information
<b>PCB TRANSFORMER</b>	PCB Transformer Registration Database
<b>COAL ASH DOE</b>	Steam-Electric Plan Operation Data
<b>COAL ASH EPA</b>	Coal Combustion Residues Surface Impoundments List
<b>2020 COR ACTION</b>	2020 Corrective Action Program List
<b>EDR MGP</b>	EDR Proprietary Manufactured Gas Plants

## 2. Historic Document Review

In addition to a review of regulatory database information, Sanborn Fire Insurance maps covering each alternative were reviewed and the findings incorporated into the PSA sheets and site priority rankings. The Sanborn maps provide detailed historical information for property development and use areas dating back to the late 1800's for some areas of coverage. This information provides property information prior to the initiation of environmental regulatory database listings in the 1970s.

## 3. Alternative Reconnaissance

As a final step in the PSA review, a visual, noninvasive reconnaissance of high and medium priority sites and sites adjacent to each alternative was performed. The B&P Tunnel hazardous material personnel performed a site reconnaissance to verify existing onsite conditions and map any visible environmental conditions, including:

- Stained soil/pavement;
- Dumping/burning areas;
- Oil and gas-fuel dispenser, surface sheen;
- Roads/tracks;
- Transformers;

- Drum storage; and
- Above ground storage tanks.

External visual observations were made of high and medium priority sites within a 500- foot distance from each alternative. No buildings or sites were entered during the reconnaissance.

## **B. Priority Ranking**

In order to provide a consistency in the evaluation of sites with environmental concerns that may impact the construction of each alternative, the following criteria provided general guidance for the determination of priority ranking for each site evaluated. The guidelines provide a general framework, but each site is considered on a weight of evidence approach of all available information for considering the final priority ranking.

Sites were not included in the PSA if:

- Site has no history of contamination or spills; and
- Site is down or cross gradient from the alternative
- and >500 ft from the alternative.

A site was considered a low priority if:

- Site has no history of contamination or spills; or
- MDE cases are closed with good information on cleanup; and
- Site is down or cross gradient and >250 ft but <500 ft from the alignment
- Site is a low quantity generator; or
- Site has single heating oil or <550-gallon historical or operable AST/UST.

A site was considered a medium priority if:

- Site has history of contamination, dumping and/or spills; and
- MDE cases are closed with insufficient information regarding resolution; and
- Site is >500 ft upgradient of the alignment; or
- Site is down or cross gradient and >100 ft but <250 ft from the alignment; or
- Site is only listed as historical dry cleaner or gasoline/auto station; or
- Site is a large quantity generator; or
- Site has multiple historical or operable ASTs/USTs; or
- Hazardous waste disposal or storage onsite; or
- Violation notices.

A site was considered a high priority if:

- Site has history of contamination, dumping and/or spills; and
- MDE cases are open; and
- Site is <500 ft upgradient of the alignment; or
- Site is down or cross gradient and <100 ft from the alignment; or
- Site has multiple historical or operable ASTs/USTs; or
- VCP or Superfund site.

The intent of the priority ranking system is to provide a basis for focusing further site investigations regarding hazardous materials or contamination associated with sites along a particular alternative. In addition, the priority ranking provides a mechanism for comparing, contrasting and evaluating the number of potential sites of concern associated with each proposed alternative.

## V. ALTERNATIVE 1: NO-BUILD

### A. Alternative Description

Alternative 1 assumes that no new tunnel would be constructed. Train traffic would continue to use the existing tunnel. Alternative 1 would not meet the stated purpose and need of the project, as it would allow the current physical and operational conditions of the tunnel to deteriorate over time. Alternative 1 serves as a baseline for comparing the impacts of the build alternatives.

## VI. ALTERNATIVE 2

### A. Alternative Description

The existing B&P Tunnel alignment is divided into three tunnel segments. The alignment follows the rail right-of-way from North Gilmore Street and Winchester Street in the west to the tunnel exit near the North Avenue Light Rail station at West North Avenue and McMechen Street.

#### 1. Preliminary Screening Assessment

The preliminary screening assessment identified 71 potential hazardous material or contaminated sites with the potential to impact additional construction associated with Alternative 2 (**Appendix 1**). There were 36 sites with a low-priority ranking (**Table 1**), 24 sites with a medium-priority ranking (**Table 2**), and 11 sites with a high-priority ranking (**Table 3**).

**Table 1: Alternative 2 – Low Priority Sites**

Site ID #	Property Description	Address	Hazard Type
BP-078	William R Lockhart residence	1803 Riggs Avenue	Petroleum release

Site ID #	Property Description	Address	Hazard Type
BP-098	Gilmore Homes, Baltimore Housing Authority	1601 Vincent Court	Petroleum release
BP-103	Gilmore Homes	1640 Balmor Court	Petroleum use
BP-123	Sharon Baptist Church, Inc.	1373 North Stricker Street	Petroleum use
BP-128	City of Baltimore	2311 Pennsylvania Avenue	Petroleum release
BP-132	Cearney's Radiator Service	1204 North Calhoun Street	Automotive history
BP-136	Baltimore City	1301 Laurens Street	Petroleum use
BP-140	Empire Laundry & Dry Cleaners	1201 North Carey Street	Dry-cleaning history
BP-143	William Pinderhughes Elementary School	1200 North Fremont Avenue	Automotive history
BP-144	Modern Junk & Salvage Co.	1423 North Fremont Avenue	Industrial history
BP-148	Lieu Yaw Laundry	1220 North Fremont Avenue	Dry-cleaning history
BP-149	Ernest Arjone	1208 North Fremont Avenue	Automotive history
BP-150	K & L Auto Service	1206 North Fremont Avenue	Automotive history
BP-151	Fremont Service Station	1202 North Fremont Avenue	Automotive history
BP-152	United States Post Office	1832 Pennsylvania Avenue	Petroleum use
BP-154	Inland Oil Co.	1126 North Fremont Avenue	Automotive history
BP-162	St. James Terrace Apartments	827 North Arlington Avenue	Petroleum release
BP-166	Talk Dirty Laundry	1729 Pennsylvania Avenue	Dry-cleaning history
BP-171	Goldenberg's Bargain Outlet	1705 Pennsylvania Avenue	Petroleum use
BP-173	Jason H Tilbillman	545 Wilson Street	Dry-cleaning history
BP-176	Wilson & Etting Park	1709 Division Street	Automotive history



Site ID #	Property Description	Address	Hazard Type
BP-177	Jim's Auto Repair	528 Wilson Street	Automotive history
BP-179	Minor's Cleaners	1800 Linden Avenue	Dry-cleaning history
BP-182	Ernest Brooks	1711 Druid Hill Avenue	Dry-cleaning history
BP-183	Mitchell Cleaners & Dyers	414 Wilson Street	Dry-cleaning history
BP-187	Total Health Care	1501 Division Street	Petroleum use
BP-204	Mount Royal Elementary School	121 McMechen Street	Petroleum use
BP-210	Lincoln Motor	410 West North Avenue	Automotive history
BP-211	AAA Mid-Atlantic Inc.	1401 West Mount Royal Avenue	Petroleum use
BP-213	Bolton Yard	80 West Oliver Street	VCP action
BP-214	Amtrak/Jones Falls Substation	151 West Oliver Street	Petroleum release
BP-217	Baltimore Postal Service Vehicle Maintenance	60 West Oliver Street	Petroleum release
BP-218	Penn Esso Station	1716 Maryland Avenue	Automotive history
BP-220	Atlantic Automobile Repairs	6 West Lanvale Street	Automotive history
BP-222	Binswanger, Sylvan W	2 East Lanvale Street	Automotive history
BP-225	National Auto Radiator and Fender Company Inc.	9 East Lanvale Street	Automotive history

**Table 2: Alternative 2 – Medium Priority Sites**

Site ID #	Property Description	Address	Hazard Type
BP-050	Matrix Metals	2045 Winchester Street	VCP action, Petroleum use
BP-056	The Baltimore Asphalt Paving Co. (P. Flanigan & Sons, Inc., Pen Mar Company, Inc.)	1320 North Monroe Street	Petroleum use, Industrial history
BP-090	Sandtown Winchester Community Center	1114 North Mount Street	Petroleum use
BP-117	Harvey Johnson Towers	1510 West Mosher Street	Petroleum release
BP-120	Baltimore City Fire Department #8	1503 West Lafayette Avenue	Petroleum release
BP-138	Whitaker Citgo and Fuel Co.	920 North Carey Street	Petroleum release
BP-139	St. Peter Claver Catholic Church	1542 North Fremont Avenue	Petroleum release
BP-146	William G Brown Community Funeral Home	1308 North Fremont Avenue	Petroleum release
BP-156	Amoco Station	1101 West North Avenue	Petroleum release
BP-159	Lafayette Market	1700 Pennsylvania Avenue	Petroleum use
BP-164	Ball property and alleyway	634 Pitcher Street	Petroleum use
BP-186	Druid Heights Community Development Corp.	1711 McCulloh Street	Petroleum use
BP-191	Valentine residence	1513 Druid Hill Avenue	Petroleum release
BP-196	Baltimore City Fire Station #13	405 McMechen Street	Petroleum release
BP-200	B & E Properties	1631 Park Avenue	Petroleum release
BP-202	Bolton House North Apartments	1600 West Mount Royal Avenue	Petroleum use
BP-203	MTA Light Rail Maintenance Facility	344 West North Avenue	Petroleum use, Railway history

Site ID #	Property Description	Address	Hazard Type
BP-206	Baltimore City DPW Highway Maintenance Garage	560 West North Avenue	Petroleum use
BP-207	Golden Touch Care Center	140 West Lafayette Avenue	Petroleum release
BP-208	Baltimore Fire Department, Aerial Tower 111	401 West North Avenue	Petroleum use
BP-212	Maryland Institute College of Art - Fox Building	1341 Dickson Street	Petroleum use
BP-219	Maryland Community Resource Center/Sterling Auto Radiator Works	1731 Maryland Avenue	Petroleum release
BP-221	Metro Laundry & Cleaners/La La Auto Repair Inc./Atlantic Auto Service	1700 North Charles Street	Dry-cleaning history, Petroleum use
BP-223	Vincent Gulf Service Station/Hess	1801 North Charles Street	Petroleum release

**Table 3: Alternative 2 – High Priority Sites**

Site ID #	Property Description	Address	Hazard Type
BP-077	JJ Adams Fuel Oil Company	1810 Winchester Street	Petroleum use
BP-091	Western District Police Station	1034 North Mount Street	Petroleum release
BP-118	Gilmor Elementary School #107	1311 North Gilmor Street	Petroleum release
BP-157	Bank of America	1808 Pennsylvania Avenue	Petroleum release
BP-178	Lafayette Center	1915 Madison Avenue	Petroleum remediation
BP-184	Midtown Development Corporation	1820 Eutaw Place	Petroleum release
BP-185	Conor residence	1815 Madison Avenue	Petroleum release
BP-195	Eutaw-Marshburn Elementary School	1624 Eutaw Place	Petroleum use
BP-201	Ditch Bowers & Taylor, Inc.	415 West North Avenue	Petroleum release, Railway history

Site ID #	Property Description	Address	Hazard Type
BP-224	Amtrak Pennsylvania Station	1500 North Charles Street	Petroleum release, Railway history
BP-226	Norfolk Railway Yard	340 West North Avenue	Petroleum release, Railway history

## VII. ALTERNATIVE 3

### A. Alternative 3 Option A

#### 1. Alternative Description

Alternative 3 Option A includes the installation of four individual bores, one for each track.

#### 2. Ventilation and Egress Shafts

Two rectangular areas paralleling the proposed Alternative 3 Option A tunnel have been identified for the installation of mid-tunnel ventilation shafts. In addition, four rectangular areas have been identified for the installation of mid-tunnel egress ways (**Appendix 2**). The exact excavation location for the installation of the ventilation and egress shafts within each identified rectangular area have not been determined at this time. As part of the process for determining the optimal ventilation and egress shaft location for each alternative, the following potential sites of concern are identified as falling within the proposed Alternative 3 Option A shaft construction areas:

- BP-130: A residence at 2427 Francis Street. There is a low potential that petroleum contamination may impact Alternative 3 Option A.
- BP-133: Greenwood Towing Inc. /Auto Title Service Corp. at 1370 West North Avenue. There is a medium potential that petroleum use and automotive history may impact Alternative 3 Option A.
- BP-163: Wonder Cleaners & Tailors at 954 Whitelock Street. There is a low potential that residual dry-cleaning contamination may impact Alternative 3 Option A.
- BP-165: Lee, Sun F at 925 Whitelock Street. There is a low potential that residual dry-cleaning contamination may impact Alternative 3 Option A.
- BP-169: Former Cove One Hour Cleaners at 919 Whitelock Street. There is a low potential that residual dry-cleaning contamination may impact Alternative 3 Option A.
- BP-170: Snow White Self Service Laundry at 915 Whitelock Street. There is a low potential that residual dry-cleaning contamination may impact Alternative 3 Option A.
- BP-172: Fish Dry Cleaning & Laundry Co. at 2270 Brookfield Avenue. There is a low potential that residual dry-cleaning contamination may impact Alternative 3 Option A.

- BP-174: VI Contracting Site at 841 Whitelock Street. There is a low potential that contamination from a petroleum release may impact Alternative 3 Option A.
- BP-203: MTA Light Rail Maintenance Facility at 344 West North Avenue. There is a medium potential that petroleum and residual industrial contamination may impact Alternative 3 Option A.
- BP-206: Baltimore City Department of Public Works Highway Maintenance Garage at 560 West North Avenue. There is a medium potential that petroleum and residual industrial contamination may impact Alternative 3 Option A.

### 3. Preliminary Screening Assessment

Alternative 3 Option A was determined to have possible impacts from 96 hazardous material sites. There were 61 sites with a low-priority impact (**Table 4**), 29 sites with a medium-priority impact (**Table 5**), and six sites with a high-priority impact (**Table 6**).

**Table 4: Alternative 3 Option A – Low Priority Sites**

Site ID #	Property Description	Address	Hazard Type
BP-036	Exxon Station	2200 Edmondson Avenue	Petroleum release
BP-039	Apex Oil, Co.	1829 Baker Street	Petroleum release
Bp-043	LA Auto Service	2124 Edmondson Avenue	Petroleum use
BP-047	Matthew A. Henson Elementary School	2218 Reisterstown Road	Petroleum use
BP-048	Keen Leasing, Inc.	700 McKean Avenue	Petroleum release
BP-058	Cloverland Dairy	2200 North Monroe Street	Petroleum release
BP-061	One & One Carry Out	1827 North Fulton Avenue	Automotive history
BP-069	Sunoco Service Station	1568 Clifton Avenue	Automotive history
BP-071	Papa Auto Parts	2600 Madison Avenue	Petroleum release
BP-074	Perfect Cleaners	2335 North Fulton Avenue	Dry-cleaning history
BP-079	Steve Auto	2608 Pennsylvania Avenue	Petroleum release
BP-081	People's Valet Service, Inc.	2600 Pennsylvania Avenue	Dry-cleaning history
BP-088	Parham & Spriggs Laundry	2542 Pennsylvania Avenue	Dry-cleaning history
BP-089	F. A. Taylor	2634 Flora Street	Petroleum release
BP-093	Druid Hill Park	2565 Pennsylvania Avenue	Petroleum use
BP-097	Mel and Logan Auto	2468 Woodbrook Avenue	Automotive history
BP-098	Gilmore Homes, Baltimore Housing Authority	1800 Linden Avenue	Petroleum release

Site ID #	Property Description	Address	Hazard Type
BP-100	National Auto Repair	2523 Pennsylvania Avenue	Automotive history
BP-102	Westside Elementary School	2480 Woodbrook Avenue	Petroleum release
BP-103	Gilmore Homes	401 West North Avenue	Petroleum use
BP-104	Colonial Launderers	1415 Retreat Street	Dry-cleaning history
BP-107	Whitelock Towing	2562 McCulloh Street	Petroleum release
BP-110	Fish Rental Services	2427 Francis Street	Petroleum use, Dry-cleaning history
BP-112	Wareheim's Garage	2560 Madison Avenue	Automotive history
BP-113	Baltimore Transit Co. – Retreat Street Repair Shop	1511 Retreat Street	Automotive history, Railway history
BP-114	residence	1341 Dickson Street	Petroleum release
BP-115	Former auto service facility (Theo Messersmith)	1006 Whitelock Street	Automotive history
BP-116	CVS Pharmacy	2520 Linden Avenue	hazardous waste history
BP-122	H&B Manufacturing Co., Inc.	827 Druid Park Lake Drive	Automotive history
BP-128	City of Baltimore	80 West Oliver Street	Petroleum release
BP-129	Dix residence	1001 West North Avenue	Petroleum release
BP-130	residence	919 Whitelock Street	Petroleum use
BP-134	Accent Displays, Inc.	2270 Brookfield Avenue	Petroleum release
BP-144	Modern Junk & Salvage Co.	2109 West Lafayette Avenue	industrial history
BP-145	Exxon #22758	1201 West North Avenue	Petroleum release
BP-147	Former auto service facility (Jason Litchfield)	841 Whitelock Street	Automotive history
BP-155	Penrose property	701 Whitelock Street	Petroleum release
BP-156	Amoco Station	1600 North Payson Street	Petroleum release
BP-163	Wonder Cleaners & Tailors	954 Whitelock Street	Dry-cleaning history
BP-165	Lee, Sun F	925 Whitelock Street	Dry-cleaning history
BP-167	Housing & Urban Development	410 West North Avenue	Petroleum release
BP-168	Crown Station (Quest Station)	113 West North Avenue	Petroleum use
BP-169	Former Cove One Hour Cleaners	1734 Maryland Avenue	Dry-cleaning history



Site ID #	Property Description	Address	Hazard Type
BP-170	Snow White Self Service Laundry	915 Whitelock Street	Dry-cleaning history
BP-172	Fish Dry Cleaning & Laundry Co.	1800 Linden Avenue	Dry-cleaning history
BP-174	VI Contracting Site	401 West North Avenue	Petroleum release
BP-179	Minor's Cleaners	1900 Elgin Avenue	Dry-cleaning history
BP-194	Tune Up City, Inc.	1341 Dickson Street	Automotive history
BP-205	Sisson Realty Company/Sun Cab	2600 Sisson Street	Petroleum release
BP-208	Baltimore Fire Department, Aerial Tower 111	1410 North Monroe Street	Petroleum use
BP-209	Southern Fuel Company	401 West 26th Street	Petroleum release
BP-210	Lincoln Motor	80 West Oliver Street	Automotive history
BP-211	AAA Mid-Atlantic Inc.	1401 West Mount Royal Avenue	Petroleum use
BP-212	Maryland Institute College of Art - Fox Building	1550 North Monroe Street	Petroleum use
BP-213	Bolton Yard	1500 North Monroe Street	VCP action
BP-215	Maryland Institute College of Art	2109 West Lafayette Avenue	Petroleum release
BP-216	Maryland Community Resource Center	1600 North Payson Street	Petroleum release
BP-218	Penn Esso Station	1716 Maryland Avenue	Automotive history
BP-220	Atlantic Automobile Repairs	6 West Lanvale Street	Automotive history
BP-222	Binswanger, Sylvan W	2 East Lanvale Street	Automotive history
BP-225	National Auto Radiator and Fender Company Inc.	9 East Lanvale Street	Automotive history

Table 5: Alternative 3 Option A Medium Priority Sites

Site ID #	Property Description	Address	Hazard Type
BP-017	Can-Do Fuel Oil Company, Inc.	2527 Baker Street	Petroleum contamination
BP-020	Emanuel Tire, LLC	1300 Moreland Avenue	Hazardous materials
BP-023	G&M Oil Company, Inc.	1549 Warwick Avenue	Petroleum release
BP-028	Blue Ridge Fuel Co.	1400 Moreland Avenue	Petroleum use

Site ID #	Property Description	Address	Hazard Type
BP-031	Kaufman Products	1330 North Bentalou Street	Petroleum use, industrial history
BP-038	Alpha One, Inc.	2140 Edmondson Avenue	Petroleum release
BP-040	Emanuel Tire	2120 West Lafayette Avenue	Brownfields assessment
BP-042	Carver Vocational Technical Senior High School	2201 Presstman Street	Petroleum use
BP-045	The Old Time Way Church of Deliverance	2104 West Lanvale Street	coal-use history
BP-059	Stop Shop Save	1410 N Monroe Street	Petroleum use
BP-062	Exxon Company	1542 North Monroe Street	Petroleum use
BP-063	E. S. Brady & Co., Inc.	1310 North Monroe Street	railway history
BP-064	Jolly's Food and Convenience Mart	1704 West North Avenue	Automotive history
BP-066	Former Coliseum Building	2201 North Monroe Street	VCP action, Petroleum use
BP-068	Kim property	1655 North Monroe Street	Petroleum release
BP-077	JJ Adams Fuel Oil Company	1810 Winchester Street	Petroleum use
BP-080	Watkins residence	2037 North Fulton Avenue	Petroleum release
BP-086	American Oil Co., Penn Square II	1655 Old Lane	Petroleum release
BP-099	George G. Ruppertsberger & Sons, Inc.	2639 Pennsylvania Avenue	Petroleum release
BP-108	Part Terminal Station	2331 North Fulton Avenue	Petroleum release
BP-119	MTA Terminal	2471 Woodbrook Avenue	Petroleum use
BP-133	Greenwood Towing Inc./Auto Title Service Corp.	1370 West North Avenue	Petroleum use, Automotive history
BP-203	MTA Light Rail Maintenance Facility	344 West North Avenue	Petroleum use, railway history
BP-206	Baltimore City DPW Highway Maintenance Garage	560 West North Avenue	Petroleum use
BP-214	Amtrak/Jones Falls Substation	151 West Oliver Street	Petroleum release
BP-217	Baltimore Postal Service Vehicle Maintenance	60 West Oliver Street	Petroleum release

Site ID #	Property Description	Address	Hazard Type
BP-219	Maryland Community Resource Center/Sterling Auto Radiator Works	1731 Maryland Avenue	Petroleum release
BP-221	Metro Laundry & Cleaners/La La Auto Repair Inc./Atlantic Auto Service	1700 North Charles Street	Dry-cleaning history, Petroleum use
BP-223	Vincent Gulf Service Station/Hess	1801 North Charles Street	Petroleum release

**Table 6: Alternative 3 Option A – High Priority Sites**

Site ID #	Property Description	Address	Hazard Type
BP-037	ABEX Baltimore – ABC Rail Products Corp.	2200 Winchester Street	CERCLIS screening, industrial history
BP-050	Matrix Metals	2045 Winchester Street	VCP action, Petroleum use
BP-056	The Baltimore Asphalt Paving Co. (P. Flanigan & Sons, Inc., Pen Mar Company, Inc.)	1320 North Monroe Street	Petroleum use, industrial history
BP-095	Penn Square Property	2632 Pennsylvania Avenue	VCP action, Petroleum release
BP-224	Amtrak Pennsylvania Station	1500 North Charles Street	Petroleum release, railway history
BP-226	Norfolk Railway Yard	340 West North Avenue	Petroleum release, railway history

## **B. Alternative 3 Option B**

### **1. Alternative Description**

Alternative 3 Option B includes the installation of four individual bores, one for each track.

### **2. Ventilation and Egress Shafts**

Two rectangular areas paralleling the proposed Alternative 3 Option B tunnel have been identified for the installation of mid-tunnel ventilation shafts. In addition, four rectangular areas have been identified for the installation of mid-tunnel egress ways (**Appendix 3**). The exact excavation location for the installation of the ventilation and egress shafts within each proposed area have not been determined at this time. As part of the process for determining the optimal ventilation and egress shaft location for each alternative,

the following potential sites of concern are identified within the proposed Alternative 3 Option B shaft construction areas:

- BP-110. Fish Rental Services at 2565 Pennsylvania Avenue. There is a low potential that petroleum and residual dry-cleaning contamination may impact Alternative 3 Option B.
- BP-115. A former auto service facility at 2468 Woodbrook Avenue. There is a low potential that residual petroleum contamination from historic use may impact Alternative 3 Option B.
- BP-130. A residence at 2427 Francis Street. There is a low potential that petroleum contamination may impact Alternative 3 Option B.
- BP-133. Greenwood Towing Inc. /Auto Title Service Corp. at 1370 West North Avenue. There is a medium potential that petroleum use and automotive history may impact Alternative 3 Option B.
- BP-147. A former auto service facility at 1006 Whitelock Street. There is a low potential that residual petroleum contamination from historic use may impact Alternative 3 Option B.
- BP-163. Wonder Cleaners & Tailors at 954 Whitelock Street. There is a low potential that residual dry-cleaning contamination may impact Alternative 3 Option B.
- BP-165. Lee, Sun F at 925 Whitelock Street. There is a low potential that residual dry-cleaning contamination may impact Alternative 3 Option B.
- BP-169. Former Cove One Hour Cleaners at 919 Whitelock Street. There is a low potential that residual dry-cleaning contamination may impact Alternative 3 Option B.
- BP-170. Snow White Self Service Laundry at 915 Whitelock Street. There is a low potential that residual dry-cleaning contamination may impact Alternative 3 Option B.
- BP-172. Fish Dry Cleaning & Laundry Co. at 2270 Brookfield Avenue. There is a low potential that residual dry-cleaning contamination may impact Alternative 3 Option B.
- BP-174. VI Contracting Site at 841 Whitelock Street. There is a low potential that contamination from a petroleum release may impact Alternative 3 Option B.
- BP-203. MTA Light Rail Maintenance Facility at 344 West North Avenue. There is a medium potential that petroleum and residual industrial contamination may impact Alternative 3 Option B.
- BP-206. Baltimore City Department of Public Works Highway Maintenance Garage at 560 West North Avenue. There is a medium potential that petroleum and residual industrial contamination may impact Alternative 3 Option B.

### 3. Preliminary Screening Assessment

Alternative 3 Option B was determined to have possible impacts from 117 hazardous material sites. There were 72 sites with a low-priority impact (**Table 7**), 38 sites with a medium-priority impact (**Table 8**), and seven sites with a high-priority impact (**Table 9**).

**Table 7: Alternative 3 Option B – Low Priority Sites**

Site ID #	Property Description	Address	Hazard Type
BP-011	Baltimore Pre-Release Unit	301 North Calverton Road	Petroleum use
BP-012	Baltimore Substation	239 North Calverton Road	Petroleum release
BP-015	City of Baltimore Franklin Street Yard	231 North Calverton Road	Petroleum release
BP-016	Lexington Auto Service/Motor Pool West	2560 West Lexington Street	Automotive and hazardous waste history
BP-019	Baltimore Uniform Rental, Inc.	2555 West Lexington Street	Petroleum use, Dry-cleaning history
BP-021	Former Acme Pad Factory	330 North Warwick Avenue	Petroleum release
BP-026	unknown	311 North Warwick Avenue	Petroleum release
BP-027	Cosmechem	215 North Warwick Avenue	Hazardous waste history
BP-032	Bentalou Elementary School	220 North Bentalou Street	Petroleum release
BP-033	Baltimore City	2305 W Franklin Street	Automotive history
BP-034	Victor Graphics	200 North Bentalou Street	Petroleum release
BP-039	Apex Oil, Co.	2109 West Lafayette Avenue	Petroleum release
BP-043	LA Auto Service	2124 Edmondson Avenue	Automotive history
BP-044	McDowell's Auto Service	2135 Edmondson Avenue	Automotive history
BP-047	Matthew A. Henson Elementary School	1600 North Payson Street	Petroleum use
BP-048	Keen Leasing, Inc.	1900 Elgin Avenue	Petroleum release
BP-058	Cloverland Dairy	2200 North Monroe Street	Petroleum use
BP-061	One & One Carry Out	1550 North Monroe Street	Automotive history
BP-068	Kim property	1655 North Monroe Street	Petroleum release
BP-069	Sunoco Service Station	1829 Baker Street	Automotive history
BP-071	Papa Auto Parts	2218 Reisterstown Road	Petroleum release
BP-074	Perfect Cleaners	700 McKean Avenue	Dry-cleaning history
BP-079	Steve Auto	2115 North Fulton Avenue	Petroleum release
BP-081	People's Valet Service, Inc.	1827 North Fulton Avenue	Dry-cleaning history
BP-088	Parham & Spriggs Laundry	1704 West North Avenue	Dry-cleaning history
BP-089	F. A. Taylor	1568 Clifton Avenue	Petroleum release

Site ID #	Property Description	Address	Hazard Type
BP-093	Druid Hill Park	2600 Madison Avenue	Petroleum use
BP-097	Mel and Logan Auto	2608 Pennsylvania Avenue	Automotive history
BP-098	Gilmore Homes, Baltimore Housing Authority	1601 Vincent Court	Petroleum release
BP-100	National Auto Repair	2600 Pennsylvania Avenue	Automotive history
BP-102	Westside Elementary School	2335 North Fulton Avenue	Petroleum release
BP-103	Gilmore Homes	1640 Balmor Court	Petroleum use
BP-104	Colonial Launderers	2542 Pennsylvania Avenue	Dry-cleaning history
BP-107	Whitelock Towing	2634 Flora Street	Petroleum release
BP-110	Fish Rental Services	2565 Pennsylvania Avenue	Petroleum use, Dry-cleaning history
BP-112	Wareheim's Garage	2480 Woodbrook Avenue	Automotive history
BP-113	Baltimore Transit Co. – Retreat Street Repair Shop	1511 Retreat Street	Automotive history, Railway history
BP-114	residence	717 Cumberland Street	Petroleum release
BP-115	Former auto service facility (Theo Messersmith)	2468 Woodbrook Avenue	Automotive history
BP-116	CVS Pharmacy	2523 Pennsylvania Avenue	hazardous waste history
BP-122	H&B Manufacturing Co., Inc.	1415 Retreat Street	Automotive history
BP-128	City of Baltimore	2311 Pennsylvania Avenue	Petroleum release
BP-129	Dix residence	2562 McCulloh Street	Petroleum release
BP-130	residence	2427 Francis Street	Petroleum use
BP-134	Accent Displays, Inc.	2560 Madison Avenue	Petroleum release
BP-145	Exxon #22758	1201 West North Avenue	Petroleum release
BP-147	Former auto service facility (Jason Litchfield)	1006 Whitelock Street	Automotive history
BP-155	Penrose property	2520 Linden Avenue	Petroleum release
BP-156	Amoco Station	1101 West North Avenue	Petroleum release
BP-163	Wonder Cleaners & Tailors	954 Whitelock Street	Dry-cleaning history
BP-165	Lee, Sun F	925 Whitelock Street	Dry-cleaning history
BP-167	Housing & Urban Development	827 Druid Park Lake Drive	Petroleum release



Site ID #	Property Description	Address	Hazard Type
BP-168	Crown Station (Quest Station)	1001 West North Avenue	Petroleum use
BP-169	Former Cove One Hour Cleaners	919 Whitelock Street	Dry-cleaning history
BP-170	Snow White Self Service Laundry	915 Whitelock Street	Dry-cleaning history
BP-172	Fish Dry Cleaning & Laundry Co.	2270 Brookfield Avenue	Dry-cleaning history
BP-174	VI Contracting Site	841 Whitelock Street	Petroleum release
BP-179	Minor's Cleaners	1800 Linden Avenue	Dry-cleaning history
BP-194	Tune Up City, Inc.	701 Whitelock Street	Automotive history
BP-205	Sisson Realty Company/Sun Cab	2600 Sisson Street	Petroleum release
BP-208	Baltimore Fire Department, Aerial Tower 111	401 West North Avenue	Petroleum use
BP-209	Southern Fuel Company	401 West 26th Street	Petroleum release
BP-210	Lincoln Motor	410 West North Avenue	Automotive history
BP-211	AAA Mid-Atlantic Inc.	1401 West Mount Royal Avenue	Petroleum use
BP-212	Maryland Institute College of Art - Fox Building	1341 Dickson Street	Petroleum use
BP-213	Bolton Yard	80 West Oliver Street	VCP action
BP-215	Maryland Institute College of Art	113 West North Avenue	Petroleum release
BP-216	Maryland Community Resource Center	1734 Maryland Avenue	Petroleum release
BP-218	Penn Esso Station	1716 Maryland Avenue	Automotive history
BP-220	Atlantic Automobile Repairs	6 West Lanvale Street	Automotive history
BP-222	Binswanger, Sylvan W	2 East Lanvale Street	Automotive history
BP-225	National Auto Radiator and Fender Company Inc.	9 East Lanvale Street	Automotive history

**Table 8: Alternative 3 Option B – Medium Priority Sites**

Site ID #	Property Description	Address	Hazard Type
BP-013	L & J Processing Facility	222 North Calverton Road	Hazardous waste history
BP-017	Can-Do Fuel Oil Company, Inc.	2527 Baker Street	Petroleum contamination

Site ID #	Property Description	Address	Hazard Type
BP-018	Maryland Lumber Co.	2601 West Franklin Street	Petroleum release
BP-020	Emanuel Tire, LLC	1300 Moreland Avenue	Hazardous waste history, Petroleum use
BP-022	Baltimore Car & Truck Rental, Inc.	200 North Warwick Avenue	Petroleum release
BP-023	G&M Oil Company, Inc.	1549 Warwick Avenue	Petroleum release
BP-024	Trans Realty, Inc.	2501 West Lexington Street	Petroleum use
BP-025	Franklin Fuel Express	2417 W Franklin Street	Petroleum use
BP-028	Blue Ridge Fuel Co.	1400 Moreland Avenue	Petroleum use
BP-030	Tedco Industries	2335 W Franklin Street	Petroleum use
BP-031	Kaufman Products	1330 North Bentalou Street	Petroleum use, industrial history
BP-035	Jung, Youngok Ann	501 North Bentalou Street	Automotive history
BP-036	Exxon Station	2200 Edmondson Avenue	Petroleum use
BP-038	Alpha One, Inc.	2140 Edmondson Avenue	Petroleum release
BP-040	Emanuel Tire	2120 West Lafayette Avenue	Brownfields assessment
BP-042	Carver Vocational Technical Senior High School	2201 Presstman Street	Petroleum use
BP-045	The Old Time Way Church of Deliverance	2104 West Lanvale Street	coal-use history
BP-059	Stop Shop Save	1410 North Monroe Street	Automotive history
BP-062	Exxon Company	1542 North Monroe Street	Petroleum use
BP-063	E. S. Brady & Co., Inc.	1310 North Monroe Street	railway history
BP-064	Jolly's Food and Convenience Mart	1500 North Monroe Street	Automotive history
BP-066	Former Coliseum Building	2201 North Monroe Street	VCP action, Petroleum use
BP-067	BP Service Station	900 North Monroe Street	Petroleum release
BP-077	JJ Adams Fuel Oil Company	1810 Winchester Street	Petroleum use
BP-080	Watkins residence	2037 North Fulton Avenue	Petroleum release
BP-086	American Oil Co., Penn Square II	1655 Old Lane	Petroleum release

Site ID #	Property Description	Address	Hazard Type
BP-099	George G. Ruppertsberger & Sons, Inc.	2639 Pennsylvania Avenue	Petroleum release
BP-108	Part Terminal Station	2331 North Fulton Avenue	Petroleum release
BP-119	MTA Terminal	2471 Woodbrook Avenue	Petroleum use
BP-133	Greenwood Towing Inc./Auto Title Service Corp.	1370 West North Avenue	Petroleum use, Automotive history
BP-203	MTA Light Rail Maintenance Facility	344 West North Avenue	Petroleum use, railway history
BP-206	Baltimore City DPW Highway Maintenance Garage	560 West North Avenue	Petroleum use
BP-214	Amtrak/Jones Falls Substation	151 West Oliver Street	Petroleum release
BP-217	Baltimore Postal Service Vehicle Maintenance	60 West Oliver Street	Petroleum release
BP-219	Maryland Community Resource Center/Sterling Auto Radiator Works	1731 Maryland Avenue	Petroleum release
BP-221	Metro Laundry & Cleaners/La La Auto Repair Inc./Atlantic Auto Service	1700 North Charles Street	Dry-cleaning history, Petroleum use
BP-223	Vincent Gulf Service Station/Hess	1801 North Charles Street	Petroleum release

Table 9: Alternative 3 Option B – High Priority Sites

Site ID #	Property Description	Address	Hazard Type
BP-037	ABEX Baltimore – ABC Rail Products Corp.	2200 Winchester Street	CERCLIS screening, Industrial history
BP-041	American Ice Company	2100 West Franklin Street	Brownfields assessment, Hazardous waste history
BP-050	Matrix Metals	2045 Winchester Street	VCP action, Petroleum use
BP-056	The Baltimore Asphalt Paving Co. (P. Flanigan & Sons, Inc., Pen Mar Company, Inc.)	1320 North Monroe Street	Petroleum use, Industrial history

Site ID #	Property Description	Address	Hazard Type
BP-095	Penn Square Property	2632 Pennsylvania Avenue	VCP action, Petroleum release
BP-224	Amtrak Pennsylvania Station	1500 North Charles Street	Petroleum release, Railway history
BP-226	Norfolk Railway Yard	340 West North Avenue	Petroleum release, Railway history

## C. Alternative 3 Option C

### 1. Alternative Description

Alternative 3 Option C includes the installation of four individual bores, one for each track. The alternative runs the furthest north of any of the alignments.

### 2. Ventilation and Egress Shafts

Two rectangular areas paralleling the proposed Alternative 3 Option C tunnel have been identified for the installation of mid-tunnel ventilation shafts. In addition, four rectangular areas have been identified for the installation of mid-tunnel egress ways (**Appendix 4**). The exact excavation location for the installation of the ventilation and egress shafts within each proposed area have not been determined at this time. As part of the process for determining the optimal ventilation and egress shaft location for each alternative, the following potential sites of concern are identified within the proposed Alternative 3 Option C shaft construction areas:

- BP-101. Whiteley, George S at 2550 Woodbrook Avenue. There is a low potential that petroleum use and automotive history may impact Alternative 3 Option C.
- BP-102. Baltimore City at 2565 Francis Street. There is a low potential that petroleum use and automotive history may impact Alternative 3 Option C.
- BP-108. Part Terminal Station at 2331 North Fulton Avenue. There is a high potential that a petroleum release may impact Alternative 3 Option C.
- BP-110. Fish Rental Services at 2565 Pennsylvania Avenue. There is a low potential that petroleum and residual dry-cleaning contamination may impact Alternative 3 Option C.
- BP-111. Baltimore Transit Co. – Retreat Street Repair Shop at 1511 Retreat Street. There is a low potential that petroleum use, and automotive and railway history may impact Alternative 3 Option C.
- BP-121. L & J Cleaners at 2501 Francis Street. There is a low potential that residual dry-cleaning contamination may impact Alternative 3 Option C.
- BP-122. H&B Manufacturing Co., Inc. at 1415 Retreat Street. There is a low potential that petroleum use and automotive history may impact Alternative 3 Option C.

- BP-125. Baltimore City at 2513 Druid Hill Avenue. There is a medium potential that residual petroleum and paint contamination may impact Alternative 3 Option C.
- BP-127. Druid Park Motors Inc. at 2509 Druid Hill Avenue. There is a low potential that petroleum use and automotive history may impact Alternative 3 Option C.
- BP-131. H M Auto Service/Daw's Body & Fender Repair Shop at 2493 Druid Hill Avenue. There is a low potential that petroleum use and automotive history may impact Alternative 3 Option C.
- BP-158. Adolohla Garage at 2415 Linden Avenue. There is a low potential that petroleum use and automotive history may impact Alternative 3 Option C.
- BP-160. An unknown facility at 2411 Linden Avenue. There is a low potential that a petroleum release may impact Alternative 3 Option C.
- BP-161. Baltimore City at 2423 Linden Avenue. There is a low potential that petroleum use and automotive history may impact Alternative 3 Option C.
- BP-163. Wonder Cleaners & Tailors at 954 Whitelock Street. There is a low potential that residual dry-cleaning contamination may impact Alternative 3 Option C.
- BP-165. Lee, Sun F at 925 Whitelock Street. There is a low potential that residual dry-cleaning contamination may impact Alternative 3 Option C.
- BP-169. Former Cove One Hour Cleaners at 919 Whitelock Street. There is a low potential that residual dry-cleaning contamination may impact Alternative 3 Option C.
- BP-170. Snow White Self Service Laundry at 915 Whitelock Street. There is a low potential that residual dry-cleaning contamination may impact Alternative 3 Option C.
- BP-172. Fish Dry Cleaning & Laundry Co. at 2270 Brookfield Avenue. There is a low potential that residual dry-cleaning contamination may impact Alternative 3 Option C.
- BP-174. VI Contracting Site at 841 Whitelock Street. There is a medium potential that contamination from a petroleum release may impact Alternative 3 Option C.
- BP-203. MTA Light Rail Maintenance Facility at 344 West North Avenue. There is a medium potential that petroleum and residual industrial contamination may impact Alternative 3 Option C.

### 3. Preliminary Screening Assessment

Alternative 3 Option C was determined to have possible impacts from 150 hazardous material sites. There were 89 sites with a low-priority impact (**Table 10**), 49 sites with a medium-priority impact (**Table 11**), and 12 sites with a high-priority impact (**Table 12**).



**Table 10: Alternative 3 Option C – Low Priority Sites**

<b>Site ID #</b>	<b>Property Description</b>	<b>Address</b>	<b>Hazard Type</b>
BP-002	Southwestern Senior High School	200 Font Hill Avenue	Petroleum use
BP-003	Mount Nebo Church	240 North Franklintown Road	Petroleum release
BP-004	Franklintown Road Assoc./The Service Composition Company Inc.	232 North Franklintown Road	Petroleum use
BP-007	Supervisor of Elections	301 North Franklintown Road	Petroleum use
BP-008	Baltimore City Water Meter Shop	200 North Franklintown Road	Petroleum use
BP-009	Maryland Food Bank	241 North Franklintown Road	Petroleum use
BP-011	Baltimore Pre-Release Unit	301 North Calverton Road	Petroleum use
BP-012	Baltimore Substation	239 North Calverton Road	Petroleum release
BP-014	Zimmer Development Company	2600 West Franklin Street	Petroleum use
BP-015	City of Baltimore Franklin Street Yard	231 North Calverton Road	Petroleum release
BP-016	Lexington Auto Service/Motor Pool West	2560 West Lexington Street	Automotive and Hazardous waste history
BP-019	Baltimore Uniform Rental, Inc.	2555 West Lexington Street	Petroleum use, Dry-cleaning history
BP-021	Former Acme Pad Factory	330 North Warwick Avenue	Petroleum release
BP-026	Unknown site	311 North Warwick Avenue	Petroleum release
BP-027	Cosmechem	215 North Warwick Avenue	Hazardous waste history
BP-032	Bentalou Elementary School	220 North Bentalou Street	Petroleum release
BP-034	Victor Graphics	200 North Bentalou Street	Petroleum release
BP-043	LA Auto Service	2124 Edmondson Avenue	Automotive history
BP-044	McDowell's Auto Service	2135 Edmondson Avenue	Automotive history
BP-046	C & P Telephone	2010 Windsor Avenue	Petroleum use
BP-047	Matthew A. Henson Elementary School	1600 North Payson Street	Petroleum use

Site ID #	Property Description	Address	Hazard Type
BP-048	Keen Leasing, Inc.	1900 Elgin Avenue	Petroleum release
BP-051	How-Nor Partnership/Baltimore Design Center	2000 West North Avenue	Petroleum release
BP-060	Fingles Metalworks Inc.	2256 Reisterstown Road	Hazardous waste history
BP-061	One & One Carry Out	1550 North Monroe Street	Automotive history
BP-062	Exxon Company	1542 North Monroe Street	Petroleum use
BP-065	Dulany-Varney Inc.	2250 Reisterstown Road	Hazardous waste history
BP-068	Kim property	1655 North Monroe Street	Petroleum release
BP-069	Sunoco Service Station	1829 Baker Street	Automotive history
BP-071	Papa Auto Parts	2218 Reisterstown Road	Petroleum release
BP-081	People's Valet Service, Inc.	1827 North Fulton Avenue	Dry-cleaning history
BP-082	Orange Cleaners	1740 West North Avenue	Dry-cleaning history
BP-083	Druid Hill Park Conservatory	3100 Swann Drive	Petroleum release
BP-084	Eurco One Hour Cleaners	2214 North Fulton Avenue	Dry-cleaning and Hazardous waste history
BP-087	Eagle Dyeing & Dry Cleaning Company	2658 Pennsylvania Avenue	Dry-cleaning history
BP-088	Parham & Spriggs Laundry	1704 West North Avenue	Dry-cleaning history
BP-092	Christy Motor Company	2634 Pennsylvania Avenue	Automotive history
BP-093	Druid Hill Park	2600 Madison Avenue	Petroleum use
BP-096	Hop, Lee	2249 North Fulton Avenue	Dry-cleaning history
BP-097	Mel and Logan Auto	2608 Pennsylvania Avenue	Automotive history
BP-100	National Auto Repair	2600 Pennsylvania Avenue	Automotive history
BP-101	Whiteley, George S	2550 Woodbrook Avenue	Automotive history
BP-104	Colonial Launderers	2542 Pennsylvania Avenue	Dry-cleaning history
BP-110	Fish Rental Services	2565 Pennsylvania Avenue	Petroleum use, Dry-cleaning history
BP-111	Baltimore City	2565 Francis Street	Petroleum use

Site ID #	Property Description	Address	Hazard Type
BP-112	Wareheim's Garage	2480 Woodbrook Avenue	Automotive history
BP-113	Baltimore Transit Co. – Retreat Street Repair Shop	1511 Retreat Street	Automotive history, Railway history
BP-115	Former auto service facility (Theo Messersmith)	2468 Woodbrook Avenue	Automotive history
BP-116	CVS Pharmacy	2523 Pennsylvania Avenue	Hazardous waste history
BP-121	L & J Cleaners	2501 Francis Street	Dry-cleaning history
BP-122	H&B Manufacturing Co., Inc.	1415 Retreat Street	Automotive history
BP-126	Sisa Enterprises	2580 McCulloh Street	industrial history
BP-127	Druid Park Motors Inc.	2509 Druid Hill Avenue	Automotive history
BP-131	H M Auto Service/Daw's Body & Fender Repair Shop	2493 Druid Hill Avenue	Automotive history
BP-133	Greenwood Towing Inc./Auto Title Service Corp.	1370 West North Avenue	Petroleum use, Automotive history
BP-135	Temple Gardens Apartments	2601 Madison Avenue	Petroleum use
BP-137	Emersonian Apartments	2502 Eutaw Place	Petroleum use
BP-141	Esplanade Apartments	2525 Eutaw Place	Petroleum use
BP-142	Feeser-Murphy property	2511 Eutaw Place	Petroleum use
BP-147	Former auto service facility (Jason Litchfield)	1006 Whitelock Street	Automotive history
BP-153	Penrose property	901 Druid Park Lake Drive	Petroleum use
BP-155	Penrose property	2520 Linden Avenue	Petroleum release
BP-158	Adolohla Garage	2415 Linden Avenue	Automotive history
BP-160	unknown	2411 Linden Avenue	Petroleum release
BP-161	Baltimore City	2423 Linden Avenue	Automotive history
BP-163	Wonder Cleaners & Tailors	954 Whitelock Street	Dry-cleaning history
BP-165	Lee, Sun F	925 Whitelock Street	Dry-cleaning history
BP-167	Housing & Urban Development	827 Druid Park Lake Drive	Petroleum release
BP-169	Former Cove One Hour Cleaners	919 Whitelock Street	Dry-cleaning history
BP-170	Snow White Self Service Laundry	915 Whitelock Street	Dry-cleaning history

Site ID #	Property Description	Address	Hazard Type
BP-172	Fish Dry Cleaning & Laundry Co.	2270 Brookfield Avenue	Dry-cleaning history
BP-175	Lakeview Tower Extension	737 Druid Park Lake Drive	Petroleum use
BP-180	Housing and Urban Development	735 Druid Park Lake Drive	Petroleum use
BP-189	Lakeview Tower	717 Druid Park Lake Drive	Petroleum use
BP-192	Beres, Michael	705 Whitelock Street	Dry-cleaning history
BP-193	White Park Apartments	2220 Park Avenue	Petroleum use
BP-205	Sisson Realty Company/Sun Cab	2600 Sisson Street	Petroleum release
BP-208	Baltimore Fire Department, Aerial Tower 111	401 West North Avenue	Petroleum use
BP-209	Southern Fuel Company	401 West 26th Street	Petroleum release
BP-210	Lincoln Motor	410 West North Avenue	Automotive history
BP-211	AAA Mid-Atlantic Inc.	1401 West Mount Royal Avenue	Petroleum use
BP-212	Maryland Institute College of Art - Fox Building	1341 Dickson Street	Petroleum use
BP-213	Bolton Yard	80 West Oliver Street	VCP action
BP-215	Maryland Institute College of Art	113 West North Avenue	Petroleum release
BP-216	Maryland Community Resource Center	1734 Maryland Avenue	Petroleum release
BP-218	Penn Esso Station	1716 Maryland Avenue	Automotive history
BP-220	Atlantic Automobile Repairs	6 West Lanvale Street	Automotive history
BP-222	Binswanger, Sylvan W	2 East Lanvale Street	Automotive history
BP-225	National Auto Radiator and Fender Company Inc.	9 East Lanvale Street	Automotive history

**Table 11: Alternative 3 Option C – Medium Priority Sites**

<b>Site ID #</b>	<b>Property Description</b>	<b>Address</b>	<b>Hazard Type</b>
BP-005	H & S Bakery Company/A & P Bakery	230 North Franklintown Road	Petroleum use
BP-006	Harowitz property	222 North Franklintown Road	Petroleum release
BP-010	Jesus Collision Center/Cooks Tank Line	110 North Franklintown Road	Petroleum release
BP-013	L & J Processing Facility	222 North Calverton Road	Hazardous waste history
BP-017	Can-Do Fuel Oil Company, Inc.	2527 Baker Street	Petroleum contamination
BP-018	Maryland Lumber Co.	2601 West Franklin Street	Petroleum release
BP-020	Emanuel Tire, LLC	1300 Moreland Avenue	Hazardous waste history
BP-022	Baltimore Car & Truck Rental, Inc.	200 North Warwick Avenue	Petroleum release
BP-023	G&M Oil Company, Inc.	1549 North Warwick Avenue	Petroleum release
BP-024	Trans Realty, Inc.	2501 West Lexington Street	Petroleum use
BP-025	Franklin Fuel Express	2417 W Franklin Street	Petroleum use
BP-028	Blue Ridge Fuel Co.	1400 Moreland Avenue	Petroleum use
BP-029	Marco Shoe Company/Nelco Shoes	2415 West Franklin Street	Petroleum use
BP-030	Tedco Industries	2335 West Franklin Street	Petroleum use
BP-031	Kaufman Products	1330 North Bentalou Street	Petroleum use, industrial history
BP-033	Baltimore City	2305 West Franklin Street	Automotive history
BP-035	Jung, Youngok Ann	501 North Bentalou Street	Automotive history
BP-036	Exxon Station	2200 Edmondson Avenue	Petroleum use, Automotive history, Dry-cleaning history
BP-038	Alpha One, Inc.	2140 Edmondson Avenue	Petroleum release
BP-039	Apex Oil, Co.	2109 West Lafayette Avenue	Petroleum release



Site ID #	Property Description	Address	Hazard Type
BP-040	Emanuel Tire	2120 West Lafayette Avenue	Brownfields assessment
BP-041	American Ice Company	2100 W Franklin Street	Petroleum use
BP-042	Carver Vocational Technical Senior High School	2201 Presstman Street	Petroleum use
BP-045	National Railroad	2104 West Lanvale Street	Coal-use history
BP-058	Cloverland Dairy	2200 North Monroe Street	Petroleum contamination
BP-059	Stop Shop Save	1410 North Monroe Street	Automotive history
BP-063	E. S. Brady & Co., Inc.	1310 North Monroe Street	Railway history
BP-064	Jolly's Food and Convenience Mart	1500 North Monroe Street	Automotive history
BP-066	Former Coliseum Building	2201 North Monroe Street	VCP action, Petroleum use
BP-067	BP Service Station	900 North Monroe Street	Petroleum release
BP-070	Green, Jeffrey E	1814 McKean Avenue	Automotive, Industrial history
BP-077	JJ Adams Fuel Oil Company	1810 Winchester Street	Petroleum use
BP-079	Steve Auto	2115 North Fulton Avenue	Petroleum release
BP-085	Penn North Partners LLLP	2632 Pennsylvania Avenue	Dry-cleaning history
BP-086	American Oil Co., Penn Square II	1655 Old Lane	Petroleum release
BP-089	F. A. Taylor	1568 Clifton Avenue	Petroleum release
BP-099	George G. Ruppertsberger & Sons, Inc.	2639 Pennsylvania Avenue	Petroleum release
BP-102	Westside Elementary School	2335 North Fulton Avenue	Petroleum release
BP-107	Whitelock Towing	2634 Flora Street	Petroleum release
BP-119	MTA Terminal	2471 Woodbrook Avenue	Petroleum use
BP-125	Baltimore City	2513 Druid Hill Avenue	Automotive, painting history
BP-129	Dix residence	2562 McCulloh Street	Petroleum release
BP-134	Accent Displays, Inc.	2560 Madison Avenue	Petroleum release
BP-174	VI Contracting Site	841 Whitelock Street	Petroleum release

Site ID #	Property Description	Address	Hazard Type
BP-194	Tune Up City, Inc.	701 Whitelock Street	Automotive history
BP-203	MTA Light Rail Maintenance Facility	344 West North Avenue	Petroleum use, railway history
BP-206	Baltimore City DPW Highway Maintenance Garage	560 West North Avenue	Petroleum use
BP-214	Amtrak/Jones Falls Substation	151 West Oliver Street	Petroleum release
BP-217	Baltimore Postal Service Vehicle Maintenance	60 West Oliver Street	Petroleum release
BP-219	Maryland Community Resource Center/Sterling Auto Radiator Works	1731 Maryland Avenue	Petroleum release
BP-221	Metro Laundry & Cleaners/La La Auto Repair Inc./Atlantic Auto Service	1700 North Charles Street	Dry-cleaning history, Petroleum use
BP-223	Vincent Gulf Service Station/Hess	1801 North Charles Street	Petroleum release

**Table 12: Alternative 3 Option C – High Priority Sites**

Site ID #	Property Description	Address	Hazard Type
BP-001	Potts and Callahan Quarry	2902 West Baltimore Street	VCP action
BP-037	ABEX Baltimore – ABC Rail Products Corp.	2200 Winchester Street	CERCLIS screening, industrial history
BP-050	Matrix Metals	2045 Winchester Street	VCP action, Petroleum use
BP-056	The Baltimore Asphalt Paving Co. (P. Flanigan & Sons, Inc., Pen Mar Company, Inc.)	1320 North Monroe Street	Petroleum use, industrial history
BP-080	Watkins residence	2037 North Fulton Avenue	Petroleum release
BP-095	Penn Square Property	2632 Pennsylvania Avenue	VCP action, Petroleum release
BP-108	Part Terminal Station	2331 North Fulton Avenue	Petroleum release
BP-224	Amtrak Pennsylvania Station	1500 North Charles Street	Petroleum release, railway history
BP-226	Norfolk Railway Yard	340 West North Avenue	Petroleum release, railway history

## VIII. ALTERNATIVE 11

### A. Alternative 11 Option A

#### 1. Alternative Description

Alternative 11 Option A includes the installation of four individual bores, one for each track.

#### 2. Ventilation and Egress Shafts

One large rectangular area centered on the proposed Alternative 11 Option A tunnel has been identified for the installation of mid-tunnel ventilation shafts. In addition, a trapezoidal area has also been identified for the installation of mid-tunnel egress ways (**Appendix 5**). The exact excavation location for the installation of the ventilation and egress shafts within each proposed area have not been determined at this time. As part of the process for determining the optimal ventilation and egress shaft locations for each alternative, the following potential sites of concern are identified within the proposed Alternative 11 Option A shaft construction areas:

- BP-178 – Lafayette Center at 1915 Madison Avenue. There is a high potential that a documented release from historic leaking underground storage tanks, with MDE's Oil Control Program requiring well monitoring, may impact Alternative 11 Option A.
- BP-185 – A residence at 1815 Madison Avenue. A documented release from an aboveground storage tank has a medium priority for impacting Alternative 11 Option A.
- BP-197 – Dailey's Auto Repair & Parts at 737 Lennox Street. There is a low potential that petroleum use and automotive history may impact Alternative 11 Option A.

#### 3. Preliminary Screening Assessment

Alternative 11 Option A was determined to have possible impacts from 123 hazardous material sites. There were 81 sites with a low-priority impact (**Table 13**), 32 sites with a medium-priority impact (**Table 14**), and 10 sites with a high-priority impact (**Table 15**).

**Table 13: Alternative 11 Option A – Low Priority Sites**

Site ID #	Property Description	Address	Hazard Type
BP-002	Southwestern Senior High School	200 Font Hill Avenue	Petroleum use
BP-003	Mount Nebo Church	240 North Franklinton Road	Petroleum release
BP-004	Franklinton Road Assoc./The Service Composition Company Inc.	232 North Franklinton Road	Petroleum use
BP-007	Supervisor of Elections	301 North Franklinton Road	Petroleum use
BP-008	Baltimore City Water Meter Shop	200 North Franklinton Road	Petroleum use
BP-009	Maryland Food Bank	241 North Franklinton Road	Petroleum use

Site ID #	Property Description	Address	Hazard Type
BP-011	Baltimore Pre-Release Unit	301 North Calverton Road	Petroleum use
BP-012	Baltimore Substation	239 North Calverton Road	Petroleum release
BP-015	City of Baltimore Franklin Street Yard	231 North Calverton Road	Petroleum release
BP-016	Lexington Auto Service/Motor Pool West	2560 West Lexington Street	Automotive and hazardous waste history
BP-019	Baltimore Uniform Rental, Inc.	2555 West Lexington Street	Petroleum use, Dry-cleaning history
BP-021	Former Acme Pad Factory	330 North Warwick Avenue	Petroleum release
BP-025	Franklin Fuel Express	2417 West Franklin Street	Petroleum release
BP-026	unknown	311 North Warwick Avenue	Petroleum release
BP-027	Cosmechem	215 North Warwick Avenue	Hazardous waste history
BP-032	Bentalou Elementary School	220 North Bentalou Street	Petroleum release
BP-033	Baltimore City	2305 West Franklin Street	Petroleum use
BP-034	Victor Graphics	200 North Bentalou Street	Petroleum release
BP-035	Jung, Youngok Ann	501 North Bentalou Street	Automotive history
BP-036	Exxon Station	2200 Edmondson Avenue	Petroleum use, Automotive history, Dry-cleaning history
BP-040	Emanuel Tire	2120 West Lafayette Avenue	Hazardous waste history
BP-043	LA Auto Service	2124 Edmondson Avenue	Automotive history
BP-044	McDowell's Auto Service	2135 Edmondson Avenue	Automotive history

Site ID #	Property Description	Address	Hazard Type
BP-049	Louis Schoen	2041 Edmondson Avenue	Dry-cleaning history
BP-052	Sing Wang Laundry	2031 Edmondson Avenue	Dry-cleaning history
BP-053	Broth Morris	2009 Edmondson Avenue	Dry-cleaning history
BP-054	Terry Sakellos	2014 Edmondson Avenue	Dry-cleaning history
BP-055	Fulton Family Laundry	2006 Edmondson Avenue	Dry-cleaning history
BP-057	Mr. Clean Clothes Cleaners	1957 Edmondson Avenue	Dry-cleaning history
BP-072	Lee Charles Laundry	1838 Harlem Avenue	Dry-cleaning history
BP-073	Burton W N Cleaners	1839 West Lanvale Street	Dry-cleaning history
BP-075	Charlie Soon	1834 Harlem Avenue	Dry-cleaning history
BP-076	Harriet Tubman Elementary School	1807 Harlem Avenue	Petroleum use
BP-078	William R Lockhart residence	1803 Riggs Avenue	Petroleum release
BP-094	Grove Courtney Laundromat	930 North Mount Street	Dry-cleaning history
BP-098	Gilmore Homes, Baltimore Housing Authority	1601 Vincent Court	Petroleum release
BP-103	Gilmore Homes	1640 Balmor Court	Petroleum use
BP-105	Frank Chin	1600 West Lafayette Avenue	Dry-cleaning history
BP-106	Good Service Garage	811 North Vincent Street	Automotive history
BP-109	Leslie's Towing	1601 West Lafayette Avenue	Automotive history
BP-123	Sharon Baptist Church, Inc.	1373 North Stricker Street	Petroleum use
BP-124	Harlem Park Middle School #78	1500 Harlem Avenue	Petroleum release

Site ID #	Property Description	Address	Hazard Type
BP-128	City of Baltimore	2311 Pennsylvania Avenue	Petroleum release
BP-132	Cearney's Radiator Service	1204 North Calhoun Street	Automotive history
BP-136	Baltimore City	1301 Laurens Street	Petroleum use
BP-140	Empire Laundry & Dry Cleaners	1201 North Carey Street	Dry-cleaning history
BP-143	William Pinderhughes Elementary School	1200 North Fremont Avenue	Automotive history
BP-144	Modern Junk & Salvage Co.	1423 North Fremont Avenue	Industrial history
BP-145	Exxon #22758	1201 West North Avenue	Petroleum release
BP-148	Lieu Yaw Laundry	1220 North Fremont Avenue	Dry-cleaning history
BP-149	Ernest Arjone	1208 North Fremont Avenue	Automotive history
BP-150	K & L Auto Service	1206 North Fremont Avenue	Automotive history
BP-151	Fremont Service Station	1202 North Fremont Avenue	Automotive history
BP-152	United States Post Office	1832 Pennsylvania Avenue	Petroleum use
BP-154	Inland Oil Co.	1126 North Fremont Avenue	Automotive history
BP-159	Lafayette Market	1700 Pennsylvania Avenue	Petroleum use
BP-164	Ball property and alleyway	634 Pitcher Street	Petroleum use
BP-166	Talk Dirty Laundry	1729 Pennsylvania Avenue	Dry-cleaning history
BP-168	Crown Station (Quest Station)	1001 West North Avenue	Petroleum use
BP-171	Goldenberg's Bargain Outlet	1705 Pennsylvania Avenue	Petroleum use
BP-173	Jason H Tilbillman	545 Wilson Street	Dry-cleaning history
BP-176	Wilson & Etting Park	1709 Division Street	Automotive history



Site ID #	Property Description	Address	Hazard Type
BP-177	Jim's Auto Repair	528 Wilson Street	Automotive history
BP-179	Minor's Cleaners	1800 Linden Avenue	Dry-cleaning history
BP-181	Baltimore Wrecking Corporation	2021 Linden Avenue	Hazardous waste history
BP-188	Horwitz Oscar	1929 Linden Avenue	Dry-cleaning history
BP-190	Barron, Thomas J	818 West North Avenue	Automotive history
BP-197	Dailey's Auto Repair & Parts	737 Lennox Street	Automotive history
BP-198	Reddy Cleaners	727 West North Avenue	Dry-cleaning history
BP-199	Washington Cleaners & Dyers Inc.	711 West North Avenue	Dry-cleaning history
BP-204	Mount Royal Elementary School	121 McMechen Street	Petroleum use
BP-208	Baltimore Fire Department, Aerial Tower 111	401 West North Avenue	Petroleum use
BP-210	Lincoln Motor	410 West North Avenue	Automotive history
BP-211	AAA Mid-Atlantic Inc.	1401 West Mount Royal Avenue	Petroleum use
BP-212	Maryland Institute College of Art - Fox Building	1341 Dickson Street	Petroleum use
BP-213	Bolton Yard	80 West Oliver Street	VCP action
BP-215	Maryland Institute College of Art	113 West North Avenue	Petroleum release
BP-216	Maryland Community Resource Center	1734 Maryland Avenue	Petroleum release
BP-218	Penn Esso Station	1716 Maryland Avenue	Automotive history
BP-220	Atlantic Automobile Repairs	6 West Lanvale Street	Automotive history

Site ID #	Property Description	Address	Hazard Type
BP-222	Binswanger, Sylvan W	2 East Lanvale Street	Automotive history
BP-225	National Auto Radiator and Fender Company Inc.	9 East Lanvale Street	Automotive history

**Table 14: Alternative 11 Option A – Medium Priority Sites**

Site ID #	Property Description	Address	Hazard Type
BP-005	H & S Bakery Company/A & P Bakery	230 North Franklinton Road	Petroleum use
BP-006	Harowitz property	222 North Franklinton Road	Petroleum release
BP-010	Jesus Collision Center/Cooks Tank Line	110 North Franklinton Road	Petroleum release
BP-013	L & J Processing Facility	222 North Calverton Road	hazardous waste history
BP-018	Maryland Lumber Co.	2601 West Franklin Street	Petroleum release
BP-022	Baltimore Car & Truck Rental, Inc.	200 North Warwick Avenue	Petroleum release
BP-024	Trans Realty, Inc.	2501 West Lexington Street	Petroleum use
BP-025	Franklin Fuel Express	2417 West Franklin Street	Petroleum use
BP-029	Marco Shoe Company/Nelco Shoes	2415 West Franklin Street	Petroleum use
BP-030	Tedco Industries	2335 West Franklin Street	Petroleum use
BP-038	Alpha One, Inc.	2140 Edmondson Avenue	Petroleum release
BP-050	Matrix Metals	2045 Winchester Street	VCP action, Petroleum use
BP-056	The Baltimore Asphalt Paving Co. (P. Flanigan & Sons, Inc., Pen Mar Company, Inc.)	1320 North Monroe Street	Petroleum use, industrial history
BP-067	BP Service Station	900 North Monroe Street	Petroleum release
BP-090	Sandtown Winchester Community Center	1114 North Mount Street	Petroleum use
BP-120	Baltimore City Fire Department #8	1503 West Lafayette Avenue	Petroleum release

Site ID #	Property Description	Address	Hazard Type
BP-138	Whitaker Citgo and Fuel Co.	920 North Carey Street	Petroleum release
BP-139	St. Peter Claver Catholic Church	1542 North Fremont Avenue	Petroleum release
BP-146	William G Brown Community Funeral Home	1308 North Fremont Avenue	Petroleum release
BP-156	Amoco Station	1101 West North Avenue	Petroleum release
BP-157	Bank of America	1808 Pennsylvania Avenue	Petroleum release
BP-185	Conor residence	1815 Madison Avenue	Petroleum release
BP-186	Druid Heights Community Development Corp.	1711 McCulloh Street	Petroleum use
BP-201	Ditch Bowers & Taylor, Inc.	415 West North Avenue	Petroleum release, railway history
BP-202	Bolton House North Apartments	1600 West Mount Royal Avenue	Petroleum use
BP-203	MTA Light Rail Maintenance Facility	344 West North Avenue	Petroleum use, railway history
BP-206	Baltimore City DPW Highway Maintenance Garage	560 West North Avenue	Petroleum use
BP-214	Amtrak/Jones Falls Substation	151 West Oliver Street	Petroleum release
BP-217	Baltimore Postal Service Vehicle Maintenance	60 West Oliver Street	Petroleum release
BP-219	Maryland Community Resource Center/Sterling Auto Radiator Works	1731 Maryland Avenue	Petroleum release
BP-221	Metro Laundry & Cleaners/La La Auto Repair Inc./Atlantic Auto Service	1700 North Charles Street	Dry-cleaning history, Petroleum use
BP-223	Vincent Gulf Service Station/Hess	1801 North Charles Street	Petroleum release

**Table 15: Alternative 11 Option A – High Priority Sites**

Site ID #	Property Description	Address	Hazard Type
BP-001	Potts and Callahan Quarry	2902 West Baltimore Street	VCP action
BP-041	American Ice Company	2100 West Franklin Street	Brownfields assessment, Hazardous waste history
BP-077	JJ Adams Fuel Oil Company	1810 Winchester Street	Petroleum use
BP-091	Western District Police Station	1034 North Mount Street	Petroleum release
BP-117	Harvey Johnson Towers	1510 West Mosher Street	Petroleum release
BP-118	Gilmor Elementary School #107	1311 North Gilmor Street	Petroleum release
BP-178	Lafayette Center	1915 Madison Avenue	Petroleum remediation
BP-184	Midtown Development Corporation	1820 Eutaw Place	Petroleum release
BP-224	Amtrak Pennsylvania Station	1500 North Charles Street	Petroleum release, Railway history
BP-226	Norfolk Railway Yard	340 West North Avenue	Petroleum release, Railway history

## **B. Alternative 11 Option B**

### **1. Alternative Description**

Alternative 11 Option B includes the installation of four individual bores, one for each track.

### **2. Ventilation and Egress Shafts**

Two rectangular areas paralleling the proposed Alternative 11 Option B tunnel have been identified for the installation of mid-tunnel ventilation shafts. In addition, four rectangular areas have also been identified for the installation of mid-tunnel egress ways (**Appendix 6**). The exact excavation locations for the installation of the ventilation and egress shafts within each proposed area have not been determined at this time. As part of the process for determining the optimal ventilation and egress shaft locations for each alternative, the following potential sites of concern are identified within the proposed Alternative 11 Option B shaft construction areas:

- BP-140. Empire Laundry & Dry Cleaners at 1201 North Carey Street. There is a low potential that residual dry-cleaning contamination may impact Alternative 11 Option B.
- BP-143. William Pinderhughes Elementary School at 1200 North Fremont Avenue. There is a low potential that petroleum contamination may impact Alternative 11 Option B.
- BP-146. William G Brown Community Funeral Home at 1308 North Fremont Avenue. There is a medium risk that a petroleum release may impact Alternative 11 Option B.
- BP-148. Lieu Yaw Laundry at 1220 North Fremont Avenue. There is a low potential that residual dry-cleaning contamination may impact Alternative 11 Option B.
- BP-178. Lafayette Center at 1915 Madison Avenue. There is a high potential that a documented release from historic leaking underground storage tanks, with MDE's Oil Control Program requiring well monitoring, may impact Alternative 11 Option B.
- BP-185. A residence at 1815 Madison Avenue. A documented release from an aboveground storage tank has a high priority for impacting Alternative 2 downgradient, and a medium priority for impacting Alternative 11 Option B.
- BP-203. MTA Light Rail Maintenance Facility at 344 West North Avenue. There is a medium potential that petroleum and residual industrial contamination may impact Alternative 11 Option B.
- BP-206. Baltimore City Department of Public Works Highway Maintenance Garage at 560 West North Avenue. There is a medium potential that petroleum and residual industrial contamination may impact Alternative 11 Option B.

### 3. Preliminary Screening Assessment

Alternative 11 Option B was determined to have possible impacts from 123 hazardous material sites. There were 81 sites with a low-priority impact (**Table 16**), 32 sites with a medium-priority impact (**Table 17**), and 10 sites with a high-priority impact (**Table 18**).

**Table 16: Alternative 11 Option B – Low Priority Sites**

Site ID #	Property Description	Address	Hazard Type
BP-002	Southwestern Senior High School	200 Font Hill Avenue	Petroleum use
BP-003	Mount Nebo Church	240 North Franklinton Road	Petroleum release
BP-004	Franklinton Road Assoc./The Service Composition Company Inc.	232 North Franklinton Road	Petroleum use
BP-007	Supervisor of Elections	301 North Franklinton Road	Petroleum use
BP-008	Baltimore City Water Meter Shop	200 North Franklinton Road	Petroleum use

Site ID #	Property Description	Address	Hazard Type
BP-009	Maryland Food Bank	241 North Franklinton Road	Petroleum use
BP-011	Baltimore Pre-Release Unit	301 North Calverton Road	Petroleum use
BP-012	Baltimore Substation	239 North Calverton Road	Petroleum release
BP-015	City of Baltimore Franklin Street Yard	231 North Calverton Road	Petroleum release
BP-016	Lexington Auto Service/Motor Pool West	2560 West Lexington Street	Automotive and hazardous waste history
BP-019	Baltimore Uniform Rental, Inc.	2555 West Lexington Street	Petroleum use, Dry-cleaning history
BP-021	Former Acme Pad Factory	330 North Warwick Avenue	Petroleum release
BP-026	unknown	311 North Warwick Avenue	Petroleum release
BP-027	Cosmechem	215 North Warwick Avenue	Hazardous waste history
BP-032	Bentalou Elementary School	220 North Bentalou Street	Petroleum release
BP-033	Baltimore City	2305 West Franklin Street	Petroleum use
BP-034	Victor Graphics	200 North Bentalou Street	Petroleum release
BP-035	Jung, Youngok Ann	501 North Bentalou Street	Automotive history
BP-036	Exxon Station	2200 Edmondson Avenue	Petroleum use, Automotive history, Dry-cleaning history
BP-040	Emanuel Tire	2120 West Lafayette Avenue	Hazardous waste history
BP-043	LA Auto Service	2124 Edmondson Avenue	Automotive history
BP-044	McDowell's Auto Service	2135 Edmondson Avenue	Automotive history
BP-049	Louis Schoen	2041 Edmondson Avenue	Dry-cleaning history
BP-052	Sing Wang Laundry	2031 Edmondson Avenue	Dry-cleaning history
BP-053	Broth Morris	2009 Edmondson Avenue	Dry-cleaning history
BP-054	Terry Sakellos	2014 Edmondson Avenue	Dry-cleaning history
BP-055	Fulton Family Laundry	2006 Edmondson Avenue	Dry-cleaning history
BP-057	Mr. Clean Clothes Cleaners	1957 Edmondson Avenue	Dry-cleaning history
BP-072	Lee Charles Laundry	1838 Harlem Avenue	Dry-cleaning history



Site ID #	Property Description	Address	Hazard Type
BP-073	Burton W N Cleaners	1839 West Lanvale Street	Dry-cleaning history
BP-075	Charlie Soon	1834 Harlem Avenue	Dry-cleaning history
BP-076	Harriet Tubman Elementary School	1807 Harlem Avenue	Petroleum use
BP-078	William R Lockhart residence	1803 Riggs Avenue	Petroleum release
BP-094	Grove Courtney Laundromat	930 North Mount Street	Dry-cleaning history
BP-098	Gilmore Homes, Baltimore Housing Authority	1601 Vincent Court	Petroleum release
BP-103	Gilmore Homes	1640 Balmor Court	Petroleum use
BP-105	Frank Chin	1600 West Lafayette Avenue	Dry-cleaning history
BP-106	Good Service Garage	811 North Vincent Street	Automotive history
BP-109	Leslie's Towing	1601 West Lafayette Avenue	Automotive history
BP-123	Sharon Baptist Church, Inc.	1373 North Stricker Street	Petroleum use
BP-124	Harlem Park Middle School #78	1500 Harlem Avenue	Petroleum release
BP-128	City of Baltimore	2311 Pennsylvania Avenue	Petroleum release
BP-132	Cearney's Radiator Service	1204 North Calhoun Street	Automotive history
BP-136	Baltimore City	1301 Laurens Street	Petroleum use
BP-140	Empire Laundry & Dry Cleaners	1201 North Carey Street	Dry-cleaning history
BP-143	William Pinderhughes Elementary School	1200 North Fremont Avenue	Automotive history
BP-144	Modern Junk & Salvage Co.	1423 North Fremont Avenue	Industrial history
BP-145	Exxon #22758	1201 West North Avenue	Petroleum release
BP-148	Lieu Yaw Laundry	1220 North Fremont Avenue	Dry-cleaning history
BP-149	Ernest Arjone	1208 North Fremont Avenue	Automotive history
BP-150	K & L Auto Service	1206 North Fremont Avenue	Automotive history
BP-151	Fremont Service Station	1202 North Fremont Avenue	Automotive history
BP-152	United States Post Office	1832 Pennsylvania Avenue	Petroleum use
BP-154	Inland Oil Co.	1126 North Fremont Avenue	Automotive history
BP-159	Lafayette Market	1700 Pennsylvania Avenue	Petroleum use
BP-164	Ball property and alleyway	634 Pitcher Street	Petroleum use
BP-166	Talk Dirty Laundry	1729 Pennsylvania Avenue	Dry-cleaning history

Site ID #	Property Description	Address	Hazard Type
BP-168	Crown Station (Quest Station)	1001 West North Avenue	Petroleum use
BP-171	Goldenberg's Bargain Outlet	1705 Pennsylvania Avenue	Petroleum use
BP-173	Jason H Tilbillman	545 Wilson Street	Dry-cleaning history
BP-176	Wilson & Etting Park	1709 Division Street	Automotive history
BP-177	Jim's Auto Repair	528 Wilson Street	Automotive history
BP-179	Minor's Cleaners	1800 Linden Avenue	Dry-cleaning history
BP-181	Baltimore Wrecking Corporation	2021 Linden Avenue	Hazardous waste history
BP-188	Horwitz Oscar	1929 Linden Avenue	Dry-cleaning history
BP-190	Barron, Thomas J	818 West North Avenue	Automotive history
BP-197	Dailey's Auto Repair & Parts	737 Lennox Street	Automotive history
BP-198	Reddy Cleaners	727 West North Avenue	Dry-cleaning history
BP-199	Washington Cleaners & Dyers Inc.	711 West North Avenue	Dry-cleaning history
BP-204	Mount Royal Elementary School	121 McMechen Street	Petroleum use
BP-208	Baltimore Fire Department, Aerial Tower 111	401 West North Avenue	Petroleum use
BP-210	Lincoln Motor	410 West North Avenue	Automotive history
BP-211	AAA Mid-Atlantic Inc.	1401 West Mount Royal Avenue	Petroleum use
BP-212	Maryland Institute College of Art - Fox Building	1341 Dickson Street	Petroleum use
BP-213	Bolton Yard	80 West Oliver Street	VCP action
BP-215	Maryland Institute College of Art	113 West North Avenue	Petroleum release
BP-216	Maryland Community Resource Center	1734 Maryland Avenue	Petroleum release
BP-218	Penn Esso Station	1716 Maryland Avenue	Automotive history
BP-220	Atlantic Automobile Repairs	6 West Lanvale Street	Automotive history
BP-222	Binswanger, Sylvan W	2 East Lanvale Street	Automotive history
BP-225	National Auto Radiator and Fender Company Inc.	9 East Lanvale Street	Automotive history

**Table 17: Alternative 11 Option B – Medium Priority Sites**

Site ID #	Property Description	Address	Hazard Type
BP-005	H & S Bakery Company/A & P Bakery	230 North Franklinton Road	Petroleum use
BP-006	Harowitz property	222 North Franklinton Road	Petroleum release
BP-010	Jesus Collision Center/Cooks Tank Line	110 North Franklinton Road	Petroleum release
BP-013	L & J Processing Facility	222 North Calverton Road	Hazardous waste history
BP-018	Maryland Lumber Co.	2601 West Franklin Street	Petroleum release
BP-022	Baltimore Car & Truck Rental, Inc.	200 North Warwick Avenue	Petroleum release
BP-024	Trans Realty, Inc.	2501 West Lexington Street	Petroleum use
BP-025	Franklin Fuel Express	2417 West Franklin Street	Petroleum use
BP-029	Marco Shoe Company/Nelco Shoes	2415 West Franklin Street	Petroleum use
BP-030	Tedco Industries	2335 West Franklin Street	Petroleum use
BP-038	Alpha One, Inc.	2140 Edmondson Avenue	Petroleum release
BP-050	Matrix Metals	2045 Winchester Street	VCP action, Petroleum use
BP-056	The Baltimore Asphalt Paving Co. (P. Flanigan & Sons, Inc., Pen Mar Company, Inc.)	1320 North Monroe Street	Petroleum use, industrial history
BP-067	BP Service Station	900 North Monroe Street	Petroleum release
BP-090	Sandtown Winchester Community Center	1114 North Mount Street	Petroleum use
BP-120	Baltimore City Fire Department #8	1503 West Lafayette Avenue	Petroleum release
BP-138	Whitaker Citgo and Fuel Co.	920 North Carey Street	Petroleum release
BP-139	St. Peter Claver Catholic Church	1542 North Fremont Avenue	Petroleum release
BP-146	William G Brown Community Funeral Home	1308 North Fremont Avenue	Petroleum release
BP-156	Amoco Station	1101 West North Avenue	Petroleum release
BP-157	Bank of America	1808 Pennsylvania Avenue	Petroleum release

Site ID #	Property Description	Address	Hazard Type
BP-185	Conor residence	1815 Madison Avenue	Petroleum release
BP-186	Druid Heights Community Development Corp.	1711 McCulloh Street	Petroleum use
BP-201	Ditch Bowers & Taylor, Inc.	415 West North Avenue	Petroleum release, railway history
BP-202	Bolton House North Apartments	1600 West Mount Royal Avenue	Petroleum use
BP-203	MTA Light Rail Maintenance Facility	344 West North Avenue	Petroleum use, railway history
BP-206	Baltimore City DPW Highway Maintenance Garage	560 West North Avenue	Petroleum use
BP-214	Amtrak/Jones Falls Substation	151 West Oliver Street	Petroleum release
BP-217	Baltimore Postal Service Vehicle Maintenance	60 West Oliver Street	Petroleum release
BP-219	Maryland Community Resource Center/Sterling Auto Radiator Works	1731 Maryland Avenue	Petroleum release
BP-221	Metro Laundry & Cleaners/La La Auto Repair Inc./Atlantic Auto Service	1700 North Charles Street	Dry-cleaning history, Petroleum use
BP-223	Vincent Gulf Service Station/Hess	1801 North Charles Street	Petroleum release

**Table 18: Alternative 11 Option B – High Priority Sites**

Site ID #	Property Description	Address	Hazard Type
BP-001	Potts and Callahan Quarry	2902 West Baltimore Street	VCP action
BP-041	American Ice Company	2100 West Franklin Street	Brownfields assessment, hazardous waste history
BP-077	JJ Adams Fuel Oil Company	1810 Winchester Street	Petroleum use
BP-091	Western District Police Station	1034 North Mount Street	Petroleum release
BP-117	Harvey Johnson Towers	1510 West Mosher Street	Petroleum release

Site ID #	Property Description	Address	Hazard Type
BP-118	Gilmor Elementary School #107	1311 North Gilmor Street	Petroleum release
BP-178	Lafayette Center	1915 Madison Avenue	Petroleum remediation
BP-184	Midtown Development Corporation	1820 Eutaw Place	Petroleum release
BP-224	Amtrak Pennsylvania Station	1500 North Charles Street	Petroleum release, railway history
BP-226	Norfolk Railway Yard	340 West North Avenue	Petroleum release, railway history

## IX. SUMMARY AND CONCLUSIONS

For Alternative 2, the hazardous materials assessment identified 71 sites of concern, including 36 low-priority sites, 24 medium-priority sites and 11 high priority sites.

For Alternative 3 Option A, the hazardous materials assessment identified 96 sites of concern, including 61 low-priority sites, 29 medium-priority sites and six high priority sites.

For Alternative 3 Option B, the hazardous materials assessment identified 117 sites of concern, including 72 low-priority sites, 38 medium-priority sites and seven high priority sites.

For Alternative 3 Option C, the hazardous materials assessment identified 150 sites of concern, including 89 low-priority sites, 49 medium-priority sites and 12 high priority sites.

For Alternative 11 Option A, the hazardous materials assessment identified 123 sites of concern, including 81 low-priority sites, 32 medium-priority sites and 10 high priority sites.

Due to the similarity of the alignments, Alternative 11 Option B alignment identified the same sites of concern as found for Alternative 11 Option A, identifying 123 sites of concern, including 81 low-priority sites, 32 medium-priority sites and 10 high priority sites.

## X. ACRONYMS

AST	Aboveground Storage Tanks
B&P	Baltimore and Potomac
CERCLIS	Comprehensive Environmental Response, Compensation, and Liability Information System
CERC-NFRAP	CERCLIS No Further Remedial Action Planned
CFR	Code of Federal Regulations

CORRACTS	Corrective Action Report
EIS	Environmental Impact Statement
ERNS	Emergency Response Notification System
FEMA UST	Underground Storage Tank Listing
FINDS	Facility Index System/Facility Registry System
FR	Federal Register
FRA	Federal Railroad Administration
HIST UST	Historical Underground Storage Tank Listing
ICIS	Integrated Compliance Information System
LUCIS	Land Use Control Information System
LUST	Leaking Underground Storage Tank Incident Reports
MARC	Maryland Area Regional Commuter
MDOT	Maryland Department of Transportation
MLTS	Material Licensing Tracking System
MPWG	Master Plan Working Group
NEC	Northeast Corridor
NPL	National Priority List
NS	Norfolk Southern Railway
ODI	Open Dump Inventory
PRP	Potentially Responsible Parties
PSA	Preliminary Screening Assessment
RADINFO	Radiation Information Database
RCRA-CESQG	RCRA - Conditionally Exempt Small Quantity Generator
RCRA-LQG	RCRA - Large Quantity Generators
RCRA-NonGen	RCRA - Non Generators
RCRA-SQG	Resource Conservation and Recovery Act – Small Quantity Generators
RCRA-TSDF	RCRA - Treatment, Storage and Disposal
ROD	Records Of Decision
SHWS	This state does not maintain a SHWS list. See the Federal CERCLIS list and Federal
NPL list	
SWF/LF	State and tribal landfill and/or solid waste disposal site lists
TSCA	Toxic Substances Control Act
USC	United States Code
VCP	Voluntary Cleanup Program Sites

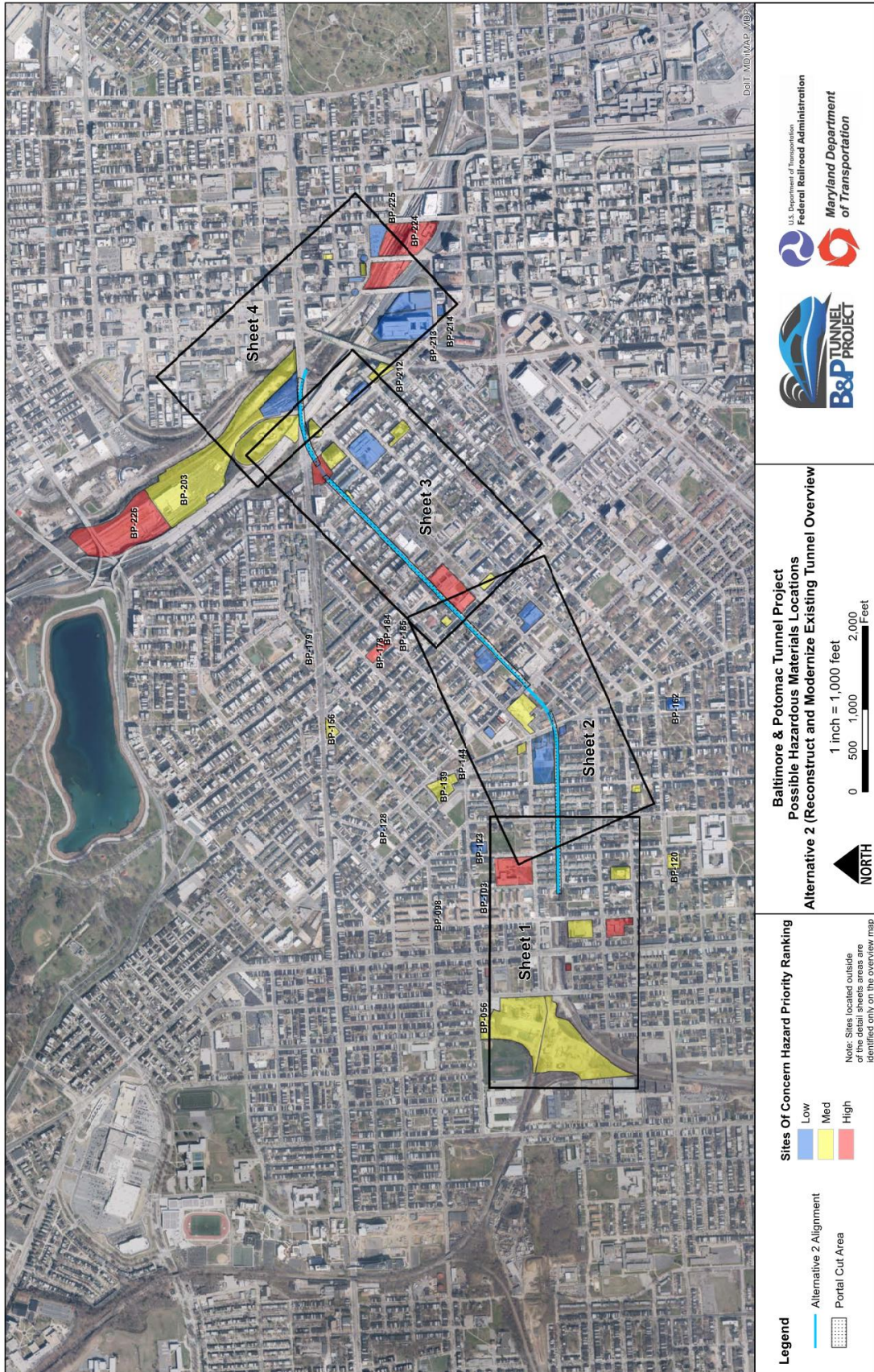


## **XI. APPENDICES**

## **Appendix 1:**

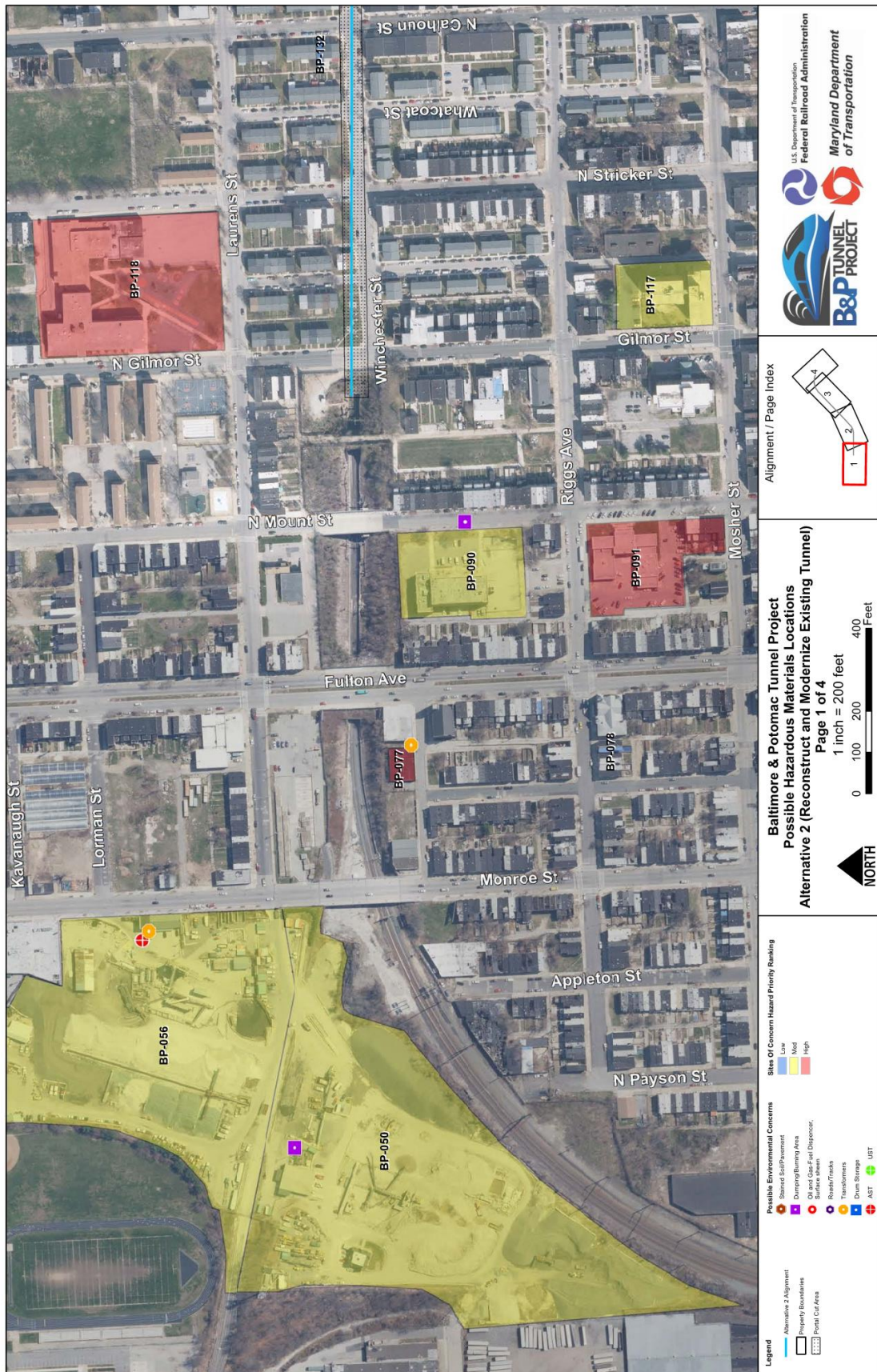
### **Alternative 2**

### **Possible Hazardous Material Locations Mapping**



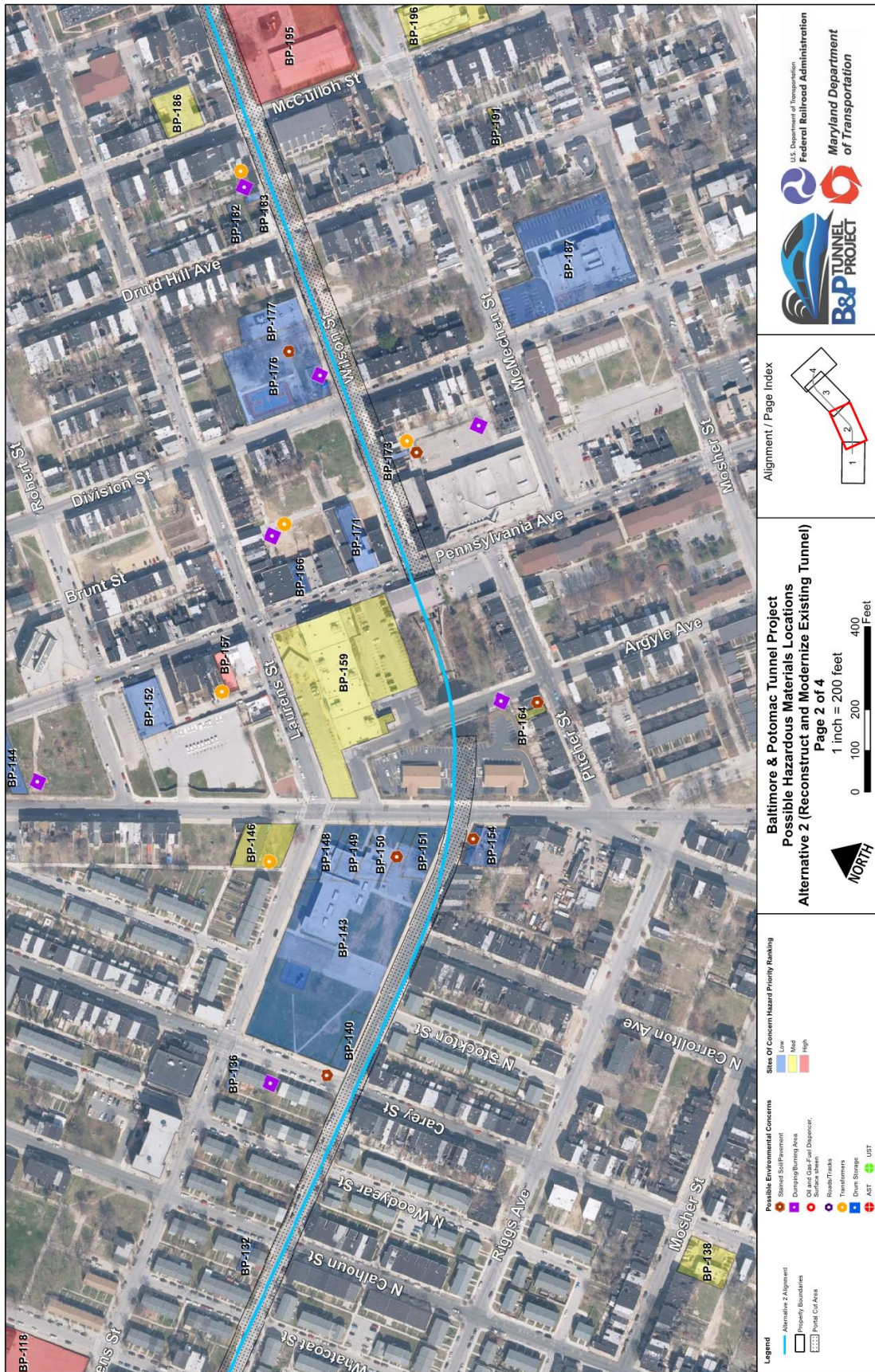
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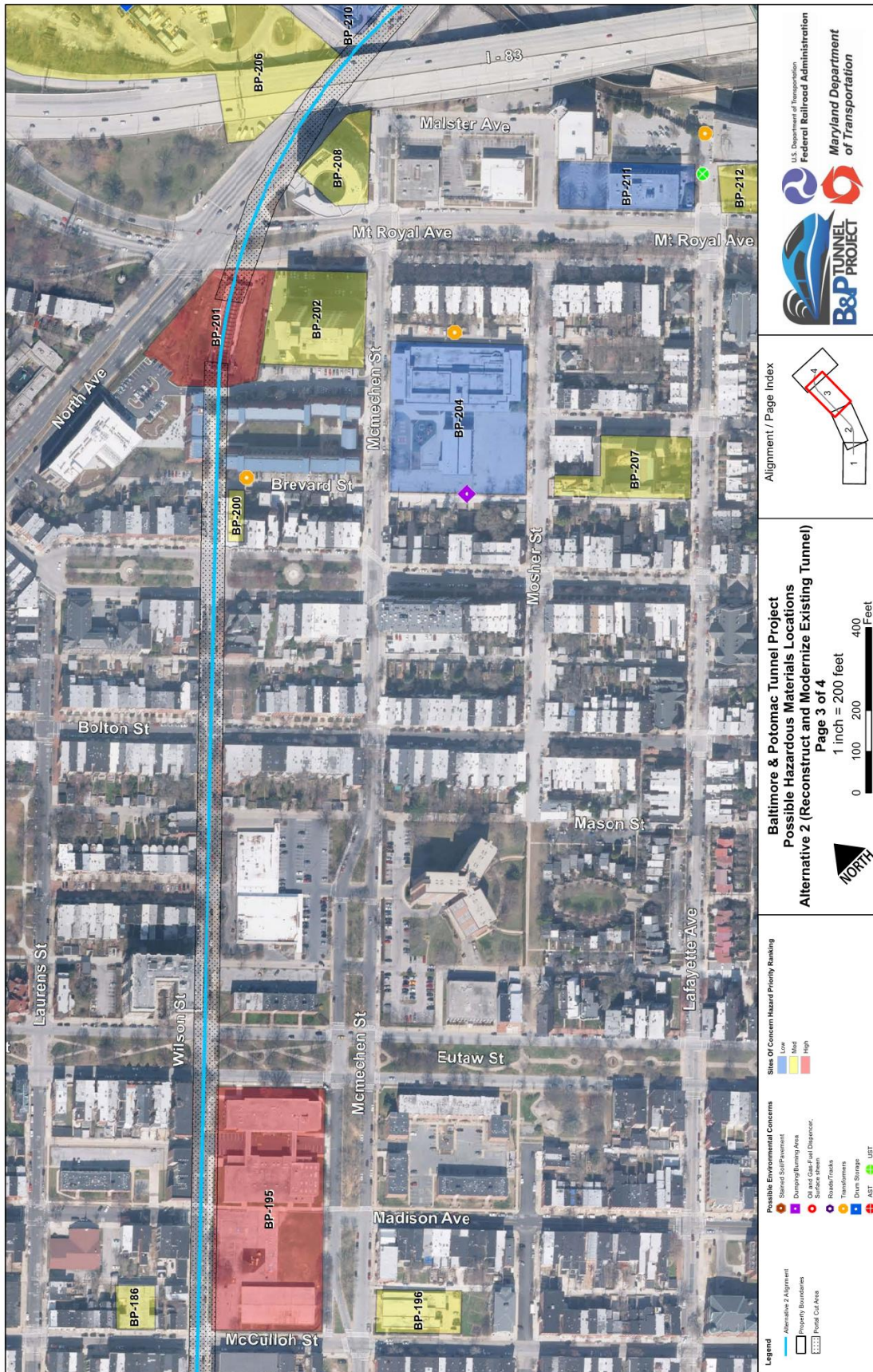
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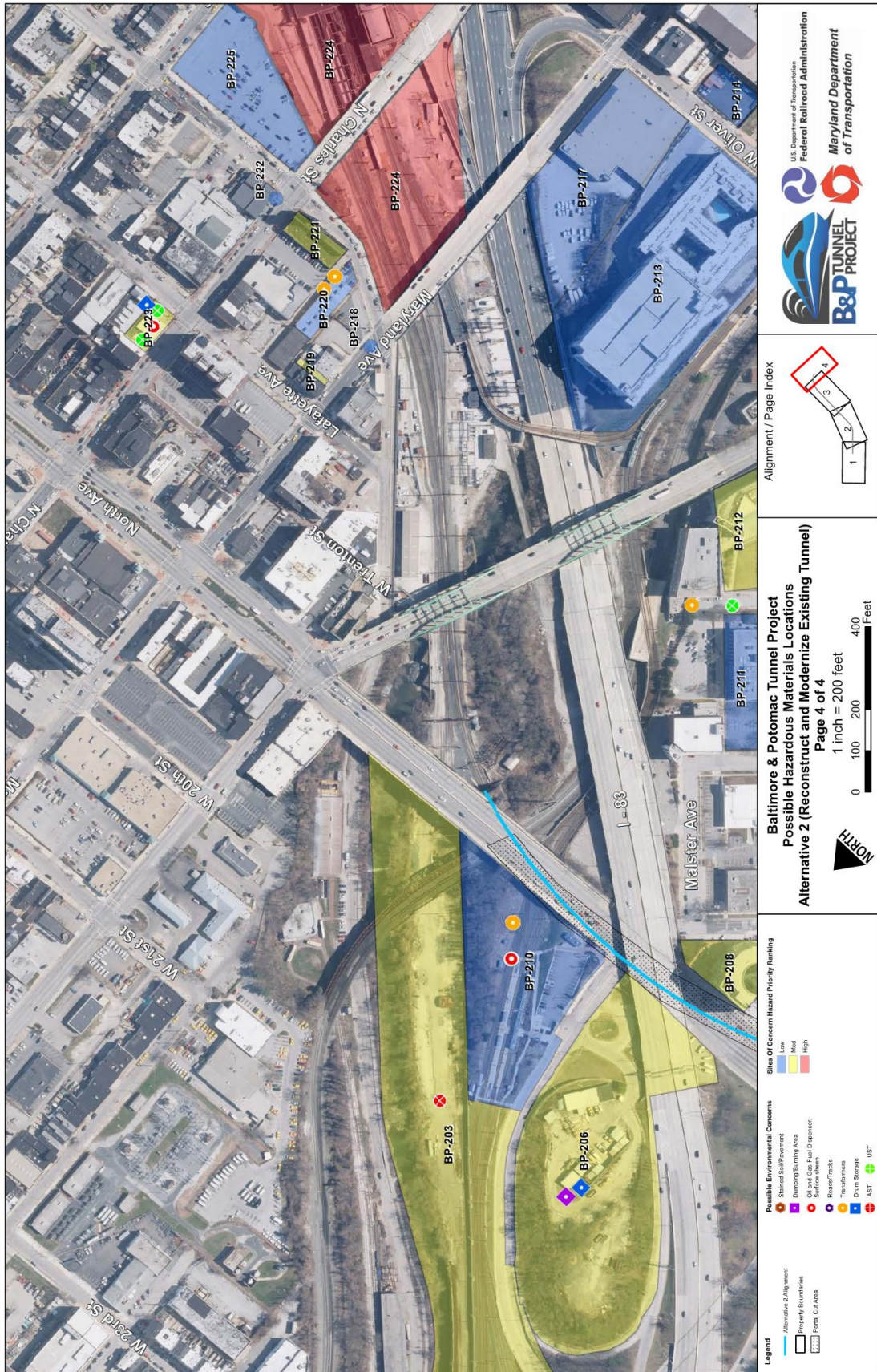
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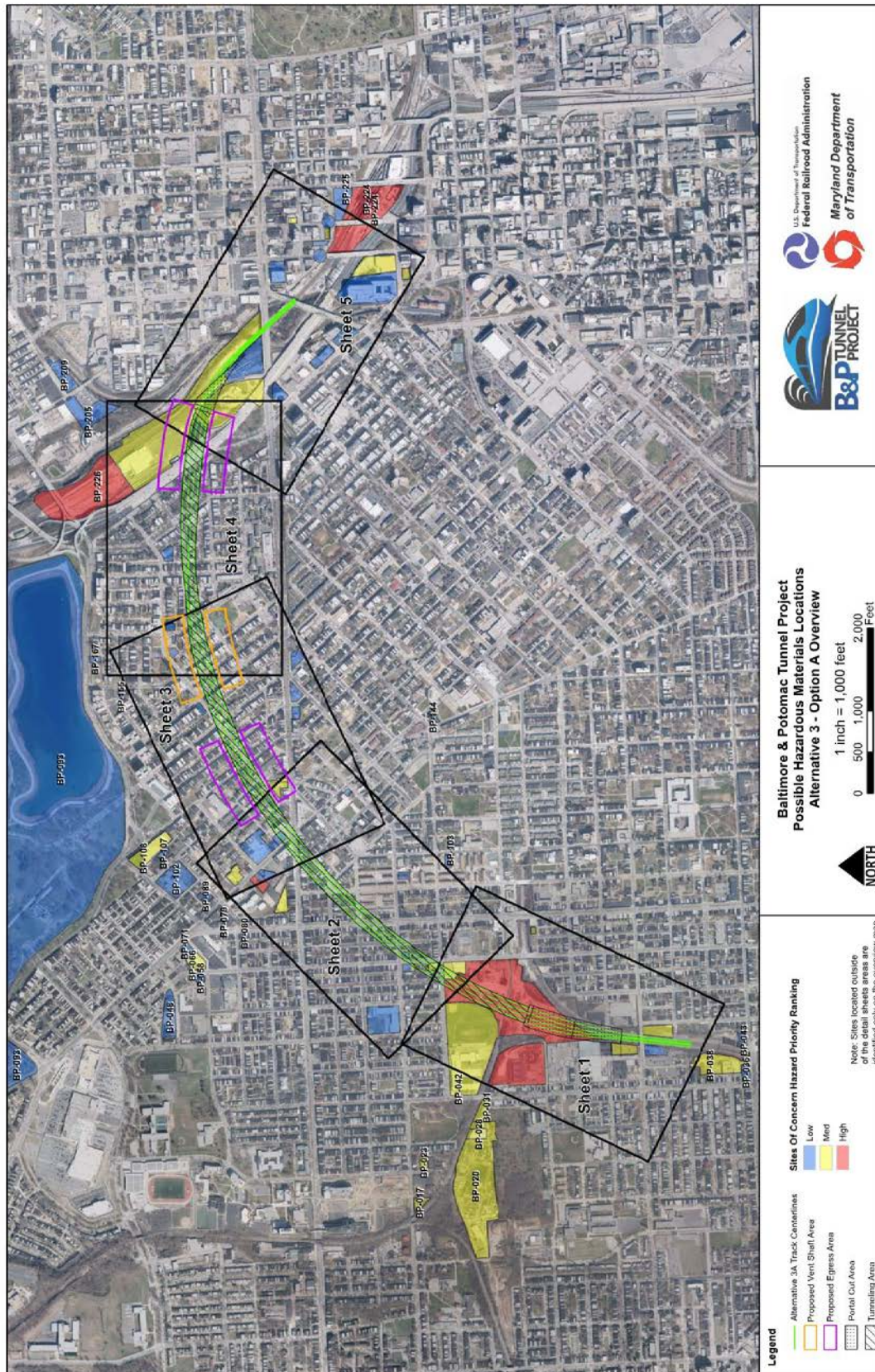
## **Appendix 2:**

### **Alternative 3 Option A**

#### **Possible Hazardous Material Locations Mapping**

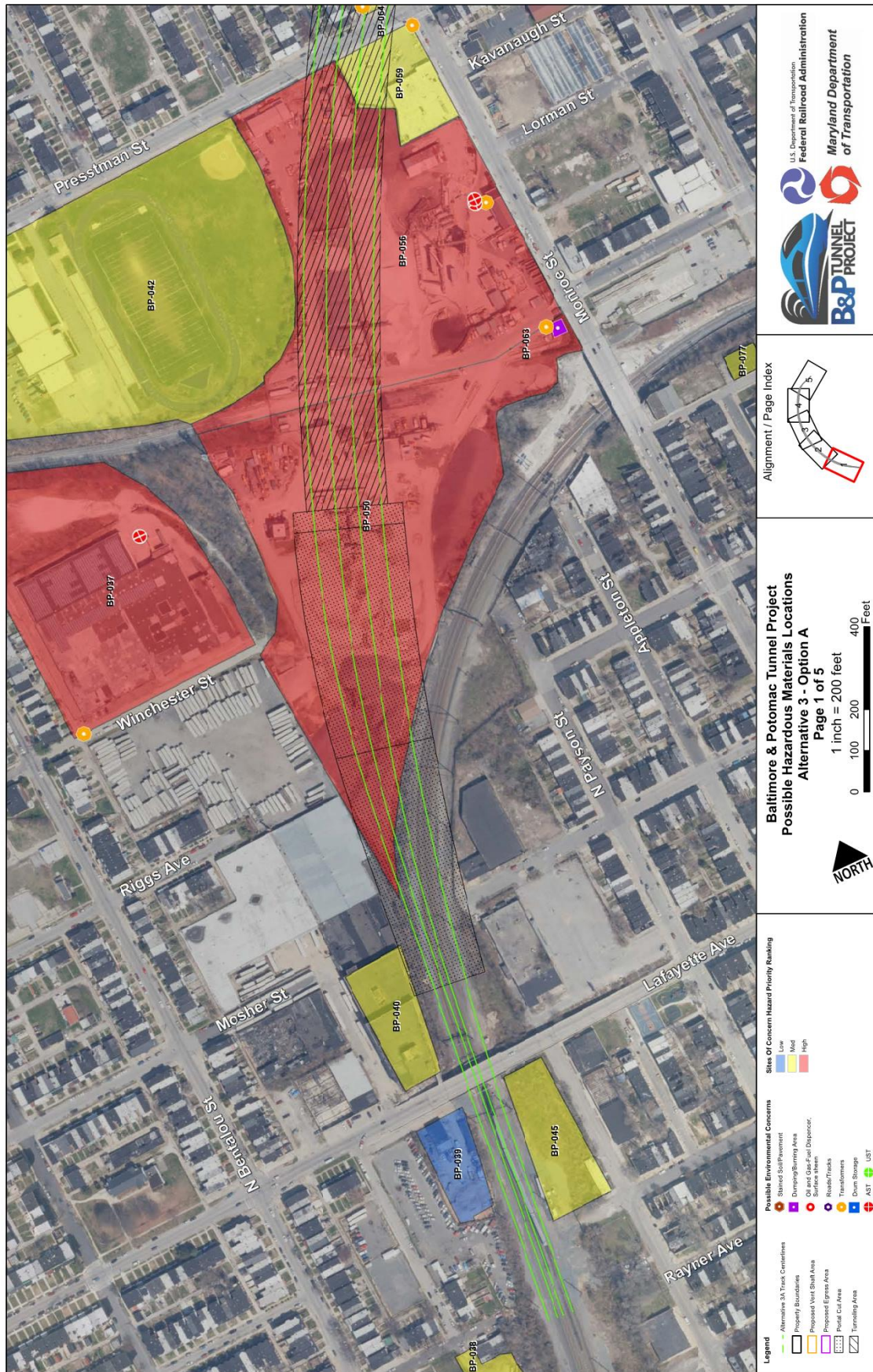


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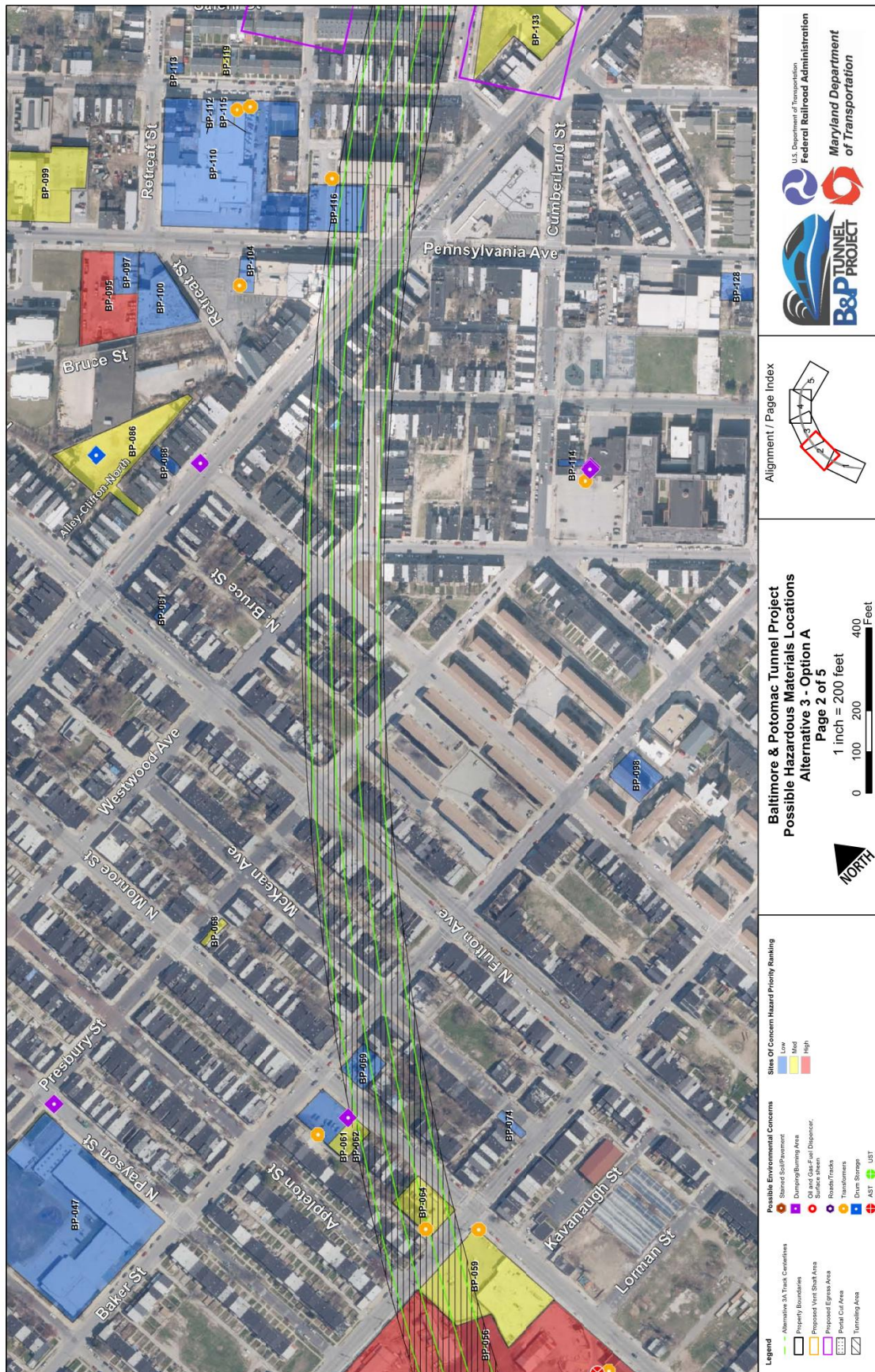
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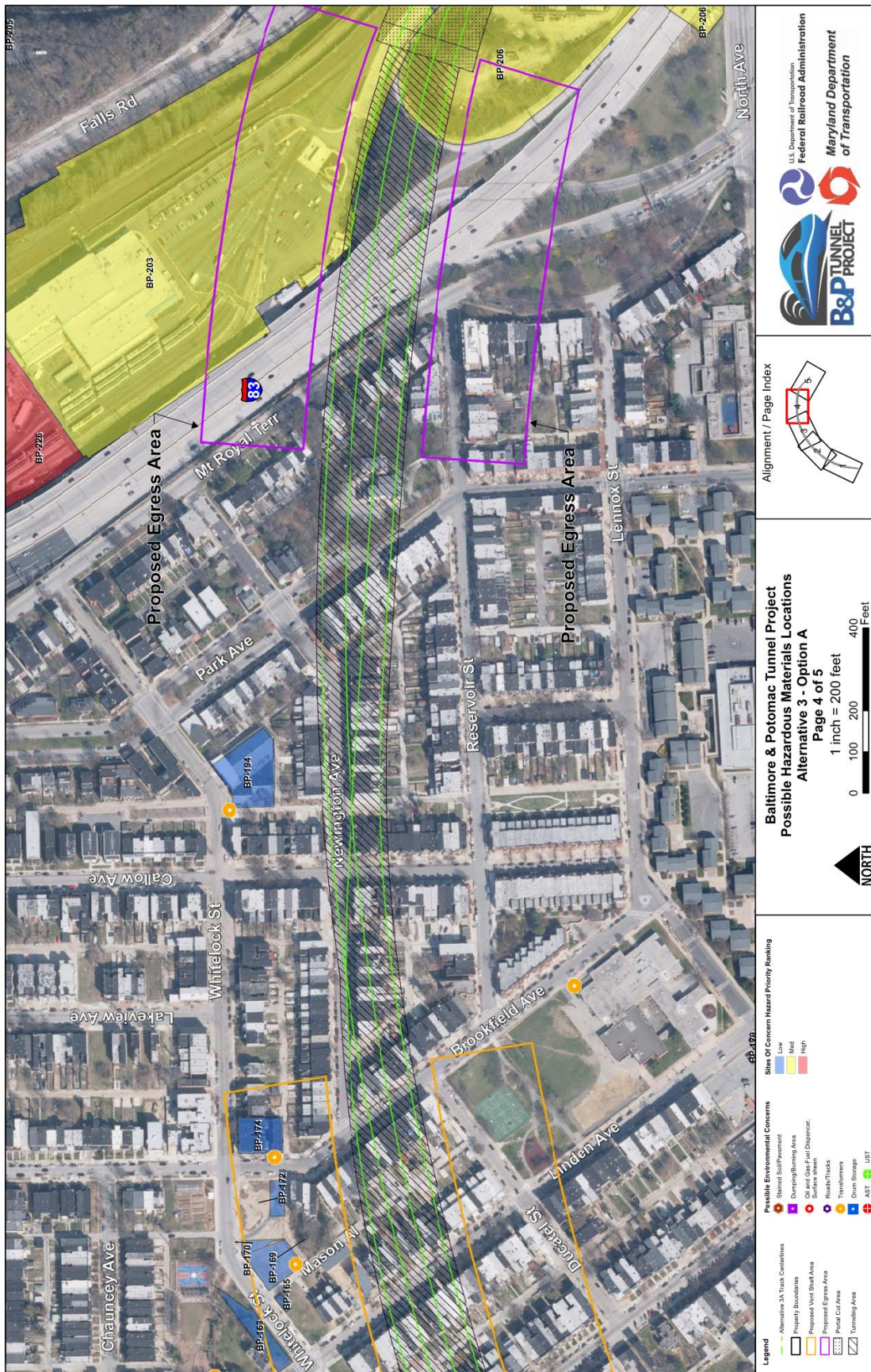
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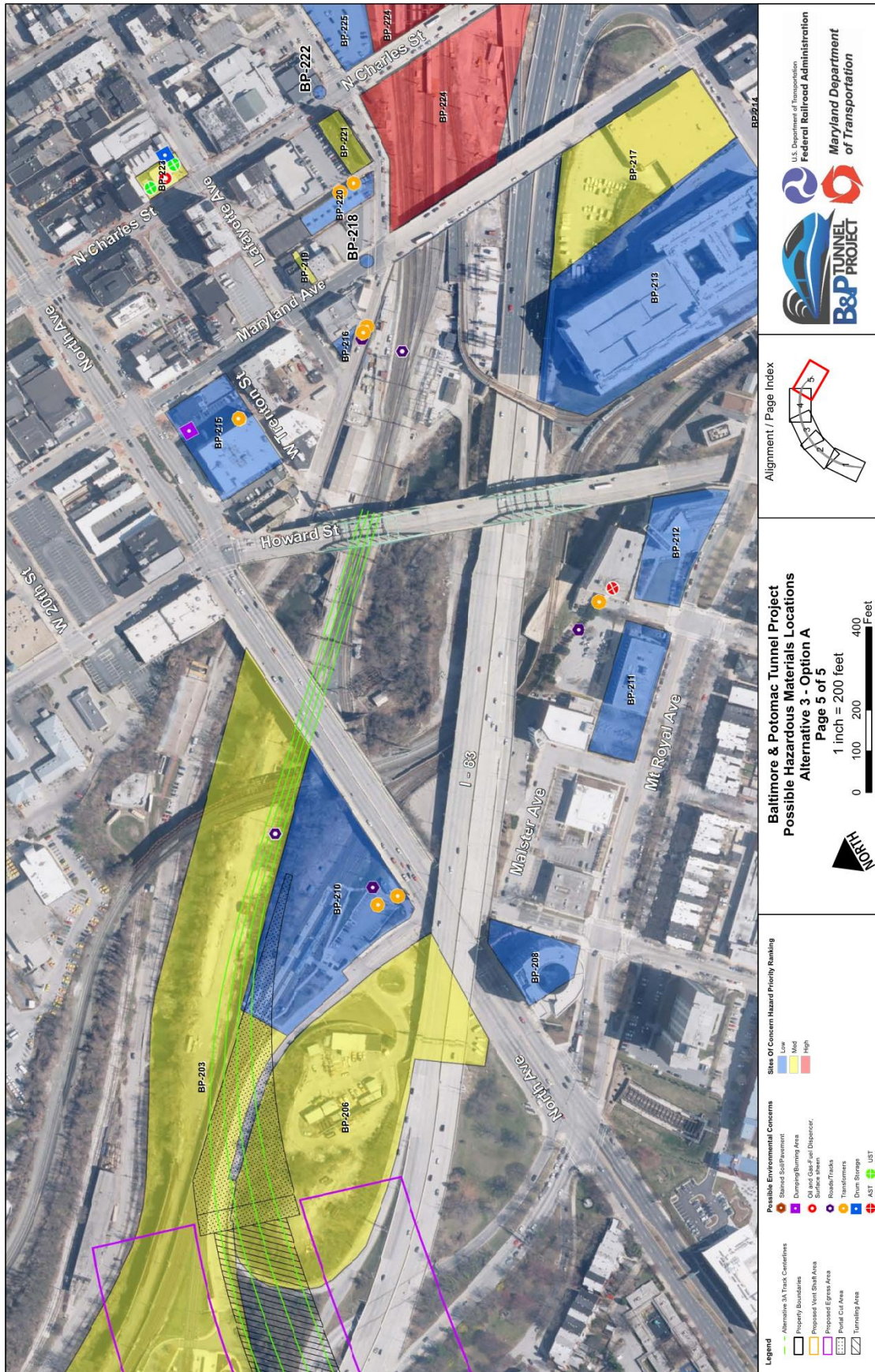
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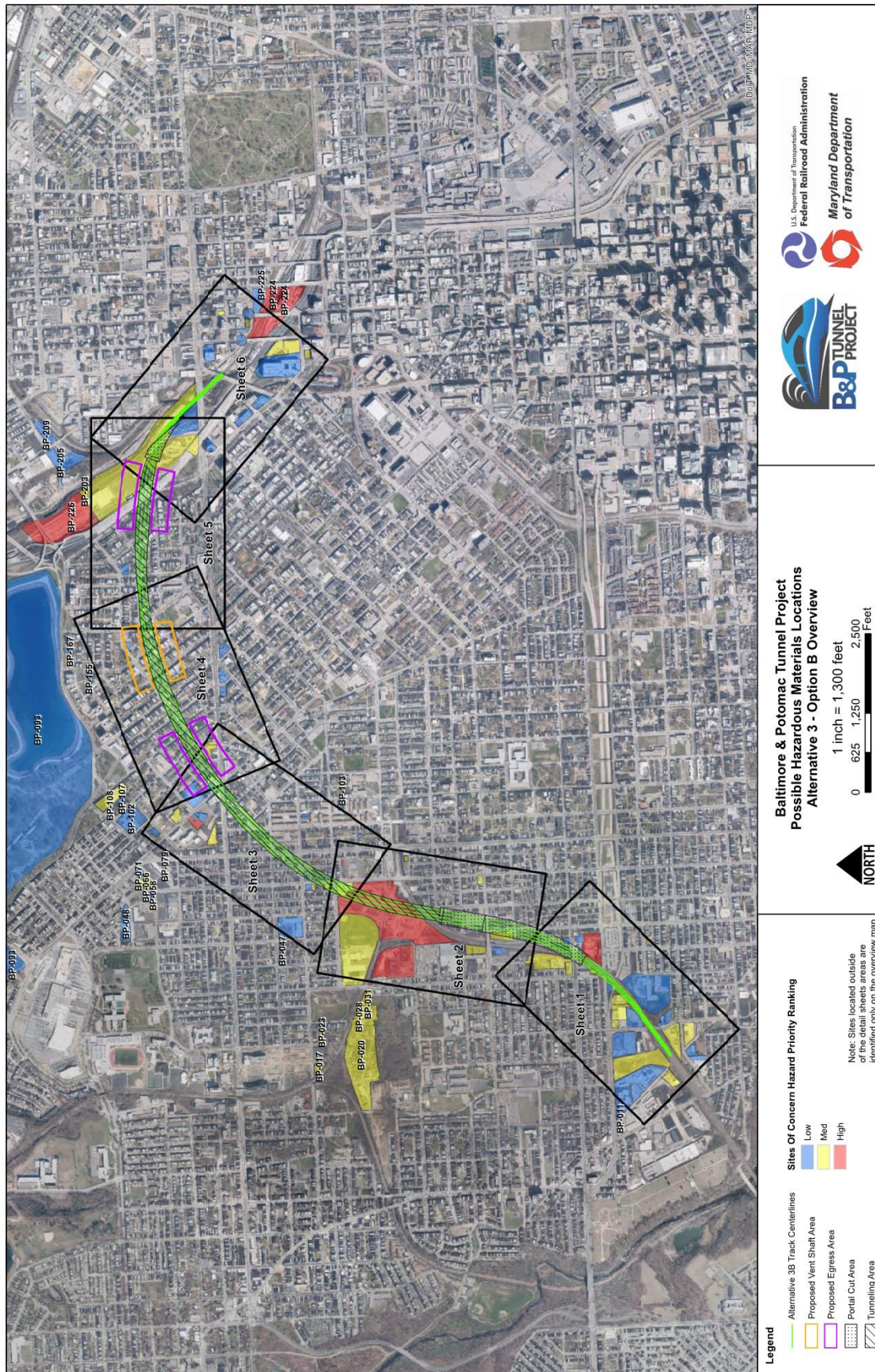
## **Appendix 3:**

### **Alternative 3 Option B**

#### **Possible Hazardous Material Locations Mapping**

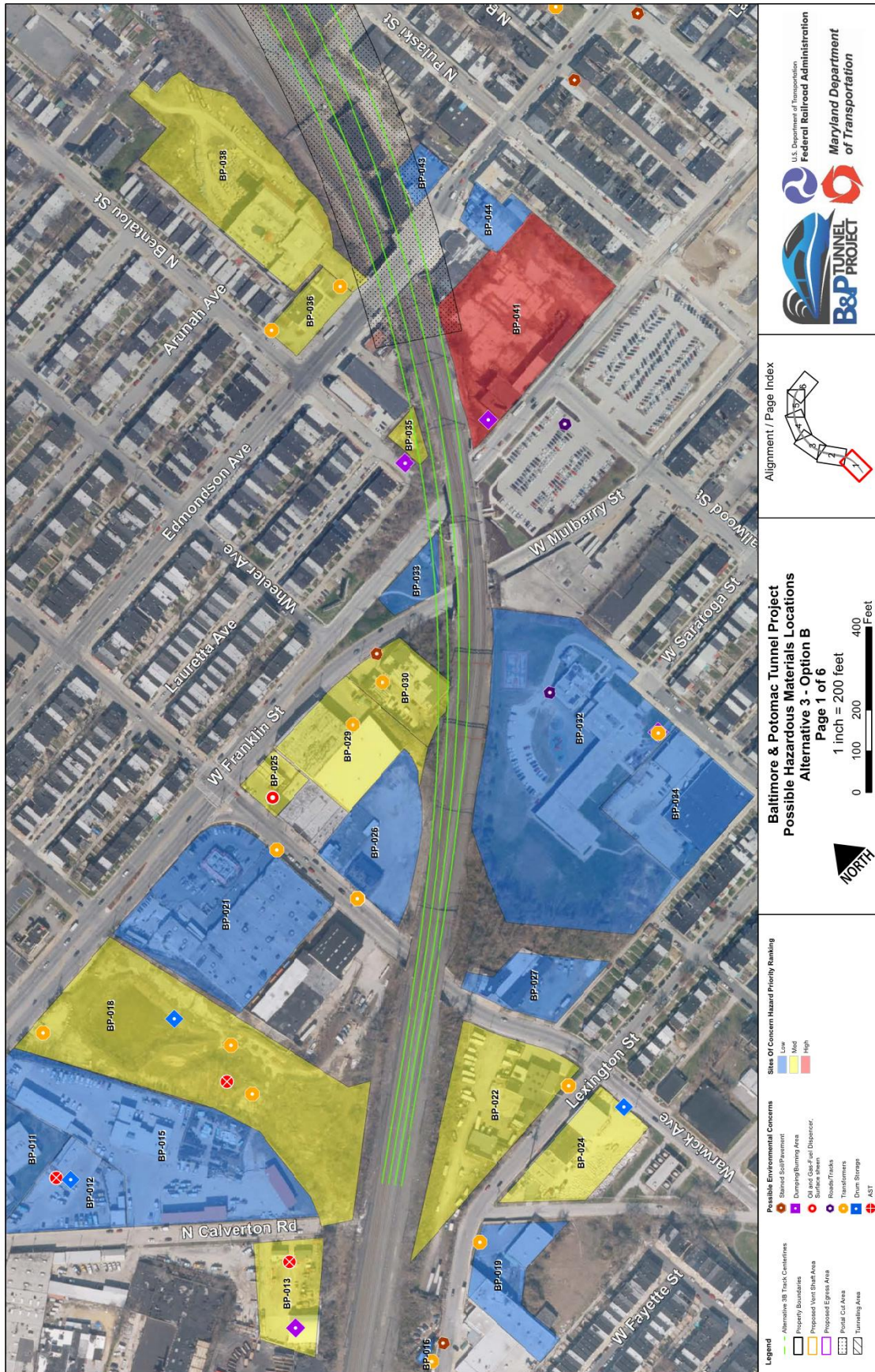


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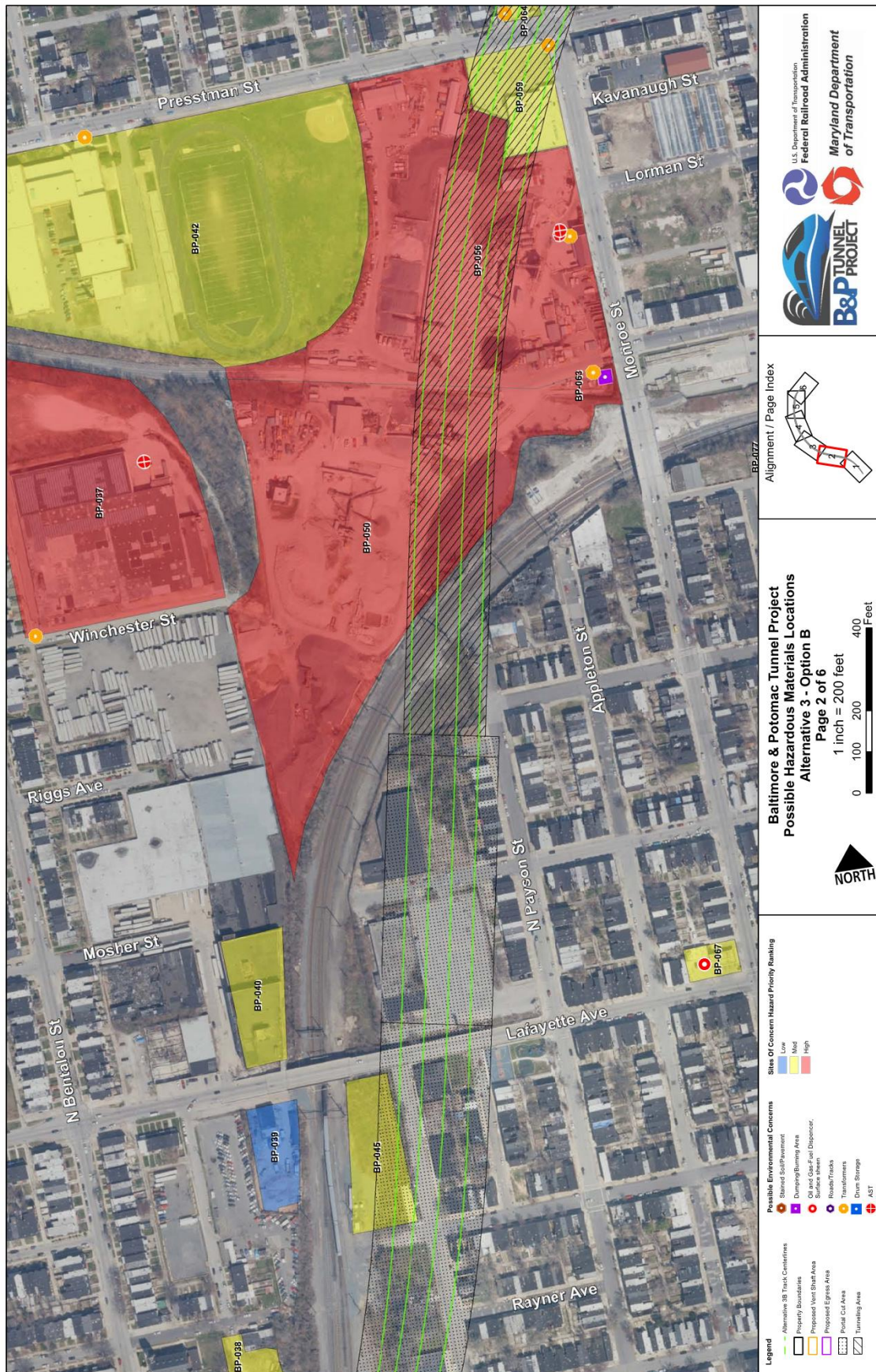
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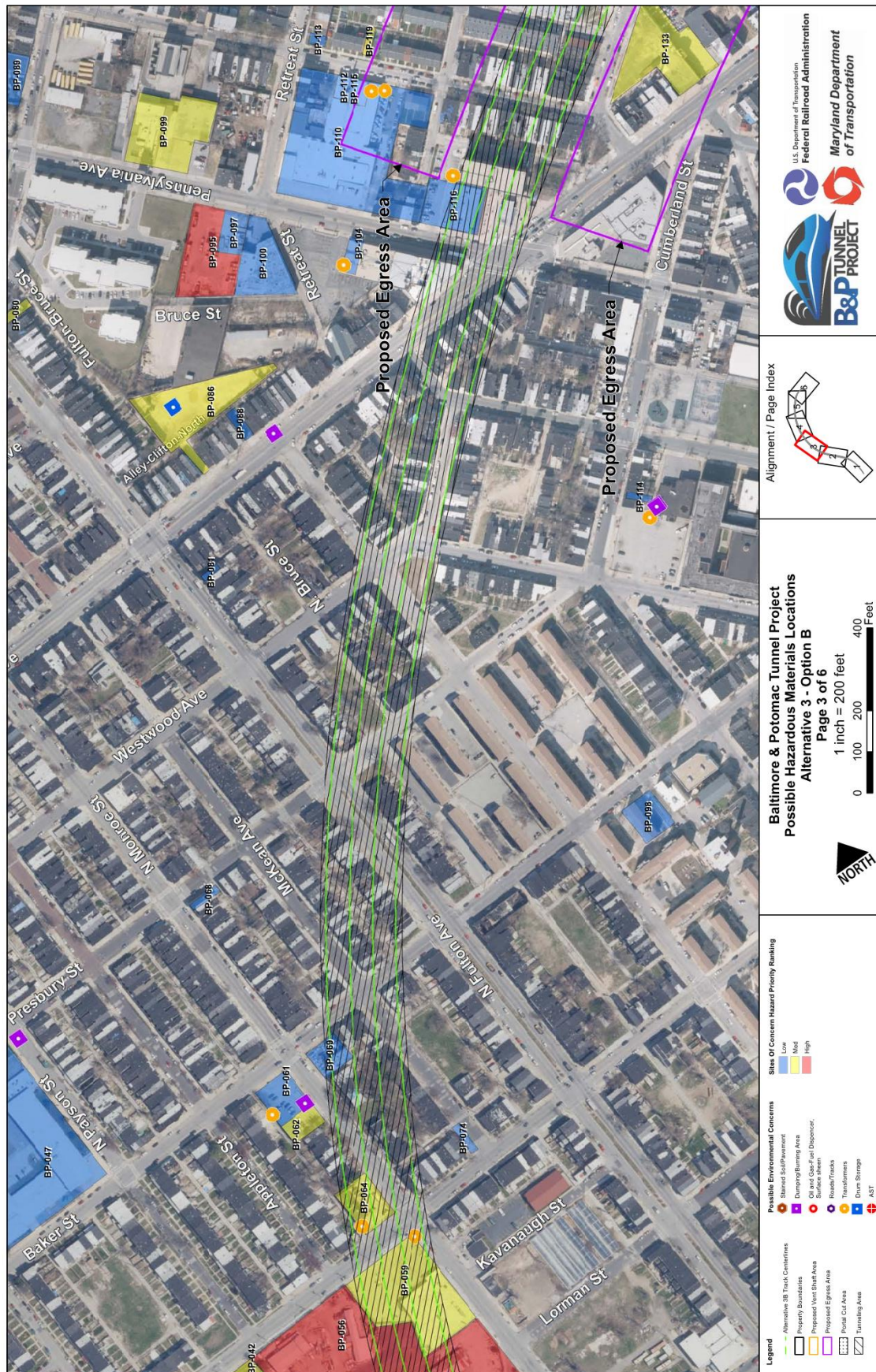
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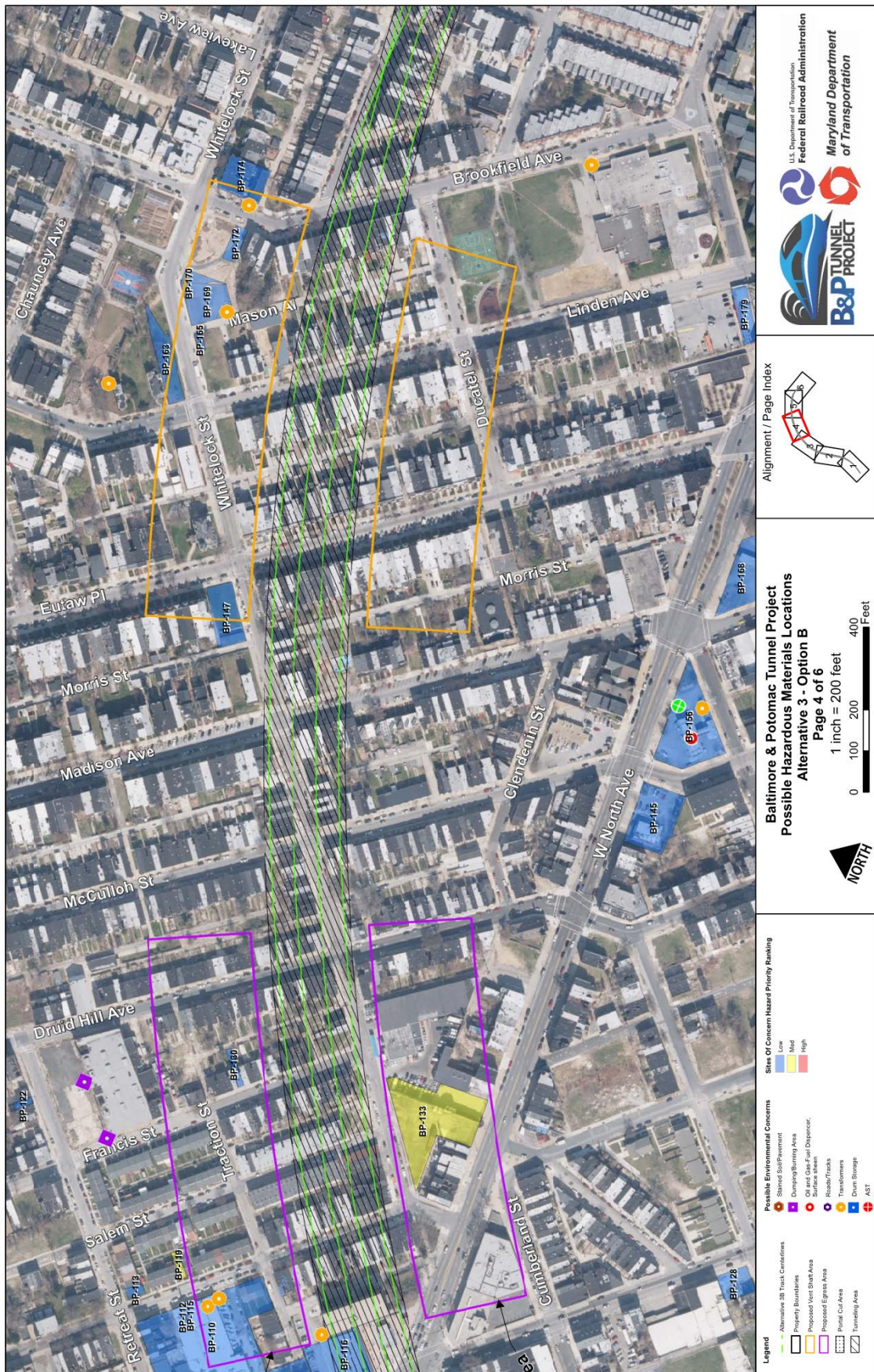


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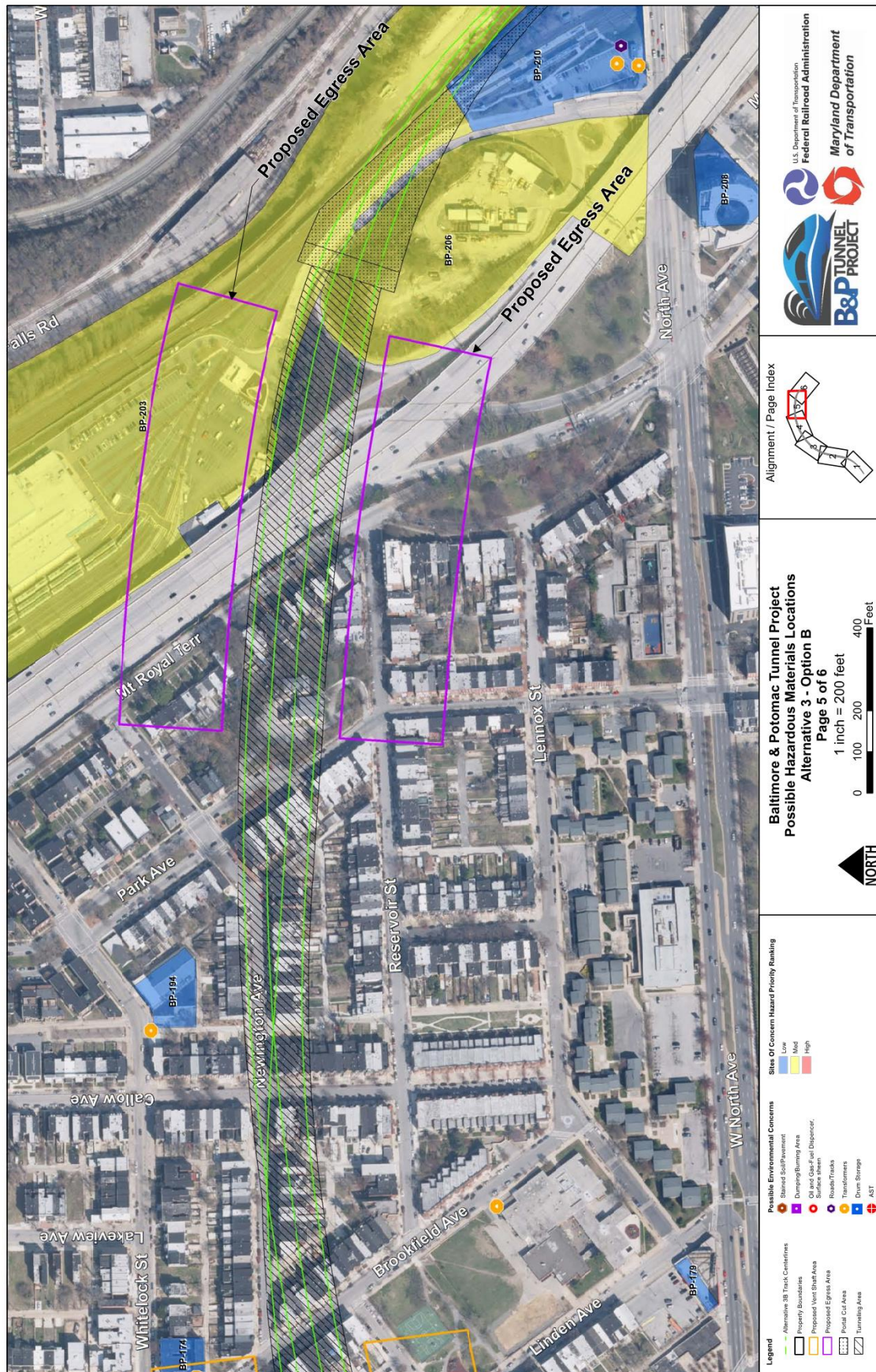
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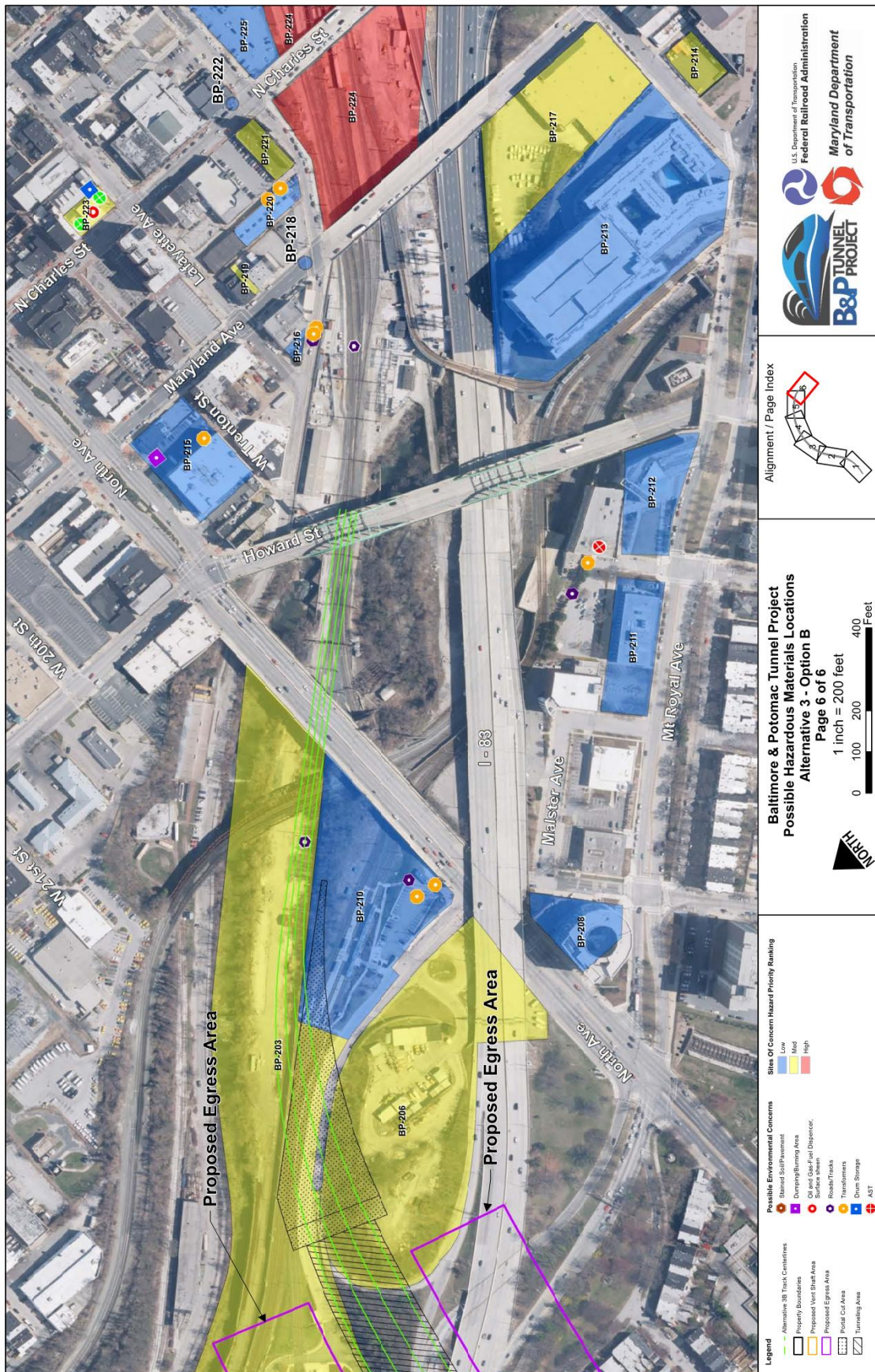
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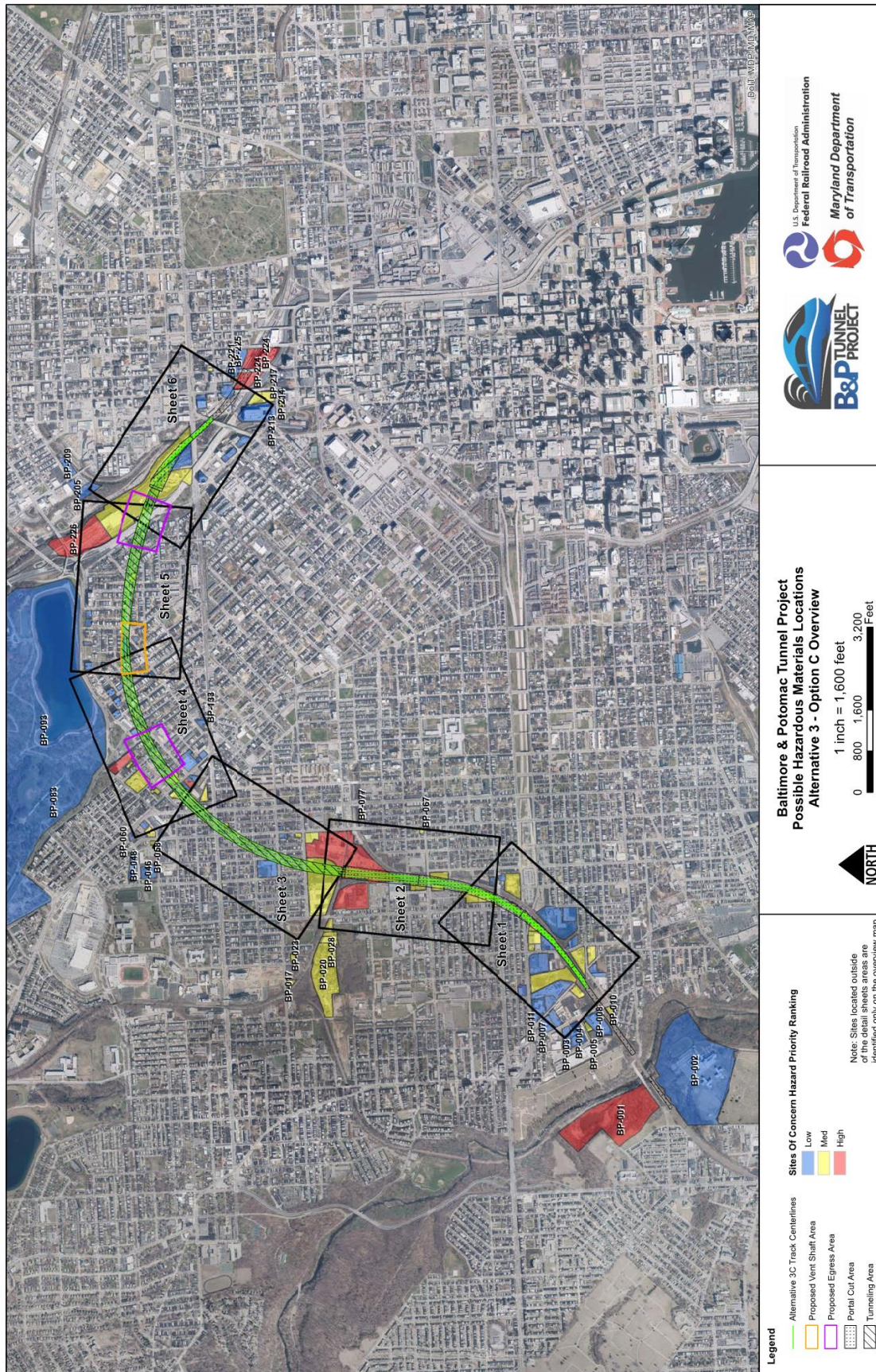
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## **Appendix 4:**

### Alternative 3 Option C Possible Hazardous Material Locations Mapping

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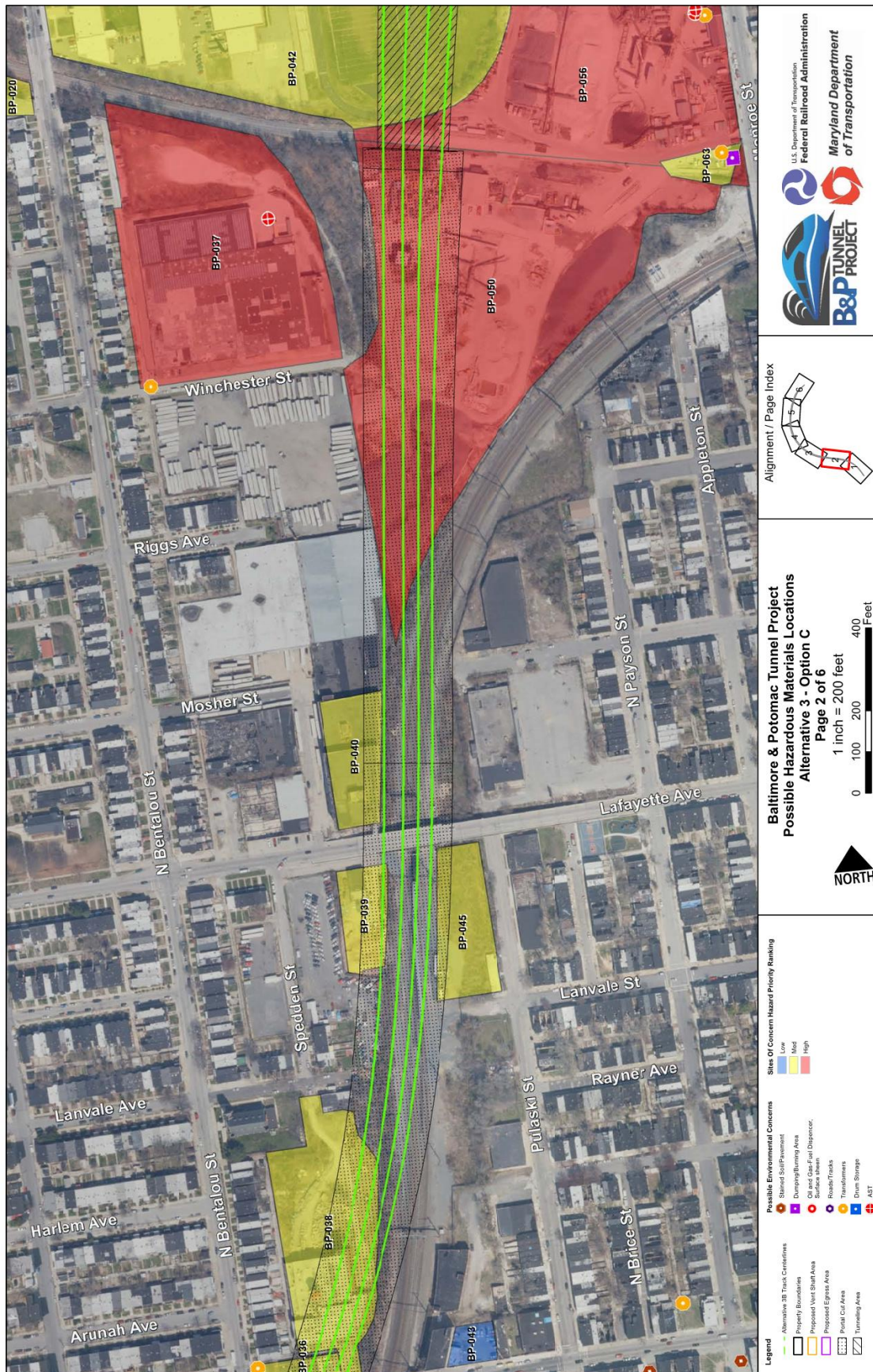
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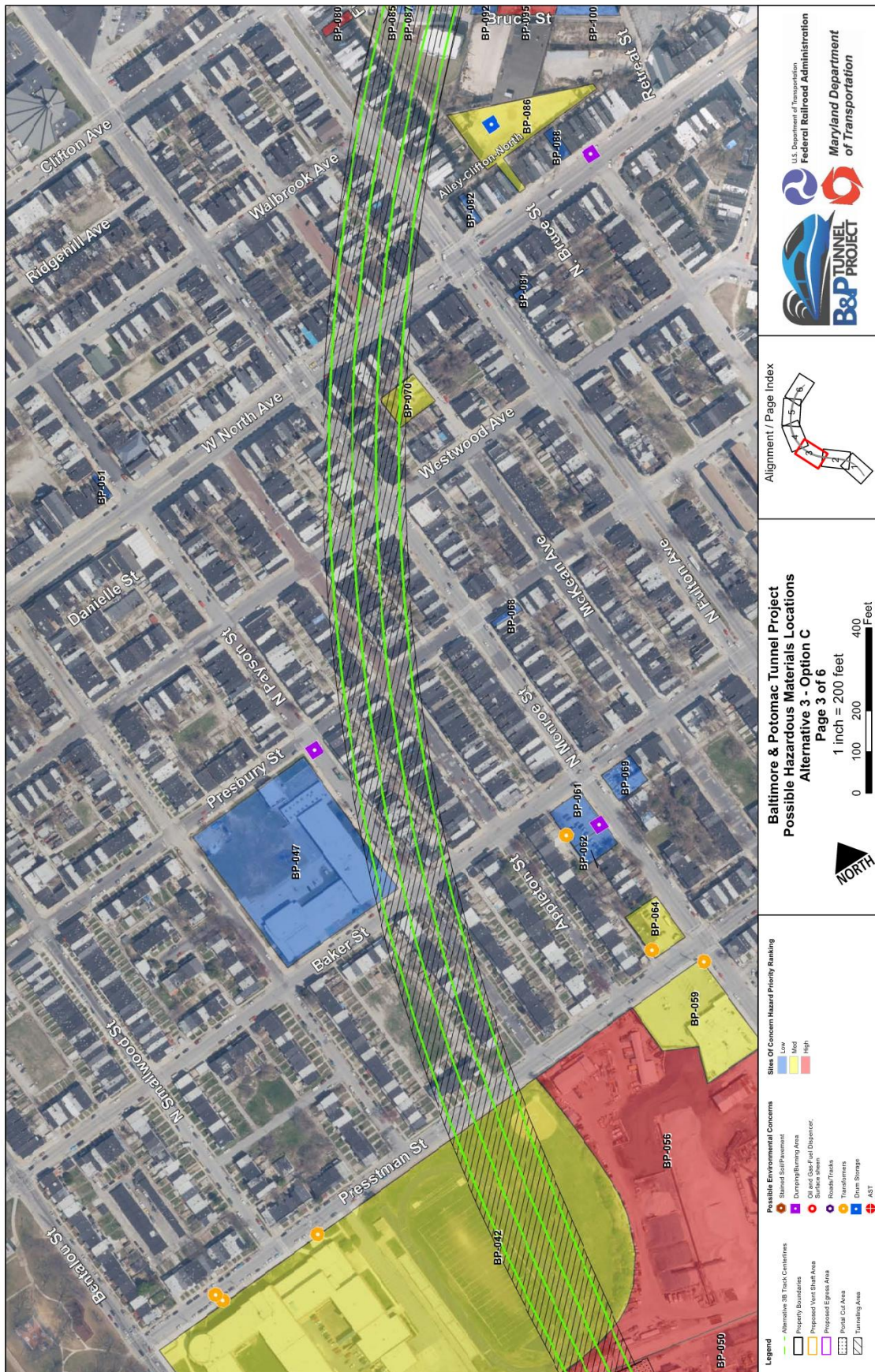
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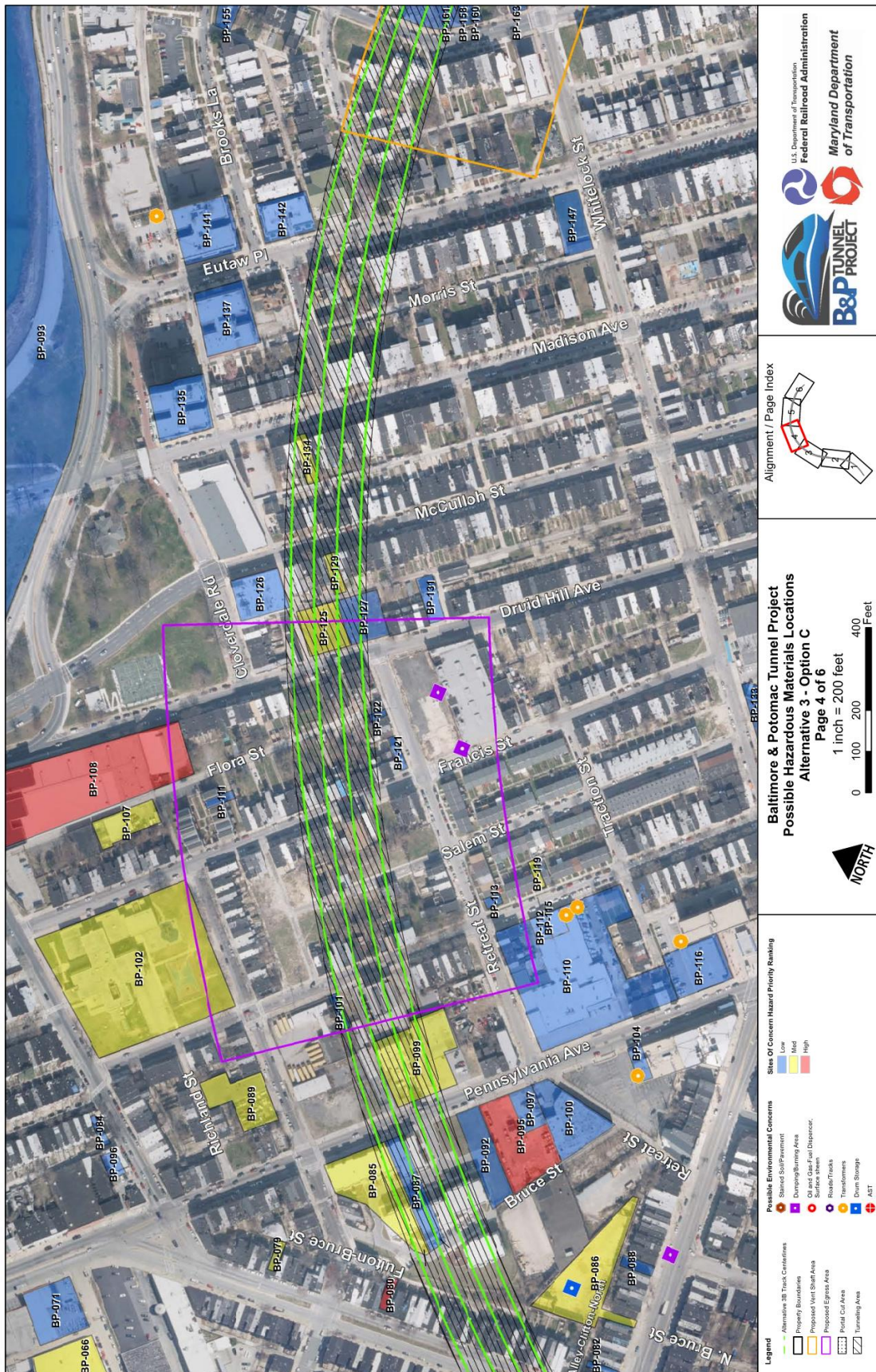
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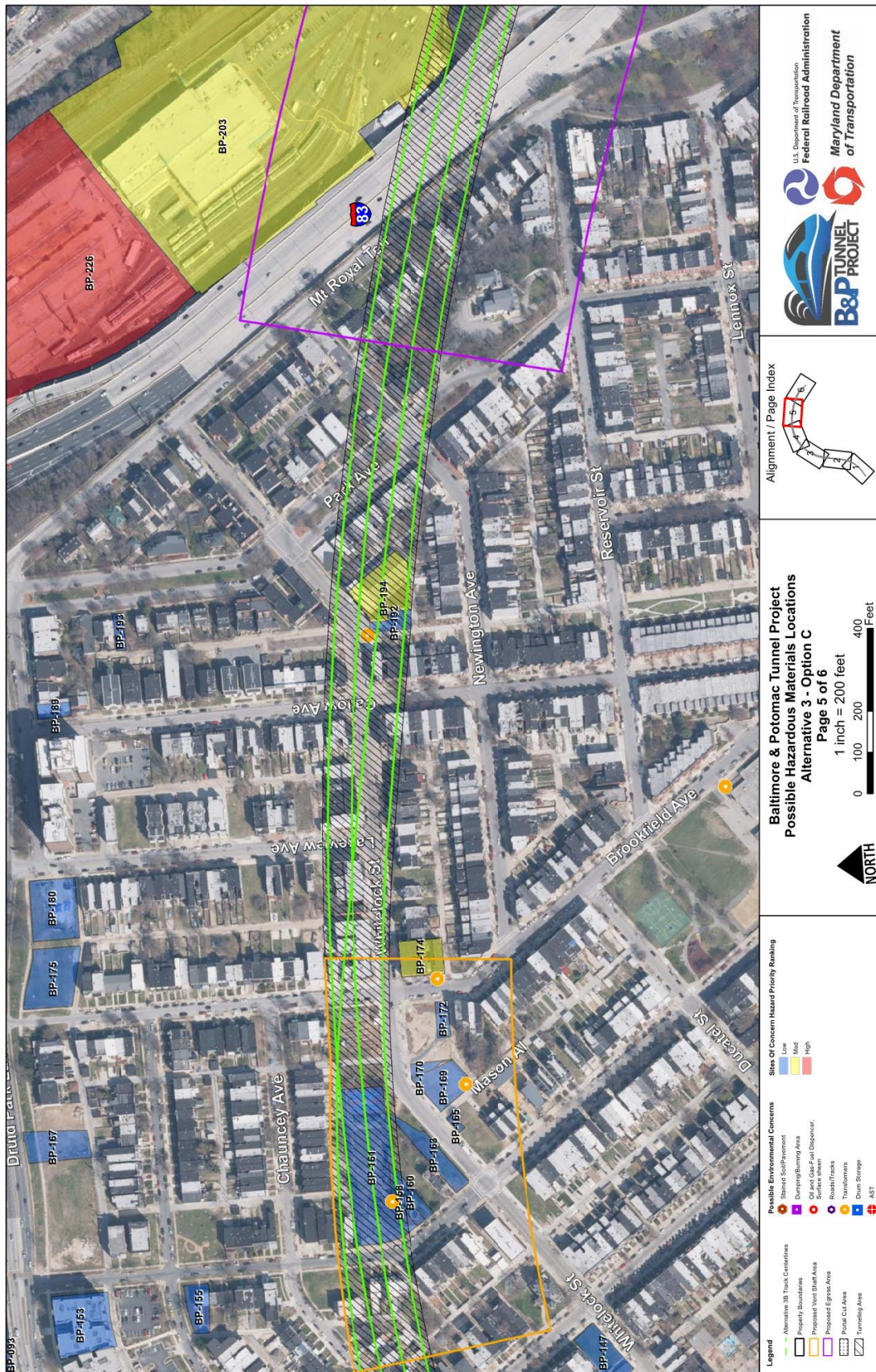
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## **Appendix 5:**

### Alternative 11 Option A Possible Hazardous Material Locations Mapping

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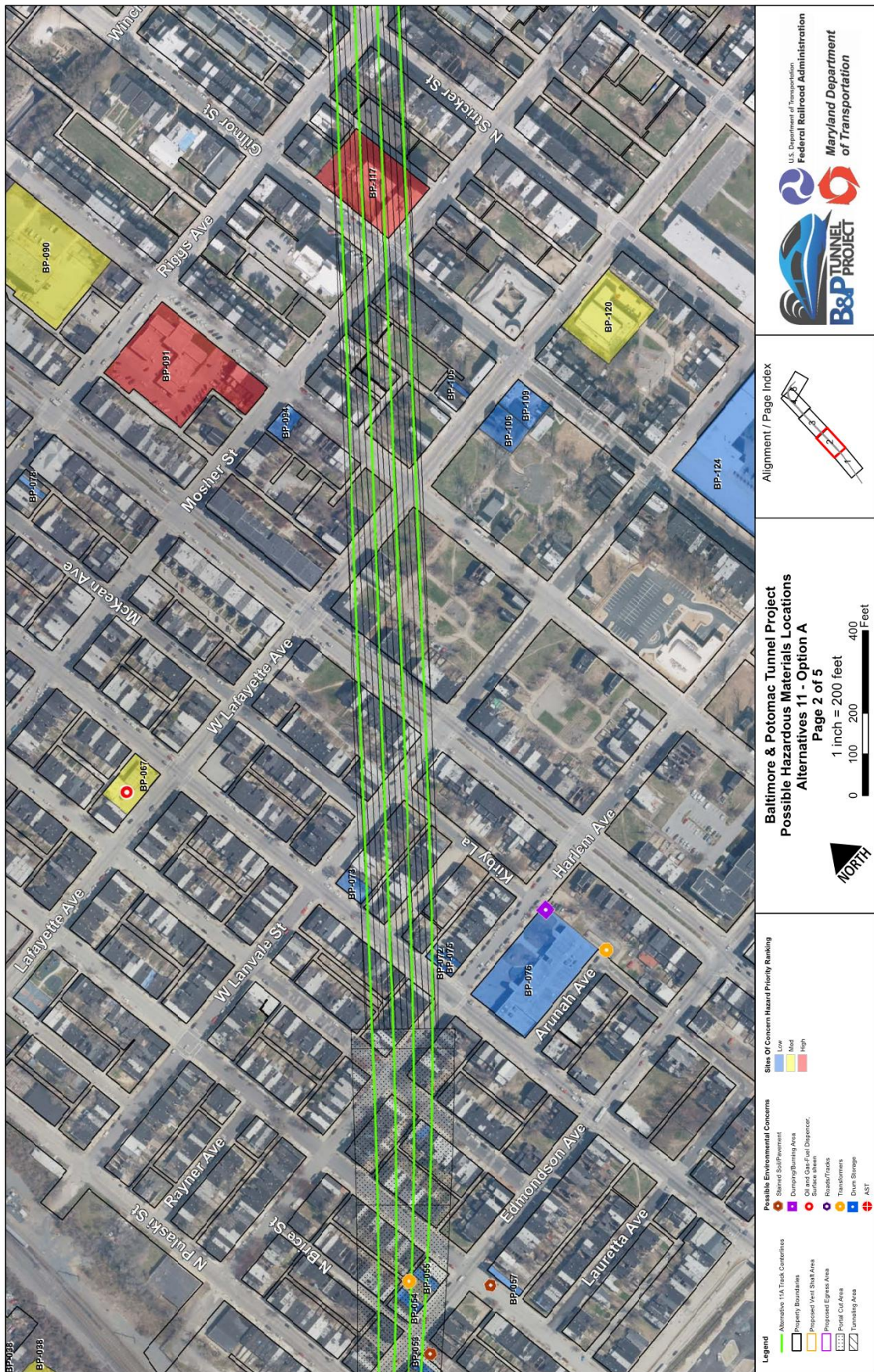
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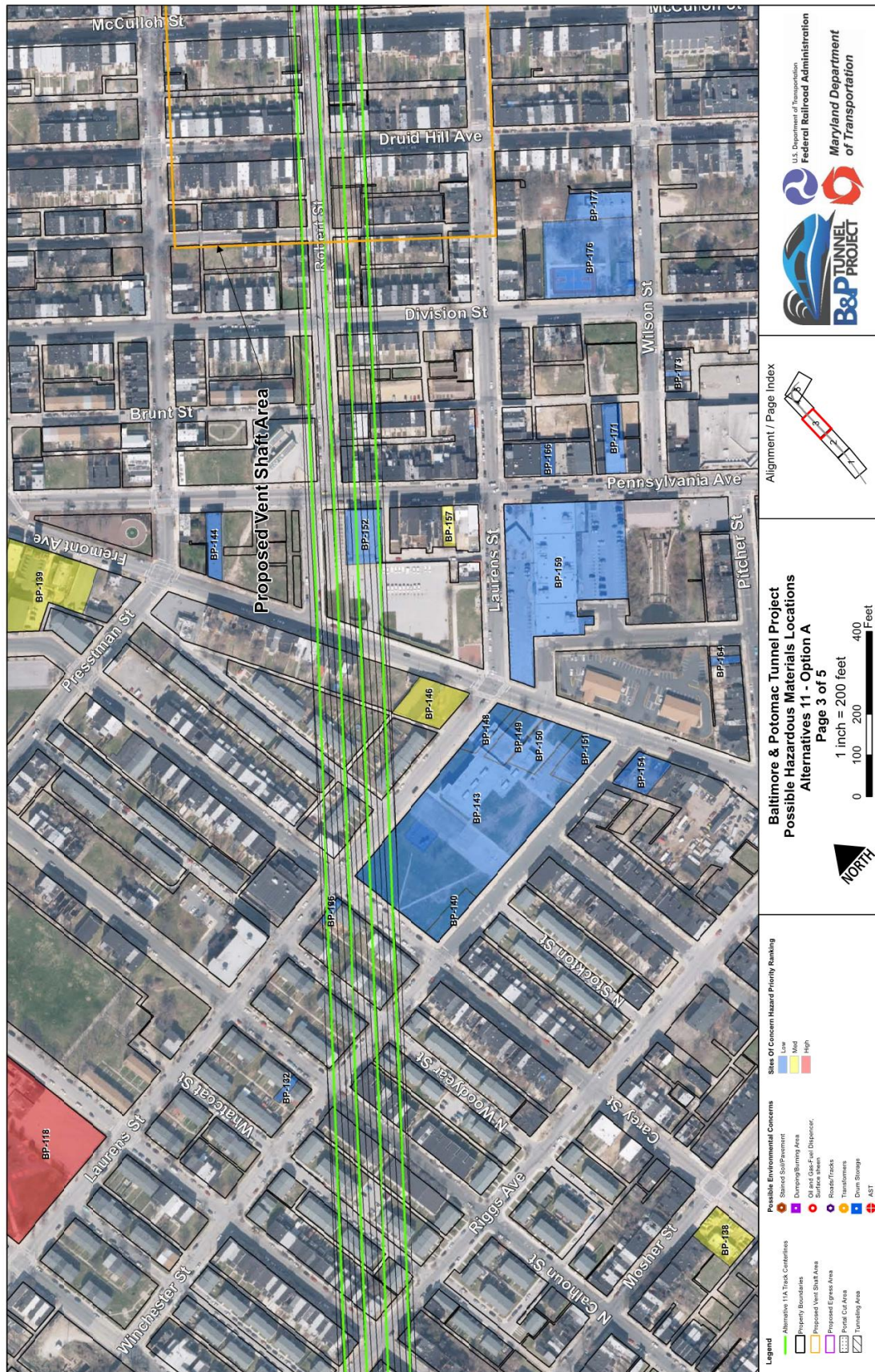
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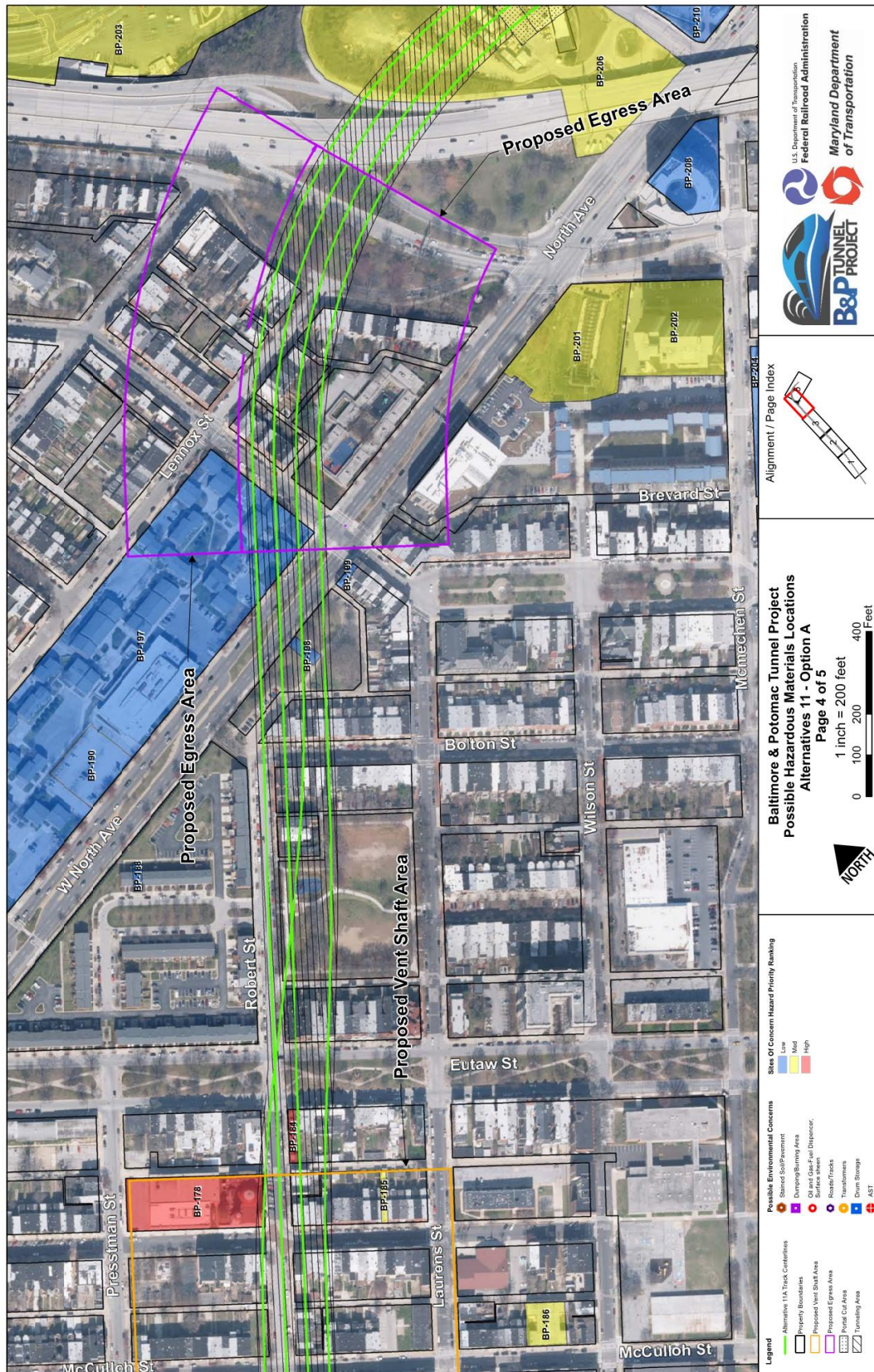
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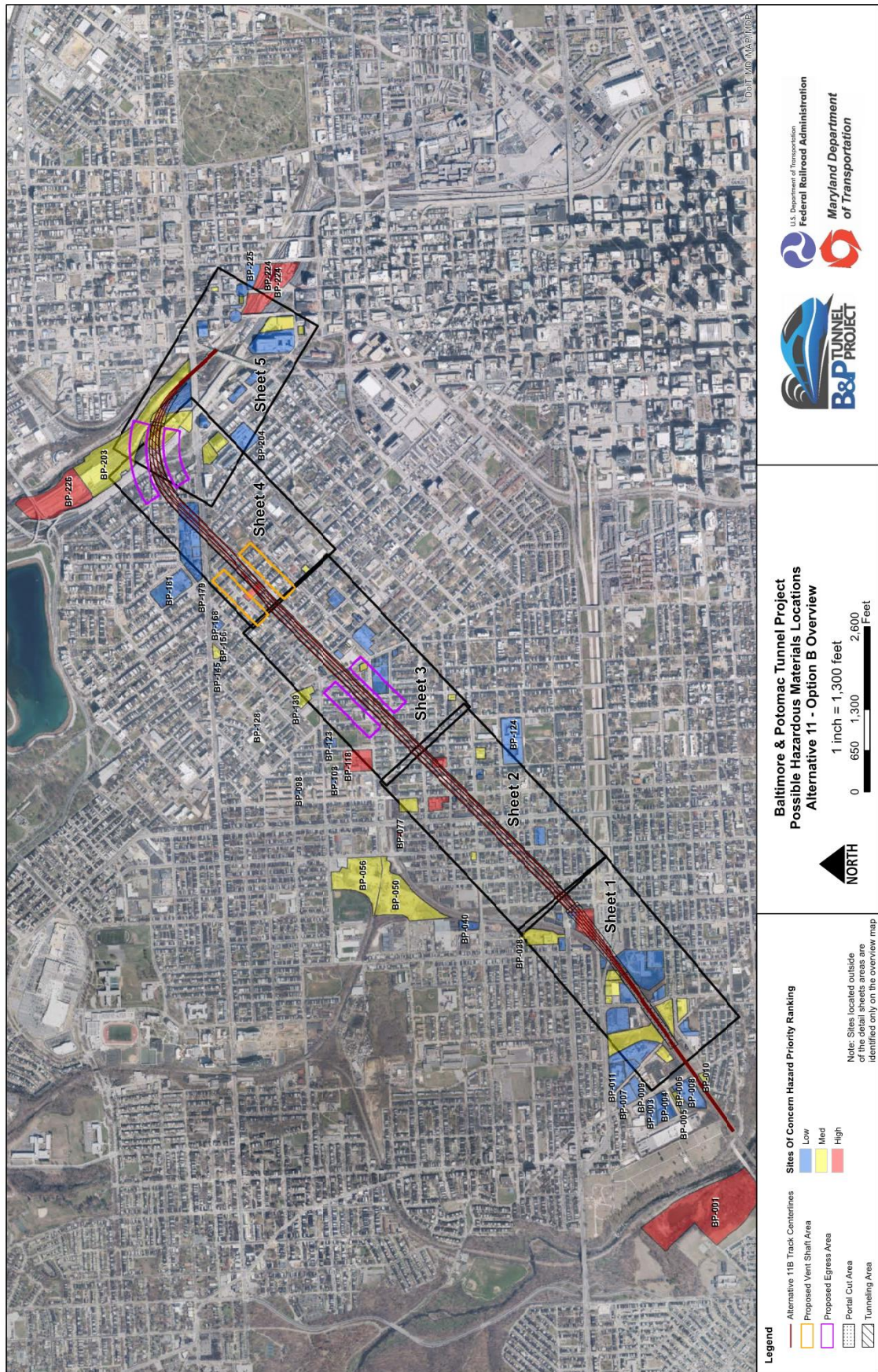
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## **Appendix 6:**

### Alternative 11 Option B Possible Hazardous Material Locations Mapping

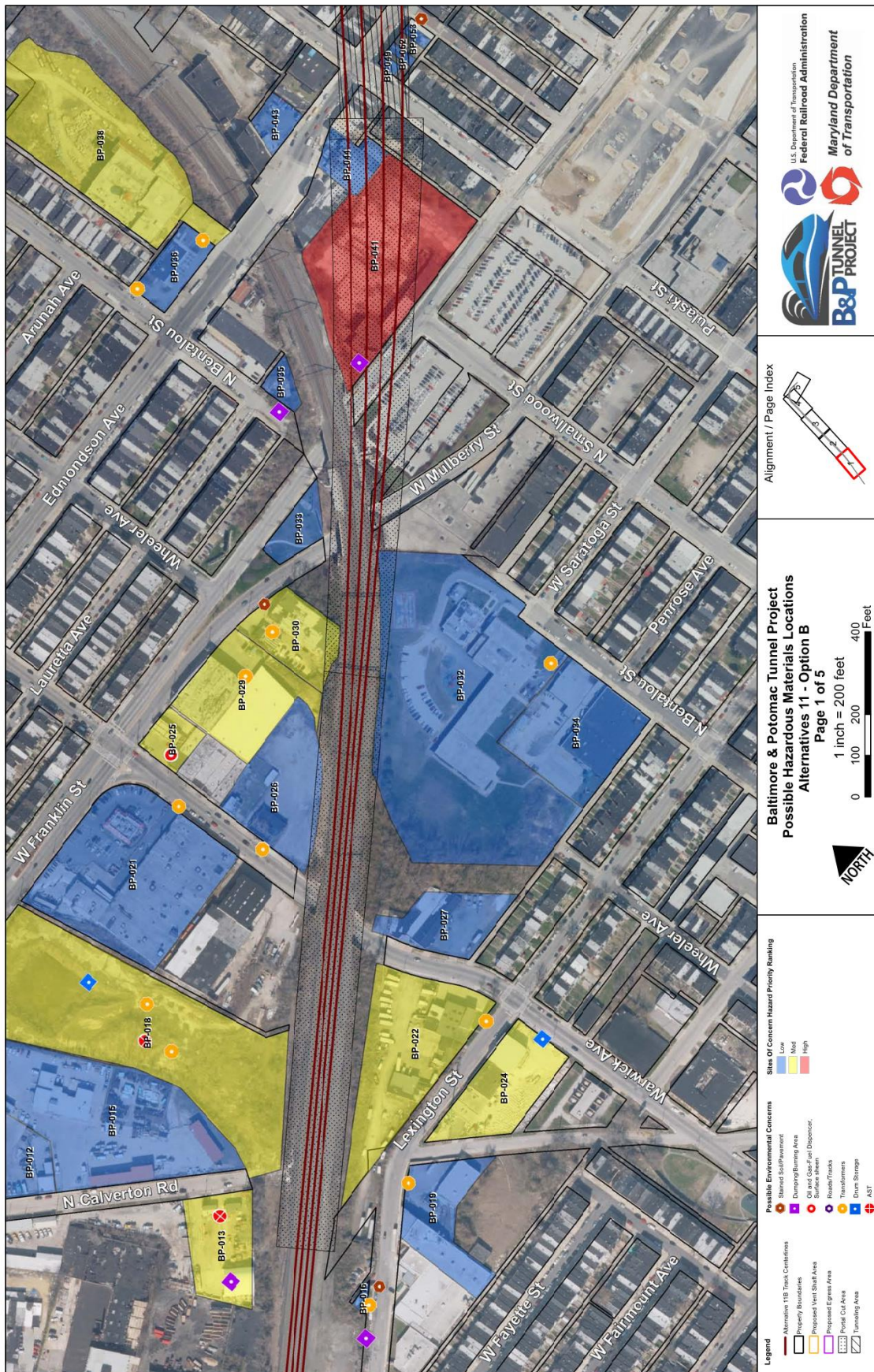
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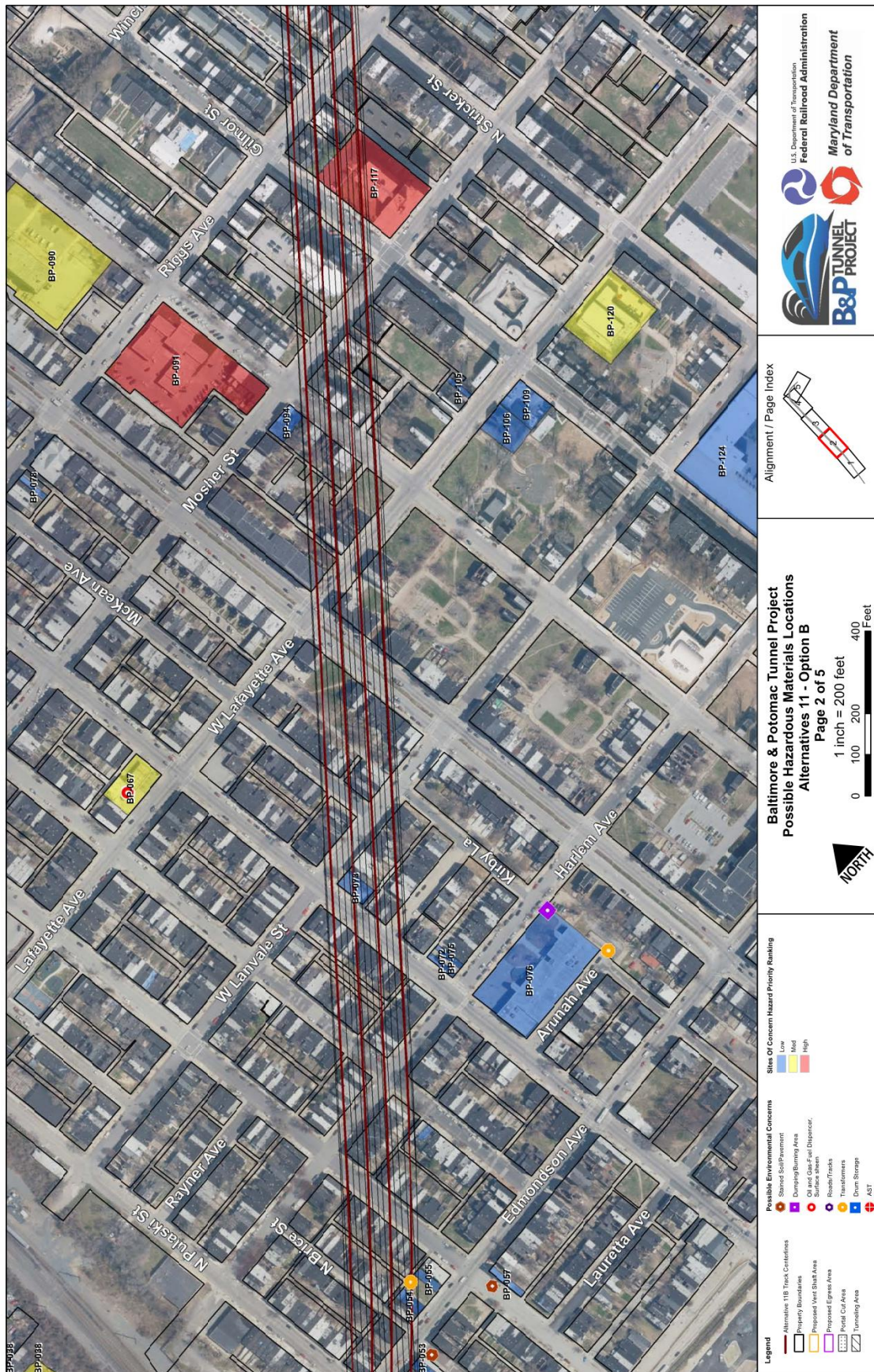
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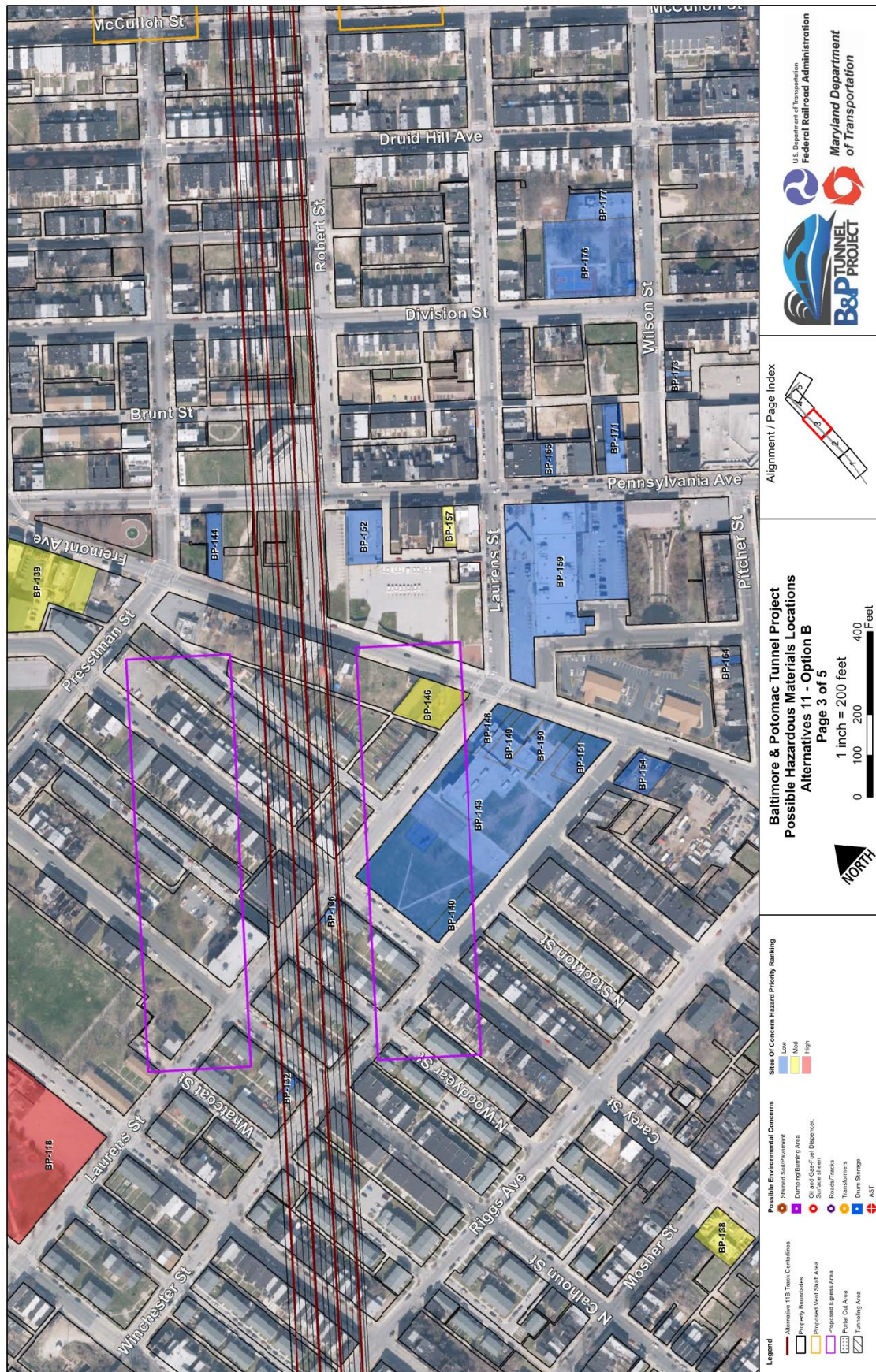
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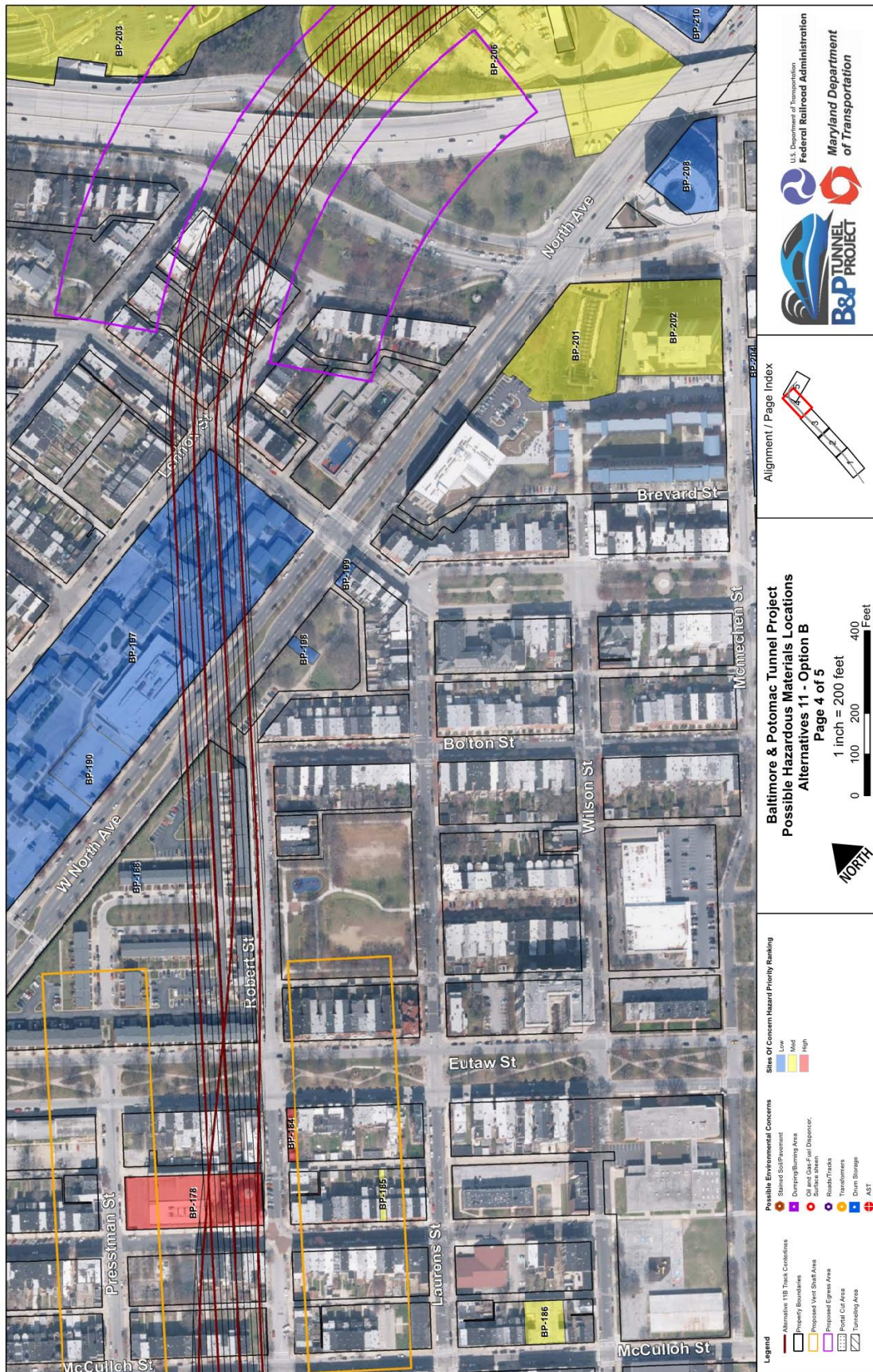
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**Appendix 7:**

**Preliminary Site Assessment Investigation Sheets**



<b>SITE IDENTIFICATION #:</b> BP-001	<b>STREET ADDRESS:</b> 2902 West Baltimore Street	<b>PRIORITY RANKING:</b> Alternative 2: None Alternative 3A: None Alternative 3B: None Alternative 3C: High Alternative 11A: High Alternative 11B: High
<b>PROPERTY NAME:</b> Potts and Callahan Quarry	<b>OWNER / OPERATOR:</b>	
<b>PROPERTY USE:</b> Abandoned	<b>STRUCTURE(S):</b> None	
<b>REGULATORY DOCUMENT NUMBERS:</b>		

## **SUSPECTED CONTAMINATION TYPE/SOURCE:**

The address has a history of contamination with unknown impact, although the site does have deed restrictions and a history of institutional control.

## **SITE HISTORY:**

The site was listed on the Maryland Department of the Environment (MDE) Voluntary Cleanup Program (VCP) and Land Restoration Program (LRP) listings in 2012 for unspecified contamination and media. The site obtained a No Further Requirements Determination (NFRD) in 2013.

The facility was not shown in the Sanborn Fire Insurance Maps provided by Environmental Data Resources (EDR) for this project.

## **SITE RECONNAISSANCE:**

The site is an abandoned fenced area with a large metal gate at the entrance. During site reconnaissance, the vegetation was observed to be overgrown. The driveway onto the site is along the railroad tracks.

## **CONCLUSIONS:**

The site is approximately 160 feet northwest of the west end of the portal cut of Alternative 3 – Option C, Alternative 11 – Option A and Alternative 11 – Option B. Due to the lack of specific contaminant information, multiple regulatory database listings and location upgradient from the site, there is high potential that historic contamination associated with this site will impact construction of Alternative 3 – Option C, Alternative 11 – Option A or Alternative 11 – Option B.

## **SITE PHOTOGRAPH:**



View of entry road to site, facing north, with rail line in the background.



## B&P TUNNEL PRELIMINARY SCREENING ASSESSMENT

<b>SITE IDENTIFICATION #:</b> BP-002	<b>STREET ADDRESS:</b> 200 Font Hill Avenue	<b>PRIORITY RANKING:</b> Alternative 2: None Alternative 3A: None Alternative 3B: None Alternative 3C: Low Alternative 11A: Low Alternative 11B: Low
<b>PROPERTY NAME:</b> Southwestern Senior High School	<b>OWNER / OPERATOR:</b> Baltimore City Department of Education	
<b>PROPERTY USE:</b>	<b>STRUCTURE(S):</b> Multiple brick, stone and siding multi-story school	
<b>REGULATORY DOCUMENT NUMBERS:</b>		

### SUSPECTED CONTAMINATION TYPE/SOURCE:

The address has a history of petroleum storage of unknown impact. Given the current and historical petroleum storage at the site, there is a potential for hazardous material concerns in the form of soil and/or groundwater contamination.

### SITE HISTORY:

The site is identified in a listing by Environmental Data Resources (EDR) of Resource Conservation and Recovery Act (RCRA) - Conditionally Exempt Small Quantity Generator (CESQG) for ignitable waste, with no recorded violations.

The site is identified in a listing by EDR of cases monitored by Maryland Department of the Environment (MDE)'s Oil Control Program for one case opened in July 1998 and closed in October 1998, with no record of release or cleanup.

The site is identified in a listing by EDR of historical Underground Storage Tanks (USTs) for one 10,000-gallon heating oil UST, currently in use.

The site is identified in a listing by EDR of USTs for one 15,000-gallon heating oil UST, permanently out of use.

The facility was not shown in the Sanborn Fire Insurance Maps provided by EDR for this project.

### SITE RECONNAISSANCE:

Due to the low potential for contaminant impact from this site, a site reconnaissance was not conducted.

### CONCLUSIONS:

The site is less than 100 feet southeast of the west end of the portal cut of Alternative 3 – Option C, Alternative 11 – Option A and Alternative 11 – Option B. Due to the presence of existing and historical USTs with no records of release, there is low potential that historic contamination associated with this site will impact construction of Alternative 3 – Option C, Alternative 11 – Option A or Alternative 11 – Option B.

### SITE PHOTOGRAPH:



View of facility from inside property facing northeast.



## B&P TUNNEL PRELIMINARY SCREENING ASSESSMENT

<b>SITE IDENTIFICATION #:</b> BP-003	<b>STREET ADDRESS:</b> 240 North Franklinton Road	<b>PRIORITY RANKING:</b> Alternative 2: None Alternative 3A: None Alternative 3B: None Alternative 3C: Low Alternative 11A: Low Alternative 11B: Low
<b>PROPERTY NAME:</b> Mount Nebo Church	<b>OWNER / OPERATOR:</b>	
<b>PROPERTY USE:</b> Church	<b>STRUCTURE(S):</b> Single story brick and plaster warehouse	
<b>REGULATORY DOCUMENT NUMBERS:</b>		

### SUSPECTED CONTAMINATION TYPE/SOURCE:

The address has a history of petroleum contamination with unknown impact.

### SITE HISTORY:

The site is identified in a listing by Environmental Data Resources (EDR) for a single case monitored by the Maryland Department of the Environment (MDE)'s Oil Control Program (OCP) opened in May 1997 and closed in July 1997, with a reported release and cleanup.

The facility was not shown in the Sanborn Fire Insurance Maps provided by EDR for this project.

### SITE RECONNAISSANCE:

The site is a large fenced property with parking in front. The building houses the Mount Nebo Church.

### CONCLUSIONS:

The site is approximately 500 feet north of the west end of the portal cut of Alternative 3 – Option C, Alternative 11 – Option A and Alternative 11 – Option B. Due to the closed petroleum case associated with this site, there is low potential that historic contamination associated with this site will impact construction of Alternative 3 – Option C, Alternative 11 – Option A or Alternative 11 – Option B.

### SITE PHOTOGRAPH:



View of the site parking lot, with church in the background, facing west.





## B&P TUNNEL PRELIMINARY SCREENING ASSESSMENT

<b>SITE IDENTIFICATION #:</b> BP-004	<b>STREET ADDRESS:</b> 232 North Franklinton Road	<b>PRIORITY RANKING</b> Alternative 2: None Alternative 3A: None Alternative 3B: None Alternative 3C: Low Alternative 11A: Low Alternative 11B: Low
<b>PROPERTY NAME:</b> Franklinton Road Association/The Service Composition Company Inc.	<b>OWNER / OPERATOR:</b> Franklinton Road Associates Limited Partnership	
<b>PROPERTY USE:</b>	<b>STRUCTURE(S):</b> Single story brick and stone warehouse	
<b>REGULATORY DOCUMENT NUMBERS:</b>		

### **SUSPECTED CONTAMINATION TYPE/SOURCE:**

The address has a history of petroleum storage of unknown impact. Given the petroleum use at the site, there is a potential for hazardous material concerns in the form of soil and/or groundwater contamination.

### **SITE HISTORY:**

The site is identified in a listing by Environmental Data Resources (EDR) of Underground Storage Tanks (USTs) for two 275-gallon heating oil USTs, permanently out of use.

The site is identified in a listing by EDR of Resource Conservation and Recovery Act (RCRA)-Small Quantity Generator (SQG) with no recorded violations.

The facility was not shown in the Sanborn Fire Insurance Maps provided by EDR for this project.

### **SITE RECONNAISSANCE:**

The site is a one-story brick/stone building with unclear purpose. There are two large bays and signs on the building for "deliveries in rear" and "for lease". There is one transformer on the south side of the building.

### **CONCLUSIONS:**

The site is approximately 650 feet northwest of the west end of the portal cut of Alternative 3 – Option C, Alternative 11 – Option A and Alternative 11 – Option B. Due to the historical heating oil USTs on the property, there is low potential that historic contamination associated with this site will impact construction of Alternative 3 – Option C, Alternative 11 – Option A or Alternative 11 – Option B.

### **SITE PHOTOGRAPH:**



View of the site entrance and garage entrance, facing southwest.

## B&P TUNNEL PRELIMINARY SCREENING ASSESSMENT

<b>SITE IDENTIFICATION #:</b> BP-005	<b>STREET ADDRESS:</b> 230 North Franklinton Road	<b>PRIORITY RANKING:</b> Alternative 2: None Alternative 3A: None Alternative 3B: None Alternative 3C: Medium Alternative 11A: Medium Alternative 11B: Medium
<b>PROPERTY NAME:</b> H&S Bakery Company/A&P Bakery	<b>OWNER / OPERATOR:</b> Atlantic and Pacific Tea Company	
<b>PROPERTY USE:</b> Bagel company	<b>STRUCTURE(S):</b> Single story brick warehouse	
<b>REGULATORY DOCUMENT NUMBERS:</b>		

### SUSPECTED CONTAMINATION TYPE/SOURCE:

The address has a history of petroleum storage of unknown impact. Given the petroleum use at the site, there is a potential for hazardous material concerns in the form of soil and/or groundwater contamination.

### SITE HISTORY:

The site is identified in a listing by Environmental Data Resources (EDR) of cases monitored by Maryland Department of the Environment (MDE)'s Oil Control Program (OCP) including one case opened in April 1993 with no report of closure, release or cleanup; and one case opened in May 1993 and closed in May 1994, with no report of release or cleanup.

The site is identified in a listing by EDR of historic Underground Storage Tanks (USTs) for two 3,000-gallon kerosene UST, removed; one 1,000-gallon kerosene UST, removed; and one 25,000-gallon heating oil UST, removed.

The site is identified in a listing by EDR of USTs for two 3,000-gallon kerosene UST, permanently out of use; one 1,000-gallon kerosene UST, permanently out of use; and one 25,000-gallon used oil UST, permanently out of use.

The facility was not shown in the Sanborn Fire Insurance Maps provided by EDR for this project.

### SITE RECONNAISSANCE:

The site is a large one-story building that houses the "Crispy Bagel Company". During site reconnaissance, there was a cooking oil transfer truck marked "Foodliner" with a hose hooked up the building. The site has a large lot for delivery trucks. There was a transformer just off-site at 226 North Franklinton Road.

### CONCLUSIONS:

The site is approximately 400 feet northwest of the west end of the portal cut of Alternative 3 – Option C, Alternative 11 – Option A and Alternative 11 – Option B. Due to the historic presence of multiple USTs and absence of records regarding their removal, there is medium potential that historic contamination will impact construction of Alternative 3 – Option C, Alternative 11 – Option A or Alternative 11 – Option B.

### SITE PHOTOGRAPH:



View of facility entrance, with truck shipping/receiving in the background, facing northwest.

<b>SITE IDENTIFICATION #:</b> BP-006	<b>STREET ADDRESS:</b> 222 North Franklinton Road	<b>PRIORITY RANKING:</b> Alternative 2: None Alternative 3A: None Alternative 3B: None Alternative 3C: Medium Alternative 11A: Medium Alternative 11B: Medium
<b>PROPERTY NAME:</b> Harowitz property	<b>OWNER / OPERATOR:</b> Arnold Harowitz	
<b>PROPERTY USE</b> Studio/warehouse	<b>STRUCTURE(S)</b> Single story stone warehouse	
<b>REGULATORY DOCUMENT NUMBERS:</b>		

## **SUSPECTED CONTAMINATION TYPE/SOURCE:**

The address has a history of petroleum storage of unknown impact. Given the petroleum use at the site, there is a potential for hazardous material concerns in the form of soil and/or groundwater contamination.

## **SITE HISTORY:**

The site is identified in a listing by Environmental Data Resources (EDR) of a case monitored by Maryland Department of the Environment (MDE)'s Oil Control Program (OCP) opened in July 1990 and closed in March 2008, with a reported release and cleanup.

The site is identified in a listing by EDR of Underground Storage Tanks (USTs) for one 4000-gallon gasoline UST, permanently out of use.

The facility was not shown in the Sanborn Fire Insurance Maps provided by EDR for this project.

## **SITE RECONNAISSANCE:**

The site is currently in operation as the D.F. Webber Forge & Studio. During site reconnaissance, there was considerable overgrown vegetation in front of the building and a small dumpster. Through the bay, cabinets, ladders, two covered cars and two hydraulic lifts were observed.

## **CONCLUSIONS:**

The site is less than 350 feet northwest of the west end of the portal cut of Alternative 3 – Option C, Alternative 11 – Option A and Alternative 11 – Option B. Due to the documented historic petroleum release, there is a medium potential that historic contamination associated with this site will impact construction of Alternative 3 – Option C, Alternative 11 – Option A or Alternative 11 – Option B.

## **SITE PHOTOGRAPH:**



View of garage entrance and dumpster, facing west.





## B&P TUNNEL PRELIMINARY SCREENING ASSESSMENT

<b>SITE IDENTIFICATION #:</b> BP-007	<b>STREET ADDRESS:</b> 301 North Franklinton Road	<b>PRIORITY RANKING:</b> Alternative 2: None Alternative 3A: None Alternative 3B: None Alternative 3C: Low Alternative 11A: Low Alternative 11B: Low
<b>PROPERTY NAME:</b> Supervisor of Elections	<b>OWNER / OPERATOR:</b> City of Baltimore	
<b>PROPERTY USE:</b> Election machine storage	<b>STRUCTURE(S):</b> Single story brick warehouse	
<b>REGULATORY DOCUMENT NUMBERS:</b>		

### **SUSPECTED CONTAMINATION TYPE/SOURCE:**

The address has a history of petroleum storage of unknown impact. Given the petroleum use at the site, there is a potential for hazardous material concerns in the form of soil and/or groundwater contamination

### **SITE HISTORY:**

The site is identified in a listing by Environmental Data Resources (EDR) of historic Underground Storage Tanks (USTs) for one 10,000-gallon heating oil UST, currently in use.

The site is identified in a listing by EDR of USTs for one 12,000-gallon heating oil UST, permanently out of use.

The facility was not shown in the Sanborn Fire Insurance Maps provided by EDR for this project.

### **SITE RECONNAISSANCE:**

Site was not surveyed – outside the 500-foot buffer area and evaluated as a low priority site.

### **CONCLUSIONS:**

The site is approximately 1,000 feet north of the west end of the portal cut and tracks of Alternative 3 – Option C, Alternative 11 – Option A and Alternative 11 – Option B. Due to the historic presence of USTs, there is low potential that historic contamination will impact construction of Alternative 3 – Option C, Alternative 11 – Option A or Alternative 11 – Option B.

### **SITE PHOTOGRAPH:**



View of main entrance, facing northeast.



## B&P TUNNEL PRELIMINARY SCREENING ASSESSMENT

<b>SITE IDENTIFICATION #:</b> BP-008	<b>STREET ADDRESS:</b> 200 North Franklinton Road (210 North Franklinton Road)	<b>PRIORITY RANKING:</b> Alternative 2: None Alternative 3A: None Alternative 3B: None Alternative 3C: Low Alternative 11A: Low Alternative 11B: Low
<b>PROPERTY NAME:</b> Baltimore City Water Meter Shop	<b>OWNER / OPERATOR:</b> City of Baltimore Department of General Services	
<b>PROPERTY USE:</b> Water Meter Shop	<b>STRUCTURE(S):</b> Two-story brick and siding	
<b>REGULATORY DOCUMENT NUMBERS:</b>		

### **SUSPECTED CONTAMINATION TYPE/SOURCE:**

The address has a history of petroleum storage of unknown impact. Given the petroleum use at the site, there is a potential for hazardous material concerns in the form of soil and/or groundwater contamination.

### **SITE HISTORY:**

The site is identified in a listing by Environmental Data Resources (EDR) of a case monitored by Maryland Department of the Environment (MDE)'s Oil Control Program (OCP) opened in May 1993 and closed in February 2006, with a reported release and cleanup.

The site is identified in a listing by EDR of Underground Storage Tanks (USTs) for one permanently out of use UST of unknown capacity and substance.

A review of Sanborn Fire Insurance Maps dated 1890 to 1971 shows the site as to a coal yard in 1914.

### **SITE RECONNAISSANCE:**

The site is a large building that houses the Baltimore City Water Meter Shop. The site is fenced with a vehicle shop onsite.

### **CONCLUSIONS:**

The site is less than 500 feet northwest of the west end of the portal cut of Alternative 3 – Option C, Alternative 11 – Option A and Alternative 11 – Option B.

Due to the historical petroleum release and cleanup, there is a low potential that historic contamination will impact construction of Alternative 3 – Option C, Alternative 11 – Option A or Alternative 11 – Option B.

### **SITE PHOTOGRAPH:**



View of facility front, facing northwest.

<b>SITE IDENTIFICATION #</b> BP-009	<b>STREET ADDRESS</b> 241 North Franklinton Road	<b>PRIORITY RANKING</b> Alternative 2: None Alternative 3A: None Alternative 3B: None Alternative 3C: Low Alternative 11A: Low Alternative 11B: Low
<b>PROPERTY NAME</b> Maryland Food Bank	<b>OWNER / OPERATOR</b>	
<b>PROPERTY USE</b> Food bank	<b>STRUCTURE(S)</b> Two story brick warehouse and office	
<b>REGULATORY DOCUMENT NUMBERS:</b>		

## SUSPECTED CONTAMINATION TYPE/SOURCE:

The address has a history of petroleum storage of unknown impact. Given the petroleum use at the site, there is a potential for hazardous material concerns in the form of soil and/or groundwater contamination.

## SITE HISTORY:

The site is identified in a listing by Environmental Data Resources (EDR) of a case monitored by Maryland Department of the Environment (MDE)'s Oil Control Program (OCP) opened in July 1994 and closed in May 1995 with no report of release or cleanup.

The site is identified in a listing by EDR of historic Underground Storage Tanks (USTs) for one 10,000-gallon heating oil UST, permanently out of use.

The site is identified in a listing by EDR of USTs for one 10,000-gallon heating oil UST, permanently out of use.

The facility was not shown in the Sanborn Fire Insurance Maps provided by EDR for this project.

## SITE RECONNAISSANCE:

The site is a two-story brick building that houses the Maryland Food Bank. There is a fence with no rear access. During site reconnaissance, a meal ring was noted in the pavement in front of the building, which could have been an access point to a heating oil tank.

## CONCLUSIONS:

The site is 750 feet north of the west end of the portal cut of Alternative 3 – Option C, Alternative 11 – Option A and Alternative 11 – Option B. Due to the historic presence of a heating-oil UST, there is low potential that historic contamination will impact construction of Alternative 3 – Option C, Alternative 11 – Option A or Alternative 11 – Option B.

## SITE PHOTOGRAPH:



View of facility front entrance, facing east.



<b>SITE IDENTIFICATION #</b> BP-010	<b>STREET ADDRESS</b> 110 North Franklinton Road	<b>PRIORITY RANKING</b> Alternative 2: None Alternative 3A: None Alternative 3B: None Alternative 3C: Medium Alternative 11A: Medium Alternative 11B: Medium
<b>PROPERTY NAME</b> Jesus Collision Center/Cooks Tank Line	<b>OWNER / OPERATOR</b> Cook's Tank Lin, Inc./Steve Cook	
<b>PROPERTY USE</b> Auto repair	<b>STRUCTURE(S)</b> Single story brick garage	
<b>REGULATORY DOCUMENT NUMBERS:</b>		

## SUSPECTED CONTAMINATION TYPE/SOURCE:

The site has served as a historical automobile station and has a history of petroleum storage of unknown impact. Given the general nature of automotive fluid and petroleum use, there is a potential for hazardous material concerns in the form of soil and/or groundwater contamination.

## SITE HISTORY:

The site is identified in a listing by Environmental Data Resources (EDR) of a case monitored by Maryland Department of the Environment (MDE)'s Oil Control Program (OCP) opened in October 1991 and closed in August 2007, with a reported release and cleanup.

The site is identified in a listing by EDR of historical automotive stations with listings for Jesus Collision Center in 2012.

The site is identified in a listing by EDR of Underground Storage Tanks (USTs) for one 6,000-gallon gasoline UST, permanently out of use; one 550 used oil UST, permanently out of use.

The facility was not shown in the Sanborn Fire Insurance Maps provided by EDR for this project.

## SITE RECONNAISSANCE:

The site is an auto heating and air-conditioning repair facility. During site reconnaissance, there were 55-gallon drums, tires and cars in the lot and a dumpster overflowing with garbage. There was a puddle of antifreeze near the street, in front of the bay doors.

## CONCLUSIONS:

The site is adjacent to the west end of the portal cut of Alternative 3 – Option C, Alternative 11 – Option A and Alternative 11 – Option B. Due to the operation of a garage and petroleum storage onsite within 25-feet of the proposed west portal for Alternative 3 – Option C, Alternative 11 – Option A and Alternative 11 – Option B, there is medium potential that historic contamination will impact construction.

## SITE PHOTOGRAPH:



View of facility garage entrances, facing northeast.



## B&P TUNNEL PRELIMINARY SCREENING ASSESSMENT

<b>SITE IDENTIFICATION #</b> BP-011	<b>STREET ADDRESS</b> 301 North Calverton Road	<b>PRIORITY RANKING</b> Alternative 2: None Alternative 3A: None Alternative 3B: Low Alternative 3C: Low Alternative 11A: Low Alternative 11B: Low
<b>PROPERTY NAME</b> Baltimore Pre-Release Unit	<b>OWNER / OPERATOR</b> State of Maryland	
<b>PROPERTY USE</b> Abandoned detention facility	<b>STRUCTURE(S)</b> One-story prison building with basement	
<b>REGULATORY DOCUMENT NUMBERS:</b>		

### SUSPECTED CONTAMINATION TYPE/SOURCE:

The site was a police facility with petroleum storage. Given the historical storage at the site, there is a potential for hazardous material concerns in the form of soil and/or groundwater contamination.

### SITE HISTORY:

The site is identified in a listing of cases monitored by Maryland Department of the Environment (MDE)'s Oil Control Program for an open case involving the installation of a motor oil tank in December 1990, without a release.

The facility was not shown in the Sanborn Fire Insurance Maps provided by Environmental Data Resources (EDR) for this project.

### SITE RECONNAISSANCE:

The site was not surveyed due to a location outside the 500-foot alternative buffer area and evaluation as a low priority site.

### CONCLUSIONS:

The site is 2,000 feet from the portal cut of Alternative 3 – Option B; almost 800 feet from the track centerlines and portal cut of Alternative 3 – Option C; 800 feet from the track centerlines of Alternative 11 – Option A; and 700 feet north of the west end of Alternative 11 – Option B. There is a low potential that residual contamination may impact Alternatives 3B, 3C, 11A or 11B.

### SITE PHOTOGRAPH:



View of facility main entrance, facing east.



## B&P TUNNEL PRELIMINARY SCREENING ASSESSMENT

<b>SITE IDENTIFICATION #</b> BP-012	<b>STREET ADDRESS</b> 239 North Calverton Road	<b>PRIORITY RANKING</b> Alternative 2: None Alternative 3A: None Alternative 3B: Low Alternative 3C: Low Alternative 11A: Low Alternative 11B: Low
<b>PROPERTY NAME</b> Baltimore Substation	<b>OWNER / OPERATOR</b> City of Baltimore	
<b>PROPERTY USE</b> Vehicle maintenance and storage	<b>STRUCTURE(S)</b> Single-story brick garage and storage shed	
<b>REGULATORY DOCUMENT NUMBERS:</b>		

### **SUSPECTED CONTAMINATION TYPE/SOURCE:**

The site has operated with petroleum storage. Given the general historical storage and documented release at the site, there is a potential for hazardous material concerns in the form of soil and/or groundwater contamination.

### **SITE HISTORY:**

The site is identified in a listing of closed cases monitored by Maryland Department of the Environment (MDE)'s Oil Control Program for a tank test failure in November 1998, with a record of release and cleanup.

The facility was not shown in the Sanborn Fire Insurance Maps provided by Environmental Data Resources (EDR) for this project.

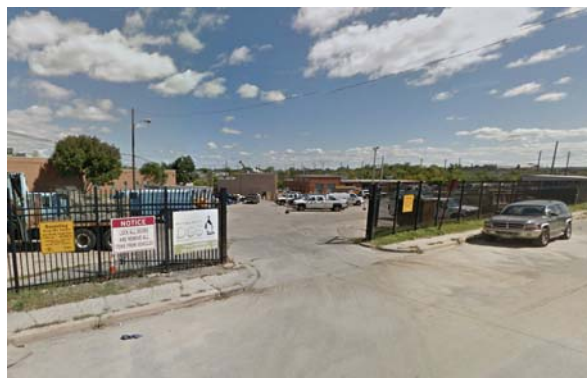
### **SITE RECONNAISSANCE:**

The site was not surveyed due to a location outside the 500-foot buffer area and evaluation as a low priority site.

### **CONCLUSIONS:**

The site is less than 650 feet from the track centerlines of Alternative 3 – Option B; 600 feet from the track centerlines and portal cut of Alternative 3 – Option C; and over 800 feet from the track centerlines of Alternative 11 – Options A and B. There is low potential that residual contamination related to the documented release may impact Alternatives 3B, 3C, 11A and 11B.

### **SITE PHOTOGRAPH:**



View of facility main entrance, facing east.



<b>SITE IDENTIFICATION #</b> BP-013	<b>STREET ADDRESS</b> 222 North Calverton Road	<b>PRIORITY RANKING</b> Alternative 2: None Alternative 3A: None Alternative 3B: Medium Alternative 3C: Medium Alternative 11A: Medium Alternative 11B: Medium
<b>PROPERTY NAME</b> L & J Processing Facility	<b>OWNER / OPERATOR</b> L & J Waste Recycling	
<b>PROPERTY USE</b> Waste recycling shop	<b>STRUCTURE(S)</b> Two single-story brick buildings and a three-story hangar	
<b>REGULATORY DOCUMENT NUMBERS:</b>		

**SUSPECTED CONTAMINATION TYPE/SOURCE:**

The site has operated as a recycling center. Given the general nature of waste processing/recycling and historical hazardous material storage and handling risk for the industry, there is a potential for hazardous material concerns in the form of soil and/or groundwater contamination.

**SITE HISTORY:**

The site is included in lists of state Solid Waste Facilities/Landfill Sites and Recycling Sites, for private recycling/processing of asphalt, cardboard, salvage, gypsum, tires, wood and aggregate.

The facility was not shown in the Sanborn Fire Insurance Maps provided by Environmental Data Resources (EDR) for this project.

**SITE RECONNAISSANCE:**

Two single-story brick buildings served as an office for the solid waste recycling facility with a three-story hangar for stacking/recycling waste. During site reconnaissance, there were four red open-top dumpsters with construction waste and an enormous pile of broken up construction waste (coarse aggregate and demolition debris) inside a tarp covering with four people working. A front end loader was pushing waste into a pile. The concrete paved driveway of the property was uneven with many cracks and potholes. The Amtrak rail tracks were about 50 feet to the south, towards the dead end of North Calverton Road.

**CONCLUSIONS:**

The site is less than 200 feet from the track centerlines of Alternative 3 – Option B; adjacent to less than 100 feet from the portal cut of Alternative 3 – Option C; and adjacent to the track centerlines of Alternative 11 – Option A and Alternative 11 – Option B; Due to the active petroleum dispenser and ASTs onsite The site is considered a medium priority for potential hazardous material impacts to Alternatives 3B, 3C, 11A and 11B due to long-term industrial use of the property.

**SITE PHOTOGRAPH:**


View of facility from inside property facing southwest.

<b>SITE IDENTIFICATION #</b> BP-014	<b>STREET ADDRESS</b> 2600 West Franklin Street (2560 West Franklin Street)	<b>PRIORITY RANKING</b> Alternative 2: None Alternative 3A: None Alternative 3B: None Alternative 3C: Low Alternative 11A: None Alternative 11B: None
<b>PROPERTY NAME</b> Zimmer Development Company	<b>OWNER / OPERATOR</b> Zimmer Development Company	
<b>PROPERTY USE</b> CVS Pharmacy	<b>STRUCTURE(S)</b> Single story prefabricated retail	
<b>REGULATORY DOCUMENT NUMBERS:</b>		

## SUSPECTED CONTAMINATION TYPE/SOURCE:

The address has a history of petroleum storage of unknown impact. Given the petroleum use at the site, there is a potential for hazardous material concerns in the form of soil and/or groundwater contamination.

## SITE HISTORY:

The site is identified in a listing by Environmental Data Resources (EDR) of a case monitored by Maryland Department of the Environment (MDE)'s Oil Control Program (OCP) opened and closed in April 1997, with no release or cleanup.

The site is identified in a listing by EDR of one 1000-gallon heating oil UST, permanently out of use.

The facility was not shown in the Sanborn Fire Insurance Maps provided by EDR for this project.

## SITE RECONNAISSANCE:

The site was not surveyed due to a location outside the 500-foot buffer area and evaluation as a low priority site.

## CONCLUSIONS:

The site is approximately 900 feet north of the west end of the portal cut and track centerlines of Alternative 3 – Option C.

Due to the distance and small UST size reported onsite, there is low potential that historic contamination will impact construction of Alternative 3 – Option C.

## SITE PHOTOGRAPH:



View of the main entrance facing east.



## B&P TUNNEL PRELIMINARY SCREENING ASSESSMENT

<b>SITE IDENTIFICATION #</b> BP-015	<b>STREET ADDRESS</b> 231 North Calverton Road	<b>PRIORITY RANKING</b> Alternative 2: None Alternative 3A: None Alternative 3B: Low Alternative 3C: Low Alternative 11A: Low Alternative 11B: Low
<b>PROPERTY NAME</b> City of Baltimore Franklin Street Yard	<b>OWNER / OPERATOR</b> City of Baltimore	
<b>PROPERTY USE</b> Vehicle maintenance, storage and laydown lot	<b>STRUCTURE(S)</b> Single and two-story brick buildings, open air vehicle ports	
<b>REGULATORY DOCUMENT NUMBERS:</b>		

### **SUSPECTED CONTAMINATION TYPE/SOURCE:**

The site has been used by the city for vehicle maintenance, with petroleum storage. Given the general historical storage and documented releases at the site, there is a potential for hazardous material concerns in the form of soil and/or groundwater contamination.

### **SITE HISTORY:**

The site is identified in a listing of closed cases monitored by Maryland Department of the Environment (MDE)'s Oil Control Program (OCP), for a heating oil tank closure in June 2008, with a record of release and cleanup.

The facility was not shown in the Sanborn Fire Insurance Maps provided by Environmental Data Resources (EDR) for this project.

### **SITE RECONNAISSANCE:**

The site contains a single- and a two-story brick building with four vehicle bay doors. The site is used by the City of Baltimore for vehicle maintenance. During site reconnaissance, several City snow-plow trucks, heavy construction equipment and cars were parked on the property. Eight red and black 55-gallon steel drums were adjacent to the building's wall facing north. There was a white 550-gallon petroleum AST outside the building where the drums were stored.

### **CONCLUSIONS:**

The site is less than 150 feet from the portal cut and track centerlines of Alternative 3 – Option C; less than 200 feet from the track centerlines of Alternative 3 – Option B and Alternative 11 – Option A and adjacent to Alternative 11 – Option B. Due to the distance and limited onsite storage, there is a low potential that residual contamination related to the documented release may impact Alternatives 3B, 3C, 11A and 11B.

### **SITE PHOTOGRAPH:**



View of the office from inside the property facing southeast.



<b>SITE IDENTIFICATION #</b> BP-016	<b>STREET ADDRESS</b> 2560 Lexington Street	<b>PRIORITY RANKING</b> Alternative 2: None Alternative 3A: None Alternative 3B: Low Alternative 3C: Low Alternative 11A: Low Alternative 11B: Low
<b>PROPERTY NAME</b> Lexington Auto Service/Motor Pool West	<b>OWNER / OPERATOR</b> Dunston Joseph and Sarah Thomas	
<b>PROPERTY USE</b> Auto repair	<b>STRUCTURE(S)</b> Two story brick garage	
<b>REGULATORY DOCUMENT NUMBERS:</b>		

## SUSPECTED CONTAMINATION TYPE/SOURCE:

The site has served as a historical automobile station. Given the general nature of automotive fluid use, there is a potential for hazardous material concerns in the form of soil and/or groundwater contamination.

## SITE HISTORY:

The site is identified in a listing by Environmental Data Resources (EDR) of Resource Conservation and Recovery Act (RCRA)-Small Quantity Generator (SQG) for ignitable waste, cadmium, chromium, benzene and tetrachloroethylene, with no recorded violations.

The site is identified in a listing by EDR of historical automotive stations with listings for Motor Pool West in 2001, 2002, 2003 and 2005.

The facility was not shown in the Sanborn Fire Insurance Maps provided by EDR for this project.

## SITE RECONNAISSANCE:

The site is Legacy Tag & Title with a small used car lot and shop. During site reconnaissance, there were cars behind the building and tires stacked in the yard. Staining was observed on the pavement in front of the building and a transformer near the front door.

## CONCLUSIONS:

The site is less than 100 feet south of the west end of the portal cut of Alternative 3 – Option B, Alternative 3 – Option C, Alternative 11 – Option A and Alternative 11 – Option B.

Due to the lack of reported releases and location downgradient from Alternatives 3B, 3C 11A and 11B, there is low potential that historic contamination will impact construction.

## SITE PHOTOGRAPH:



View of facility garage entrance, facing west.

<b>SITE IDENTIFICATION #</b> BP-017	<b>STREET ADDRESS</b> 2527 Baker Street	<b>PRIORITY RANKING</b> Alternative 2: None Alternative 3A: Medium Alternative 3B: Medium Alternative 3C: Medium Alternative 11A: None Alternative 11B: None
<b>PROPERTY NAME</b> Can-Do Fuel Oil Company, Inc.	<b>OWNER / OPERATOR</b> Xavier Bernard Reed	
<b>PROPERTY USE</b> Oil distribution and storage	<b>STRUCTURE(S)</b> Single story brick and cinder block buildings and storage sheds	
<b>REGULATORY DOCUMENT NUMBERS:</b>		

**SUSPECTED CONTAMINATION TYPE/SOURCE:**

The site was an oil service facility. Given the general nature of petroleum use and historical hazardous material storage and handling risk for the industry, and the documented contamination, there is a potential for hazardous material concerns in the form of soil and/or groundwater contamination.

**SITE HISTORY:**

The site is identified in a listing of cases monitored by Maryland Department of the Environment (MDE)'s Oil Control Program (OCP) for two cases: One opened and closed in September 1991 without documentation of release or cleanup; and one in January 1992 for well/groundwater contamination by heating oil, without documentation of release or cleanup that was closed in April 2001.

The facility was not shown in the Sanborn Fire Insurance Maps provided by Environmental Data Resources (EDR) for this project.

**SITE RECONNAISSANCE:**

The site was not surveyed due to a location outside the 500-foot buffer area and evaluation as a medium priority for the impacted alternatives.

**CONCLUSIONS:**

The site is within 2,300 feet west and upgradient of Alternatives 3 – Option A and Alternative 3 – Option B; and less than 2,200 feet west of Alternative 3 – Option C. This site is considered a medium priority for potential hazardous material impacts to Alternative 3 – Option A, Alternative 3 – Option B and Alternative 3 – Option C, due to long-term industrial use of the property and reported releases of petroleum impacting groundwater.

**SITE PHOTOGRAPH:**


View of facility entrance entrance, facing south.



## B&P TUNNEL PRELIMINARY SCREENING ASSESSMENT

<b>SITE IDENTIFICATION #</b> BP-018	<b>STREET ADDRESS</b> 2601 West Franklin Street	<b>PRIORITY RANKING</b> Alternative 2: None Alternative 3A: None Alternative 3B: Medium Alternative 3C: Medium Alternative 11A: Medium Alternative 11B: Medium
<b>PROPERTY NAME</b> Maryland Lumber Company	<b>OWNER / OPERATOR</b> Full Gospel Apostolic Church	
<b>PROPERTY USE</b> Construction site	<b>STRUCTURE(S)</b> Site trailer office	
<b>REGULATORY DOCUMENT NUMBERS:</b>		

### SUSPECTED CONTAMINATION TYPE/SOURCE:

The site has been operated by a commercial transport and maintenance corporation. Given the general nature of vehicle fluid use and historical hazardous material storage and handling risk for the industry, there is a potential for hazardous material concerns in the form of soil and/or groundwater contamination.

### SITE HISTORY:

The site is identified in a listing of closed cases monitored by Maryland Department of the Environment (MDE)'s Oil Control Program (OCP) for an unidentified closure in May 1997, with a release, but no cleanup. The site is identified in listings of historic Underground Storage Tanks (USTs) monitored by MDE for two 10,000-gallon USTs, gasoline and diesel fuel, currently in use. The facility was not shown in the Sanborn Fire Insurance Maps provided by Environmental Data Resources (EDR) for this project.

### SITE RECONNAISSANCE:

The property is the "West Fraser Timber Construction site with a trailer used as an on-site office. Miscellaneous construction materials (stone chips, steel bars, heavy stone bars, columns of wood, etc.) are stacked or piled for resale. Debris included three empty unlabeled plastic 55-gallon drums and an old compressed gas Above-Ground Storage Tank (AST), possibly for forklifts. There were four or five pole-mounted transformers on-site.

### CONCLUSIONS:

The site is adjacent to Alternative 3 – Option B, Alternative 3 – Option C, Alternative 11 – Option A and Alternative 11 – Option B alignments. This site is considered a medium priority for potential hazardous material impacts to the alternatives, due to long-term industrial use of the property and existing petroleum storage.

### SITE PHOTOGRAPH:



View of construction materials from inside property facing northeast.



<b>SITE IDENTIFICATION #</b> BP-019	<b>STREET ADDRESS</b> 2555 West Lexington Street	<b>PRIORITY RANKING</b> Alternative 2: None Alternative 3A: None Alternative 3B: Low Alternative 3C: Low Alternative 11A: Low Alternative 11B: Low
<b>PROPERTY NAME</b> Baltimore Uniform Rental, Inc.	<b>OWNER / OPERATOR</b> Kiran Associates, LLC	
<b>PROPERTY USE</b> Dry cleaner	<b>STRUCTURE(S)</b> Large single-story concrete building	
<b>REGULATORY DOCUMENT NUMBERS:</b>		

## SUSPECTED CONTAMINATION TYPE/SOURCE:

The site has served as a long-term dry cleaner sites. Given the general nature of dry-cleaning fluid use and historical hazardous material storage and handling risk for the industry, there is a potential for hazardous material concerns in the form of soil and/or groundwater contamination.

## SITE HISTORY:

The site is identified in listings of Resource Conservation and Recovery Act (RCRA) Non-Generator database for handling spent halogen solvent hazardous wastes. The site had no recorded violations. The site is identified in a listing of two closed cases monitored by Maryland Department of the Environment (MDE)'s Oil Control Program (OCP): One heating oil tank closure in October 1994, with unreported release or cleanup and an unidentified case in May 1992, with an unreported release or cleanup. The site is identified in a listing of historic Underground Storage Tanks (USTs) monitored by MDE for four USTs: Two 10,000-gallon heating oil tanks, one permanently out of use and two 1000-gallon gasoline tanks, one permanently out of use.

The facility was not shown in the Sanborn Fire Insurance Maps provided by Environmental Data Resources (EDR) for this project.

## SITE RECONNAISSANCE:

Large concrete building with steam observed coming out of a rear rooftop vent pipe. A tall truck bay door appears permanently closed on the side of the building. One lamp post and two pole-mounted transformers were seen on-site. Rail tracks were 200 feet opposite the site to the north. An electrical box and wiring were on adjacent wall of property. A tall pole-mounted TV satellite tower was outside the property boundary to the east.

## CONCLUSIONS:

The site is 200 feet from Alternative 3 – Option B, Alternative 3 – Option C, Alternative 11 – Option A and Alternative 11 – Option B. This site is considered a low priority for potential hazardous material impacts, due to long-term industrial use of the property and petroleum storage.

## SITE PHOTOGRAPH:



Large concrete building from West Lexington Street facing southwest.

<b>SITE IDENTIFICATION #</b> BP-020	<b>STREET ADDRESS</b> 1300 Moreland Avenue	<b>PRIORITY RANKING</b> Alternative 2: None Alternative 3A: High Alternative 3B: High Alternative 3C: High Alternative 11A: None Alternative 11B: None
<b>PROPERTY NAME</b> Emanuel Tire, LLC	<b>OWNER / OPERATOR</b> Emanuel Tire Company	
<b>PROPERTY USE</b> Tire repair shop and recycling facility for scrap tires	<b>STRUCTURE(S)</b> Single-story garage	
<b>REGULATORY DOCUMENT NUMBERS:</b>		

## SUSPECTED CONTAMINATION TYPE/SOURCE:

The site is a waste facility for tires. Given the presence of historic Underground Storage Tanks (USTs) and historical hazardous material storage and handling risk for the industry, there is a potential for hazardous-material concerns in the form of soil and/or groundwater contamination.

## SITE HISTORY:

The site is identified in listings of Resource Conservation and Recovery Act (RCRA) - Small Quantity Generator (SQG) of ignitable hazardous wastes with no recorded violations. The site is identified in a listing of state recycling facilities, for scrap tires and synthetic rubber scrap, and a listing of permitted solid waste disposal facilities. The site is listed with two cases monitored by Maryland Department of the Environment (MDE)'s Oil Control Program (OCP): One in September 1995 for inspections that was closed in November 1995; and one tank closure with a release and cleanup notification in August 2001 and closed in August 2008. The site is identified in a listing of historic USTs, monitored by MDE, for a 4,000-gallon diesel fuel tank, a 3,000-gallon gasoline tank and a 2,500-gallon diesel fuel tank, all listed as currently in use.

The facility was not shown in the Sanborn Fire Insurance Maps provided by Environmental Data Resources (EDR) for this project.

## SITE RECONNAISSANCE:

The entrance to the property is from 1330 North Bentalou Street. The last house on Moreland Avenue overlooks the property, but was inaccessible approximately 200 to 300 feet from the site. During site reconnaissance, numerous large trucks and sport utility vehicles were parked outside the building. There were parking cones, two dumpsters and stacked tires on the site. Three pole-mounted transformers were on North Bentalou Street just outside the property. In the site photograph, metal debris and a fork lift in storage are visible on the right.

## CONCLUSIONS:

The site is upgradient and within 1,200 feet of Alternative 3 – Option A, 1,500 feet of Alternative 3 – Option B and 1,100 feet of Alternative 3 – Option C to the west. There is a medium potential that contamination from long-term operations may impact Alternative 3 – Option A, Alternative 3 – Option B or Alternative 3 – Option C.

## SITE PHOTOGRAPH:



View of the site taken from narrow lane perpendicular to 1330 North Bentalou Street facing north.

<b>SITE IDENTIFICATION #</b> BP-021	<b>STREET ADDRESS</b> 330 North Warwick Avenue	<b>PRIORITY RANKING</b> Alternative 2: None Alternative 3A: None Alternative 3B: Low Alternative 3C: Low Alternative 11A: Low Alternative 11B: Low
<b>PROPERTY NAME</b> Former Acme Pad Factory	<b>OWNER / OPERATOR</b> Brick Oven Pizza	
<b>PROPERTY USE</b> Restaurant	<b>STRUCTURE(S)</b> Single-story building	
<b>REGULATORY DOCUMENT NUMBERS:</b>		

**SUSPECTED CONTAMINATION TYPE/SOURCE:**

The site has served as an industrial facility with petroleum storage. Given the documented release at the site, there is a potential for hazardous material concerns in the form of soil and/or groundwater contamination.

**SITE HISTORY:**

The site is identified in a listing of cases monitored by Maryland Department of the Environment (MDE)'s Oil Control Program (OCP) for a closed case for the closure of a heating oil tank in February 2005, with a reported release, but no cleanup.

The facility was not shown in the Sanborn Fire Insurance Maps provided by Environmental Data Resources (EDR) for this project.

**SITE RECONNAISSANCE:**

The property is a single-story restaurant adjacent to McDonalds on North Warwick Avenue.

**CONCLUSIONS:**

The site is less than 400 feet northwest of Alternative 3 – Option B, Alternative 3 – Option C and Alternative 11 – Option A. In addition, the property is less than 250 feet northwest of Alternative 11 – Option B. There is a low potential that residual amounts of oil contamination related to the documented release remain may impact construction of these alternatives.

**SITE PHOTOGRAPH:**


View of restaurant from North Warwick Avenue facing west.



<b>SITE IDENTIFICATION #</b> BP-022	<b>STREET ADDRESS</b> 200 North Warwick Avenue	<b>PRIORITY RANKING</b> Alternative 2: None Alternative 3A: None Alternative 3B: Medium Alternative 3C: Medium Alternative 11A: Medium Alternative 11B: Medium
<b>PROPERTY NAME</b> Baltimore Car & Truck Rental, Inc.	<b>OWNER / OPERATOR</b> BTR Trucks and Service	
<b>PROPERTY USE</b> “BTR Trucks”	<b>STRUCTURE(S)</b> Two-story office building and three garage bays	
<b>REGULATORY DOCUMENT NUMBERS:</b>		

## SUSPECTED CONTAMINATION TYPE/SOURCE:

The facility has operated with oil storage on-site. Given the documented petroleum release, there is a potential for hazardous material concerns in the form of soil and/or groundwater contamination.

## SITE HISTORY:

The site is identified in a listing of two closed cases monitored by Maryland Department of the Environment (MDE)'s Oil Control Program (OCP) for motor oil tank closures in May 1998, with no release or cleanup and then in July 2001, with a reported release and no cleanup. The site is identified in listings of Underground Storage Tanks (USTs) and historic USTs monitored by MDE for two 12,000-gallon (or 10,000-gallon, the documentation is inconsistent) diesel fuel tanks, two 550-gallon and one 500-gallon used oil tanks, all listed as permanently out of use.

The facility was not shown in the Sanborn Fire Insurance Maps provided by Environmental Data Resources (EDR) for this project.

## SITE RECONNAISSANCE:

During site reconnaissance, approximately ten heavy vehicles and trucks were parked on-site for servicing. Baltimore Car & Truck Rental, Inc. (BTR) has three vehicle garage bays. The concrete pavement of the parking area was unevenly surfaced. The office building was two-stories and faces West Lexington Street. Rail tracks were 100 feet opposite the site to the north.

## CONCLUSIONS:

The site is adjacent to the portal cut and track centerlines of Alternative 3 – Option B, Alternative 3 – Option C, Alternative 11 – Option A and Alternative 11 – Option B. This site is considered a medium priority for potential hazardous material impacts to Alternative 3 – Option B, Alternative 3 – Option C, Alternative 11 – Option A and Alternative 11 – Option B, due to a documented release and long-term industrial use of the property.

## SITE PHOTOGRAPH:



View of garages from North Warwick Avenue facing west.



## B&P TUNNEL PRELIMINARY SCREENING ASSESSMENT

<b>SITE IDENTIFICATION #</b> BP-023	<b>STREET ADDRESS</b> 1549 Warwick Avenue	<b>PRIORITY RANKING</b> Alternative 2: None Alternative 3A: Medium Alternative 3B: Medium Alternative 3C: Medium Alternative 11A: None Alternative 11B: None
<b>PROPERTY NAME</b> G&M Oil Company, Inc.	<b>OWNER / OPERATOR</b> Rob & Eve Co., Inc.	
<b>PROPERTY USE</b>	<b>STRUCTURE(S)</b>	
<b>REGULATORY DOCUMENT NUMBERS:</b>		

### SUSPECTED CONTAMINATION TYPE/SOURCE:

The site has operated as an oil facility. Given the historical hazardous material storage and handling risk for the industry, there is a potential for hazardous material concerns in the form of soil and/or groundwater contamination.

### SITE HISTORY:

The site is identified in a listing of Maryland State Hazardous Waste Sites records (the state equivalent to Comprehensive Environmental Response, Compensation, and Liability Act (CERCLIS) database) as a formerly investigated site. The site is identified in a listing of cases monitored by Maryland Department of the Environment (MDE)'s Oil Control Program (OCP) for two cases: Release and cleanup in March 1990, resulting from a transfer accident of heating oil that was closed in December 2004; and an unknown case without documented release or cleanup and closed on an unspecified date.

A review of Sanborn Fire Insurance Maps dated 1890 to 1971 identifies the site as an industrial site.

### SITE RECONNAISSANCE:

The site was not surveyed as the location was outside the 500-foot buffer area surrounding the alternatives and identified as a medium priority.

### CONCLUSIONS:

The site is upgradient and less than 1,700 feet west of Alternative 3 – Option C and less than 2,100 feet west of Alternative 3 – Option A and Alternative 3 – Option B Alternative 3 – Option. There is a medium potential that residual contamination related to oil service activities or the documented release remain may impact construction of these Alternatives.

### SITE PHOTOGRAPH:



View of the main entrance from Baker Street facing south.

<b>SITE IDENTIFICATION #</b> BP-024	<b>STREET ADDRESS</b> 2501 West Lexington Street	<b>PRIORITY RANKING</b> Alternative 2: None Alternative 3A: None Alternative 3B: Medium Alternative 3C: Medium Alternative 11A: Medium Alternative 11B: Medium
<b>PROPERTY NAME</b> Trans Realty, Inc.	<b>OWNER / OPERATOR</b> 2501 W Lexington Street, LLC	
<b>PROPERTY USE</b> Abandoned warehouse and fenced storage	<b>STRUCTURE(S)</b> Two-story warehouse with steel I-beams	
<b>REGULATORY DOCUMENT NUMBERS:</b>		

## SUSPECTED CONTAMINATION TYPE/SOURCE:

The site has been utilized by a commercial transport and maintenance corporation. Given the general nature of vehicle fluid use and historical hazardous material storage and handling risk for the industry, there is a potential for hazardous material concerns in the form of soil and/or groundwater contamination.

## SITE HISTORY:

The site is identified in a listing of closed cases monitored by Maryland Department of the Environment (MDE)'s Oil Control Program (OCP), for a motor oil tank closure in April 1995, with no record of release or cleanup. The site is identified in a listing of historic Underground Storage Tanks (USTs) monitored by MDE for six USTs: Three 10,000-gallon gasoline tanks, two 5,000-gallon tanks of unknown product and one 1,000-gallon used oil tank, all listed as permanently out of use.

The facility was not shown in the Sanborn Fire Insurance Maps provided by Environmental Data Resources (EDR) for this project.

## SITE RECONNAISSANCE:

The site is a two-story warehouse structure with a white bay-door on West Lexington Street. Behind the property on North Warwick Avenue, there were two blue colored 55-gallon drums (shown in lower right of picture), wheels, steel poles, wooden platforms and construction materials piled on the site's fenced property. Old steel I-beam building frames remain in storage area.

## CONCLUSIONS:

The site is less than 200 feet downgradient and southeast from Alternative 3 – Option B, Alternative 3 – Option C, Alternative 11 – Option A and Alternative 11 – Option B. This site is considered a medium priority for potential hazardous material impacts to construction of these Alternatives due to long-term industrial use of the property and petroleum storage.

## SITE PHOTOGRAPH:



Steel I-beam structure (attached to warehouse) from North Warwick Avenue facing west.



<b>SITE IDENTIFICATION #</b> BP-025	<b>STREET ADDRESS</b> 2417 West Franklin Street	<b>PRIORITY RANKING</b> Alternative 2: None Alternative 3A: None Alternative 3B: Medium Alternative 3C: Medium Alternative 11A: Medium Alternative 11B: Medium
<b>PROPERTY NAME</b> Franklin Fuel Express	<b>OWNER / OPERATOR</b> Warwick and Franklin, LLC	
<b>PROPERTY USE</b> Gas station	<b>STRUCTURE(S)</b> Single-story building	
<b>REGULATORY DOCUMENT NUMBERS:</b>		

**SUSPECTED CONTAMINATION TYPE/SOURCE:**

The facility has operated as a long-term gas station with oil storage on-site. Given the general nature of automotive fluid use and historical petroleum storage and handling risk for the industry, there is a potential for hazardous material concerns in the form of soil and/or groundwater contamination.

**SITE HISTORY:**

The site is identified in a listing of closed cases monitored by Maryland Department of the Environment (MDE)'s Oil Control Program (OCP) for a motor oil tank closure in July 1989, with no release or cleanup and another case in July 2001, with a reported release and no cleanup. The site is identified in listings of Underground Storage Tanks (USTs) and historic USTs monitored by MDE for eight onsite USTs: Two 8,000-gallon and one 6,000-gallon gasoline tanks and one 550-gallon used oil tank, all listed as permanently out of use, and four 10,000-gallon gasohol tanks currently in use. The site is identified in a listing by Environmental Data Resources (EDR) of historical auto service stations with ten listings for: Franklin American Station in 1964; Grace Gas & Transport Management Company, Inc. in 1999, 2001, 2002, 2004, 2005 and 2008; and BP Amoco in 2006, 2007 and 2010.

The facility was not shown in the Sanborn Fire Insurance Maps provided by EDR for this project.

**SITE RECONNAISSANCE:**

The site is the location of Express Fuel gas station with four fuel dispensing stations and two air hose stations. UST manholes appear in left foreground of site photograph. There was a convenience store in the gas station. During site reconnaissance, standing water on the ground of the gas station appeared to have sheen of petroleum.

**CONCLUSIONS:**

The site is less than 200 feet upgradient and northwest of Alternative 3 – Option B and Alternative 3 – Option C. The property is less than 300 feet upgradient and northwest of Alternative 11 – Option A and Alternative 11 – Option B. This site is considered a medium priority for potential hazardous material impacts to these alternatives due to long-term petroleum handling and storage on the property.

**SITE PHOTOGRAPH:**


Fuel dispensing stations from inside gas station property, facing west.

<b>SITE IDENTIFICATION #</b> BP-026	<b>STREET ADDRESS</b> 311 North Warwick Avenue	<b>PRIORITY RANKING</b> Alternative 2: None Alternative 3A: None Alternative 3B: Low Alternative 3C: Low Alternative 11A: Low Alternative 11B: Low
<b>PROPERTY NAME</b> Abandoned lot	<b>OWNER / OPERATOR</b> City of Baltimore	
<b>PROPERTY USE</b> Abandoned	<b>STRUCTURE(S)</b> Two-story abandoned warehouse building	
<b>REGULATORY DOCUMENT NUMBERS:</b>		

## SUSPECTED CONTAMINATION TYPE/SOURCE:

The site has documented petroleum issues. Given the documented release at the site, there is a potential for hazardous material concerns in the form of soil and/or groundwater contamination.

## SITE HISTORY:

The site is identified in a listing of cases monitored by Maryland Department of the Environment (MDE)'s Oil Control Program (OCP), for an unidentified closed case involving motor oil, in May 2013, with a reported release and cleanup.

The facility was not shown in the Sanborn Fire Insurance Maps provided by Environmental Data Resources (EDR) for this project.

## SITE RECONNAISSANCE:

The site is an abandoned and condemned two-story building, with a faded sign on the building "Save-On-Oil Co". A transformer was seen outside building on pavement. The building contains three large vehicle bays without doors or windows. What appears to be old Underground Storage Tank (UST) vent pipes extend above the corner of the roof shown in middle left of picture.

## CONCLUSIONS:

The southwest edge of the site overlaps the footprint of Alternative 3 – Option B, Alternative 3 – Option C, Alternative 11 – Option A and Alternative 11 – Option B. This site is considered a low priority for potential hazardous material impacts to these alternatives, due to a documented petroleum release at the property and potential for the continued presence of a UST onsite.

## SITE PHOTOGRAPH:



View of building from North Warwick Avenue facing east.

<b>SITE IDENTIFICATION #</b> BP-027	<b>STREET ADDRESS</b> 215 North Warwick Avenue	<b>PRIORITY RANKING</b> Alternative 2: None Alternative 3A: None Alternative 3B: Low Alternative 3C: Low Alternative 11A: Low Alternative 11B: Low
<b>PROPERTY NAME</b> Cosmechem	<b>OWNER / OPERATOR</b> 201-215 Warwick Avenue, LLC	
<b>PROPERTY USE</b> Parking area	<b>STRUCTURE(S)</b> Two-story building with attached one-story brick garage	
<b>REGULATORY DOCUMENT NUMBERS:</b>		

**SUSPECTED CONTAMINATION TYPE/SOURCE:**

The site was a commercial cosmetics facility. Given the historical hazardous material storage and handling risk for possible chemicals in use, there is a potential for hazardous material concerns in the form of soil and/or groundwater contamination.

**SITE HISTORY:**

The site is identified in a federal listing of Comprehensive Environmental Response, Compensation, and Liability Information System - No Further Remedial Action Planned (CERC-NFRAP) sites that have been removed and archived from the inventory of Comprehensive Environmental Response, Compensation, and Liability Information System (CERCLIS) sites, with no site assessment work needed and with no further remedial action planned.

The facility was not shown in the Sanborn Fire Insurance Maps provided by Environmental Data Resources (EDR) for this project.

**SITE RECONNAISSANCE:**

The site is a fenced parking lot containing trucks and cars. Limited reconnaissance is available from this site due to lack of access.

**CONCLUSIONS:**

The site is adjacent to Alternative 3 – Option B, Alternative 3 – Option C, Alternative 11 – Option A and Alternative 11 – Option B. This site is downgradient and south of the identified alternative alignments. The site is considered a low priority for potential hazardous material impacts to construction of these alternatives, due to long-term industrial use of the property and listing within the CREC-NFRAP database.

**SITE PHOTOGRAPH:**


View of parking lot on North Warwick Avenue facing east.





## B&P TUNNEL PRELIMINARY SCREENING ASSESSMENT

<b>SITE IDENTIFICATION #</b> BP-028	<b>STREET ADDRESS</b> 1400 Moreland Avenue	<b>PRIORITY RANKING</b> Alternative 2: None Alternative 3A: Medium Alternative 3B: Medium Alternative 3C: Medium Alternative 11A: None Alternative 11B: None
<b>PROPERTY NAME</b> Blue Ridge Fuel Company	<b>OWNER / OPERATOR</b> Emanuel Real Estate, LLC	
<b>PROPERTY USE</b>	<b>STRUCTURE(S)</b>	
<b>REGULATORY DOCUMENT NUMBERS:</b>		

### **SUSPECTED CONTAMINATION TYPE/SOURCE:**

The site was an oil service facility. Given the general nature of petroleum use and historical hazardous material storage and handling risk for the industry, there is a potential for hazardous material concerns in the form of soil and/or groundwater contamination.

### **SITE HISTORY:**

The site is identified in a listing of cases monitored by Maryland Department of the Environment (MDE)'s Oil Control Program (OCP) for four cases: An unidentified case opened in September 1990 and closed in October 1994, with no record of release or cleanup; an unidentified case in March 1992, with no record of closure, release or cleanup; a tank closure in September 1995, closed in October 1995, with no record of release or cleanup; and a tank closure in April 2009.

The facility was not shown in the Sanborn Fire Insurance Maps provided by Environmental Data Resources (EDR) for this project.

### **SITE RECONNAISSANCE:**

The site was not surveyed due to a location outside of the 500-foot buffer area surrounding the alternative alignments and a listing as a medium priority.

### **CONCLUSIONS:**

The site is less than 1,300 feet west and upgradient of Alternative 3 – Option C and less than 1,700 feet west of Alternative 3 – Option A and Alternative 3 – Option B. This site is considered a medium priority for potential hazardous material impacts to these alternatives, due to long-term industrial use of the property, including the handling and storage of petroleum.

### **SITE PHOTOGRAPH:**

No photograph available for this property due to lack of access.

<b>SITE IDENTIFICATION #</b> BP-029	<b>STREET ADDRESS</b> 2415 West Franklin Street	<b>PRIORITY RANKING</b> Alternative 2: None Alternative 3A: None Alternative 3B: Medium Alternative 3C: Medium Alternative 11A: Medium Alternative 11B: Medium
<b>PROPERTY NAME</b> Marco Shoe Company/Nelco Shoes	<b>OWNER / OPERATOR</b> SRG Properties #8 LLC	
<b>PROPERTY USE</b> Furniture store	<b>STRUCTURE(S)</b> Two, two story cinder block buildings	
<b>REGULATORY DOCUMENT NUMBERS:</b>		

**SUSPECTED CONTAMINATION TYPE/SOURCE:**

The address has a history of petroleum storage of unknown impact. Given the petroleum use at the site, there is a potential for hazardous material concerns in the form of soil and/or groundwater contamination.

**SITE HISTORY:**

The site is identified in a listing by Environmental Data Resources (EDR) of cases monitored by Maryland Department of the Environment (MDE)'s Oil Control Program (OCP) for one case opened in November 1994 and closed in January 2006 with no release or cleanup.

The site is identified in a listing by EDR of historic Underground Storage Tanks (USTs) for one 6,000-gallon heating oil UST, currently in use.

The site is identified in a listing by EDR of USTs for one 6,000-gallon heating oil UST, permanently out of use.

The facility was not shown in the Sanborn Fire Insurance Maps provided by EDR for this project.

**SITE RECONNAISSANCE:**

The site is a large two building furniture store called "Price Busters Furniture and Mattress". The site is fenced and during site reconnaissance, the vegetation behind the building was overgrown. There three transformers just outside the front door and a dumpster in the front lot.

**CONCLUSIONS:**

The site is adjacent to Alternative 3 – Option B, Alternative 3 – Option C, Alternative 11 – Option A and Alternative 11 – Option B, upgradient and northwest. This site is considered a medium priority for potential hazardous material impacts to these alternatives, due to long-term industrial use of the property, including the handling and storage of heating oil.

**SITE PHOTOGRAPH:**


View of facility main entrance and transformers, facing southwest.

<b>SITE IDENTIFICATION #</b> BP-030	<b>STREET ADDRESS</b> 2335 West Franklin Street	<b>PRIORITY RANKING</b> Alternative 2: None Alternative 3A: None Alternative 3B: Medium Alternative 3C: Medium Alternative 11A: Medium Alternative 11B: Medium
<b>PROPERTY NAME</b> Tedco Industries	<b>OWNER / OPERATOR</b> Paul-Hilde Miller	
<b>PROPERTY USE</b> Commercial/Carpet Warehouse	<b>STRUCTURE(S)</b> Two story brick warehouse	
<b>REGULATORY DOCUMENT NUMBERS:</b>		

**SUSPECTED CONTAMINATION TYPE/SOURCE:**

The address has a history of petroleum storage of unknown impact. Given the petroleum use at the site, there is a potential for hazardous material concerns in the form of soil and/or groundwater contamination.

**SITE HISTORY:**

The site is identified in a listing by Environmental Data Resources (EDR) of historic Underground Storage Tanks (USTs) for one 1,000-gallon heating oil UST, currently in use.

The facility was not shown in the Sanborn Fire Insurance Maps provided by EDR for this project.

**SITE RECONNAISSANCE:**

The site is a two-story brick building that houses "Carpet Warehouse LLC", "Connie's Florist", "new Hope World Ministries" and "A1 Dental Lab". There is one transformer to the right of the building. The site has no rear access and one bay in the rear with considerable debris.

**CONCLUSIONS:**

The site overlaps the footprint for Alternative 3 – Option B, Alternative 3 – Option C, Alternative 11 – Option A and Alternative 11 – Option B. This site is considered a medium priority for potential hazardous material impacts to these alternatives, due to long-term industrial use of the property, including the storage of heating oil.

**SITE PHOTOGRAPH:**


View of facility entrance and loading dock, facing southeast.



## B&P TUNNEL PRELIMINARY SCREENING ASSESSMENT

<b>SITE IDENTIFICATION #</b> BP-031	<b>STREET ADDRESS</b> 1330 North Bentalou Street	<b>PRIORITY RANKING</b> Alternative 2: None Alternative 3A: Medium Alternative 3B: Medium Alternative 3C: Medium Alternative 11A: None Alternative 11B: None
<b>PROPERTY NAME</b> Kaufman Products	<b>OWNER / OPERATOR</b> Emanuel Real Estate, LLC	
<b>PROPERTY USE</b>	<b>STRUCTURE(S)</b>	
<b>REGULATORY DOCUMENT NUMBERS:</b>		

### **SUSPECTED CONTAMINATION TYPE/SOURCE:**

The site was a concrete treatment manufacturing facility. Given the general nature of solvent use and historical hazardous material storage and handling risk for the industry, there is a potential for hazardous material concerns in the form of soil and/or groundwater contamination.

### **SITE HISTORY:**

The site is identified in a listing of cases monitored by Maryland Department of the Environment (MDE)'s Oil Control Program (OCP) (as Emanuel Tire Company, see site BP-040) for one case opened August 1988 and closed February 1996, with no record of release or cleanup. The site is identified in listings of Underground Storage Tanks (USTs) and historic USTs monitored by MDE for three 2,000-gallon gasoline tanks and two 6,000-gallon gasohol tanks. The gasoline tanks are listed as currently in use; at least two of which, were installed in 1984. The two 6,000-gallon gasohol tanks, listed as currently in use, were installed in 1984.

The facility was not shown in the Sanborn Fire Insurance Maps provided by Environmental Data Resources (EDR) for this project.

### **SITE RECONNAISSANCE:**

The site was not surveyed due a location outside the 500-foot buffer area surrounding the alternatives and a medium priority.

### **CONCLUSIONS:**

The site is within 800 feet of 800 feet from Alternative 3 – Option C and 1,300 feet west and upgradient of Alternative 3 – Option A and Alternative 3 – Option B. This site is considered a medium priority for potential hazardous material impacts to these alternatives, due to possible petroleum release and contamination that could migrate offsite.

### **SITE PHOTOGRAPH:**



View of facility entrance and loading dock, facing west.





## B&P TUNNEL PRELIMINARY SCREENING ASSESSMENT

<b>SITE IDENTIFICATION #</b> BP-032	<b>STREET ADDRESS</b> 220 North Bentalou Street	<b>PRIORITY RANKING</b> Alternative 2: None Alternative 3A: None Alternative 3B: Low Alternative 3C: Low Alternative 11A: Low Alternative 11B: Low
<b>PROPERTY NAME</b> Bentalou Elementary School	<b>OWNER / OPERATOR</b> City of Baltimore	
<b>PROPERTY USE</b> Mary Ann Winterling Elementary School 150	<b>STRUCTURE(S)</b> Two-story brick school building	
<b>REGULATORY DOCUMENT NUMBERS:</b>		

### SUSPECTED CONTAMINATION TYPE/SOURCE:

The site is a school with historical petroleum storage. Given the general historical storage and documented releases at the site, there is a potential for hazardous material concerns in the form of soil and/or groundwater contamination.

### SITE HISTORY:

The site is identified in a listing of cases monitored by Maryland Department of the Environment (MDE)'s Oil Control Program (OCP): A closure of a heating oil tank in July 2012, with a reported release and cleanup. The site is identified in listings of Underground Storage Tanks (USTs) monitored by MDE for a 10,000-gallon heating oil tank, permanently out of use.

The facility was not shown in the Sanborn Fire Insurance Maps provided by Environmental Data Resources (EDR) for this project.

### SITE RECONNAISSANCE:

Two-story school building at the intersection of Bentalou Street and Saratoga Street. Two green dumpsters were directly behind the school building.

### CONCLUSIONS:

The northeast edge of the site falls within the proposed footprint for Alternative 3 – Option B, Alternative 3 – Option C, Alternative 11 – Option A and Alternative 11 – Option B. There is a low potential that residual amounts of oil contamination related to the documented release may impact these alternatives.

### SITE PHOTOGRAPH:



View of school building from intersection of North Bentalou Street and West Saratoga Street facing west.

<b>SITE IDENTIFICATION #</b> BP-033	<b>STREET ADDRESS</b> 2305 West Franklin Street	<b>PRIORITY RANKING</b> Alternative 2: None Alternative 3A: None Alternative 3B: Low Alternative 3C: Medium Alternative 11A: Low Alternative 11B: Low
<b>PROPERTY NAME</b> None	<b>OWNER / OPERATOR</b> Baltimore City	
<b>PROPERTY USE</b> Grassy area	<b>STRUCTURE(S)</b> None	
<b>REGULATORY DOCUMENT NUMBERS:</b>		

**SUSPECTED CONTAMINATION TYPE/SOURCE:**

The site is a historical automobile station. Given the general nature of automotive fluid use, there is a potential for hazardous material concerns in the form of soil and/or groundwater contamination.

**SITE HISTORY:**

The site was not identified in the Environmental Data Resources (EDR) review.

A review of Sanborn Fire Insurance Maps dated 1890 to 1971 identifies the site as a historical gas station in 1950, 1952 and 1971.

**SITE RECONNAISSANCE:**

The site is triangular wedge of grassy area adjacent to the West Baltimore MARC Station and between the split sides of West Franklin Street. No development is present.

**CONCLUSIONS:**

The site overlaps Alternative 3 – Option C and is adjacent to Alternative 3 – Option B, Alternative 11 – Option A and Alternative 11 – Option B. There is a medium potential that historic contamination will impact construction of Alternative 3 Option C and a low potential for impacts to Alternative 3 – Option B, Alternative 11 – Option A and Alternative 11 – Option B.

**SITE PHOTOGRAPH:**


View of site, between the eastbound and westbound lanes of Franklin Street, facing east.

<b>SITE IDENTIFICATION #</b> BP-034	<b>STREET ADDRESS</b> 200 North Bentalou Street	<b>PRIORITY RANKING</b> Alternative 2: None Alternative 3A: None Alternative 3B: Low Alternative 3C: Low Alternative 11A: Low Alternative 11B: Low
<b>PROPERTY NAME</b> Victor Graphics	<b>OWNER / OPERATOR</b> Greater Church of the Risen	
<b>PROPERTY USE</b>	<b>STRUCTURE(S)</b> Single-story building and playground	
<b>REGULATORY DOCUMENT NUMBERS:</b>		

## SUSPECTED CONTAMINATION TYPE/SOURCE:

The site was a commercial graphics facility. Given the historical hazardous material storage and handling risk for the possible chemicals in use and the documented petroleum release, there is a potential for hazardous material concerns in the form of soil and/or groundwater contamination.

## SITE HISTORY:

The site is identified in listings for two closed cases monitored by Maryland Department of the Environment (MDE)'s Oil Control Program (OCP) for heating oil tank closures in August 1989, with reported releases and no cleanup.

The facility was not shown in the Sanborn Fire Insurance Maps provided by Environmental Data Resources (EDR) for this project.

## SITE RECONNAISSANCE:

The property is currently occupied by the Greater Church Ministries, Positive Youth Expression, Inc. Childcare Services. There was a small playground behind the building.

## CONCLUSIONS:

The site is less than 350 feet from Alternative 3 – Option B, Alternative 3 – Option C, Alternative 11 – Option A and Alternative 11 – Option B. This site is considered a low priority for potential hazardous material impacts to these alternatives, based on documented release petroleum releases.

## SITE PHOTOGRAPH:



View of school building and field from inside the property facing west.

<b>SITE IDENTIFICATION #</b> BP-035	<b>STREET ADDRESS</b> 501 North Bentalou Street	<b>PRIORITY RANKING</b> Alternative 2: None Alternative 3A: None Alternative 3B: Medium Alternative 3C: Medium Alternative 11A: Low Alternative 11B: Low
<b>PROPERTY NAME</b> none	<b>OWNER / OPERATOR</b> Jung, Youngok Ann	
<b>PROPERTY USE</b> Abandoned building	<b>STRUCTURE(S)</b> Single story cinder block and tin building	
<b>REGULATORY DOCUMENT NUMBERS:</b>		

## SUSPECTED CONTAMINATION TYPE/SOURCE:

The site is a former gas station. Given the general nature of automotive fluid use, there is a potential for hazardous material concerns in the form of soil and/or groundwater contamination.

## SITE HISTORY:

The site was not identified in the Environmental Data Resources (EDR) review.

A review of Sanborn Fire Insurance Maps dated 1890 to 1971 identifies the site as a historical automotive repair facility in 1950, 1952 and 1971.

## SITE RECONNAISSANCE:

The site is an abandoned building with a corrugated metal roof. The site is fenced and overgrown with vegetation. During site reconnaissance, a collapsed sewer was noted in front of the building. There was a transformer behind the property and two utility poles on the ground in front of the building.

## CONCLUSIONS:

The site overlaps Alternative 3 – Option B and Alternative 3 – Option C. It is adjacent to Alternative 11 – Option A and Alternative 11 – Option B. There is medium potential that historic contamination will impact construction of Alternative 3 – Option B and Alternative 3 – Option C and a low potential for impacts to Alternative 11 – Option A and Alternative 11 – Option B.

## SITE PHOTOGRAPH:



View of abandoned main building on site, facing southeast.



<b>SITE IDENTIFICATION #</b> BP-036	<b>STREET ADDRESS</b> 2200 Edmondson Avenue (2142 Edmondson Avenue)	<b>PRIORITY RANKING</b> Alternative 2: None Alternative 3A: Low Alternative 3B: Medium Alternative 3C: Medium Alternative 11A: Low Alternative 11B: Low
<b>PROPERTY NAME</b> Former Exxon Station	<b>OWNER / OPERATOR</b> Spin Cycle Coin Laundry	
<b>PROPERTY USE</b> Laundromat	<b>STRUCTURE(S)</b> Single-story laundry shop	
<b>REGULATORY DOCUMENT NUMBERS:</b>		

## SUSPECTED CONTAMINATION TYPE/SOURCE:

The facility has operated as a long-term gas station with oil storage on-site. Given the general nature of automotive fluid use and historical hazardous material storage and handling risk for the industry, there is a potential for hazardous material concerns in the form of soil and/or groundwater contamination.

## SITE HISTORY:

The site is identified in a listing of cases monitored by Maryland Department of the Environment (MDE)'s Oil Control Program (OCP) for an unidentified closed case in August 1990. The site is identified in listings of Underground Storage Tanks (USTs) and historic USTs monitored by MDE for a 10,000-gallon gasoline tank, two 6,000-gallon gasoline tanks and one 1,000-gallon used oil tank, all permanently out of use.

The site is identified in a listing by Environmental Data Resources (EDR) of historical auto service stations: One listing for Shenton S Esso ServiCenter in 1964. The site is identified in a listing by EDR of historical cleaners: Three listings for Spincycle Coin Laundry in 2001, 2002 and 2003 and one for Lucky Spin Laundries, LLC in 2005.

A review of Sanborn Fire Insurance Maps dated 1890 to 1971 identifies the site as a gas station. In 1914, the property is vacant. In 1950, 1952 and 1971, a fueling station is shown with six tanks indicated; a second structure with auto lubricating pits is shown on the west side of the property.

## SITE RECONNAISSANCE:

The site is an active coin laundry. There is a valve and piping system behind the building on the back wall and electric transformers (both on west side) of the building.

## CONCLUSIONS:

The site overlaps Alternative 3 – Option B and Alternative 3 – Option C. The site is less than 350 feet from Alternative 3 – Option A, Alternative 11 – Option A and Alternative 11 – Option B. There is medium potential that historic contamination will impact construction of Alternative 3 – Option B and Alternative 3 – Option C and a low potential for impacts to Alternative 3 – Option A, Alternative 11 – Option A and Alternative 11 – Option B associated with contamination from long-term operations as a gas station.

## SITE PHOTOGRAPH:



View of coin laundry from the parking lot facing north.



## B&P TUNNEL PRELIMINARY SCREENING ASSESSMENT

<b>SITE IDENTIFICATION #</b> BP-037	<b>STREET ADDRESS</b> 2200 Winchester Street	<b>PRIORITY RANKING</b> Alternative 2: None Alternative 3A: High Alternative 3B: High Alternative 3C: High Alternative 11A: None Alternative 11B: None
<b>PROPERTY NAME</b> ABEX Baltimore - ABC Rail Products Corporation	<b>OWNER / OPERATOR</b> Intralin Enterprises	
<b>PROPERTY USE</b> Intralin Corporation	<b>STRUCTURE(S)</b> Large two-story industrial facility building	
<b>REGULATORY DOCUMENT NUMBERS:</b> CERCLIS EPA ID: MDSFN0305542		

### **SUSPECTED CONTAMINATION TYPE/SOURCE:**

The site has been operated by rail maintenance and manufacturing corporations. Given the general nature of railway fluid use and historical hazardous material storage and handling risk for the industry, there is a potential for hazardous material concerns in the form of soil and/or groundwater contamination.

### **SITE HISTORY:**

The site is identified in a Comprehensive Environmental Response, Compensation, and Liability Act (CERCLIS) database listing for potentially hazardous waste sites reported to the US Environmental Protection Agency (EPA) as a proposed National Priorities List (NPL) site, which is undergoing screening and assessment for possible inclusion within this database. A removal assessment was performed in August 2000 and the site did not qualify for the NPL based on existing information in September 2001.

A review of Sanborn Fire Insurance Maps dated 1890 to 1971 identifies the eastern part of the site as the ABEX Corporation until 1971, when it is listed as the Baltimore Works. The main structure on the maps is a foundry, with a machine shop, storage shed, scrap iron yard and a coal yard. In the 1950 map, the site is identified as American Brake Shoe & Foundry Company with a similar setup. In the 1901 map, the site is identified as Baltimore Car Wheel Corporation, with a similar site configuration.

### **SITE RECONNAISSANCE:**

The site is a large industrial facility adjacent to a parking lot, which contained HVAC equipment, lights, pipe vents and multiple bay doors. There were storm water drains and cracks on the pavement along the boundary of the property along Winchester Street. Behind the building were propane cylinders in storage racks.

### **CONCLUSIONS:**

The site occupies a parcel within 50 feet west of Alternative 3 – Option C, 120 feet west of Alternative 3 – Option A and within 500 feet of Alternative 3 – Option B. This site is considered a high priority for potential hazardous material impacts to these alternatives to long-term industrial use of the property and listing in the CERCLIS database.

### **SITE PHOTOGRAPH:**



View of building taken from Winchester Street facing north.



## B&P TUNNEL PRELIMINARY SCREENING ASSESSMENT

<b>SITE IDENTIFICATION #</b> BP-038	<b>STREET ADDRESS</b> 2140 Edmondson Avenue (2201 West Lanvale Road)	<b>PRIORITY RANKING</b> Alternative 2: None Alternative 3A: Medium Alternative 3B: Medium Alternative 3C: Medium Alternative 11A: Medium Alternative 11B: Medium
<b>PROPERTY NAME</b> Alpha One, Inc.	<b>OWNER / OPERATOR</b> 2140 Edmondson Avenue, LLC	
<b>PROPERTY USE</b> Abandoned	<b>STRUCTURE(S)</b> None	
<b>REGULATORY DOCUMENT NUMBERS:</b>		

### SUSPECTED CONTAMINATION TYPE/SOURCE:

The facility has operated as baking factory. Given the documented releases and the general nature of fuel use and historical hazardous material storage and handling risk for the industry, there is a potential for hazardous material concerns in the form of soil and/or groundwater contamination.

### SITE HISTORY:

The site is identified in a listing of closed cases monitored by Maryland Department of the Environment (MDE)'s Oil Control Program (OCP), for a motor oil tank closure in December 1999, with a record of release and cleanup. The site is identified in a listing of Underground Storage Tanks (USTs) monitored by MDE for two 3,000-gallon tanks, gasoline and diesel fuel, listed as permanently out of use.

A review of Sanborn Fire Insurance Maps dated 1890 to 1971 identifies the site as the Ward Baking Company. In 1914, the property was vacant. In 1950, 1952 and 1971, the property's main building contains tanks on the north side. In 1971, a new, small structure is shown on the east side of the building with a storage tank indicated.

A review of Sanborn Fire Insurance Maps dated 1890 to 1971 identifies the site as a historical automotive repair facility in 1971 at the former address of 2201 West Lanvale Road that is now located within this property boundary.

### SITE RECONNAISSANCE:

Identified as an open abandoned site barricaded along the main road (Edmonson Avenue). Train tracks are located 100 feet to the east. There is a lamp post located on the sidewalk, outside the property. The site shares a fence with Site BP-037.

### CONCLUSIONS:

The south portion of the site overlaps Alternative 3 – Option C and within 25 feet of Alternative 3 – Option B, within 75 feet of Alternative 3 – Option A, within 125 feet of Alternative 11 – Option B and within 400 feet of Alternative 11 – Option A, upgradient and to the northwest. There is a medium potential that contamination from the documented release and long-term industrial operations may impact these alternatives.

### SITE PHOTOGRAPH:



View of site from Edmondson Avenue facing north.

<b>SITE IDENTIFICATION #</b> BP-039	<b>STREET ADDRESS</b> 2109 West Lafayette Avenue	<b>PRIORITY RANKING</b> Alternative 2: None Alternative 3A: Low Alternative 3B: Low Alternative 3C: Medium Alternative 11A: None Alternative 11B: None
<b>PROPERTY NAME</b> Apex Oil Company	<b>OWNER / OPERATOR</b> K&K Adams Trucking, Inc.	
<b>PROPERTY USE</b> Building adjacent to tracks and JJ Adams Oil (2113 West Lafayette Avenue)	<b>STRUCTURE(S)</b> Single-story small building	
<b>REGULATORY DOCUMENT NUMBERS:</b>		

**SUSPECTED CONTAMINATION TYPE/SOURCE:**

The site has operated as an oil facility. Given the historical hazardous material storage and handling risk for the industry and the documented release, there is a potential for hazardous material concerns in the form of soil and/or groundwater contamination.

**SITE HISTORY:**

The site is identified in a listing of cases monitored by Maryland Department of the Environment (MDE)'s Oil Control Program (OCP) for one case; a release and cleanup in January 1996, resulting from a transfer accident of motor oil that was closed in June 1996.

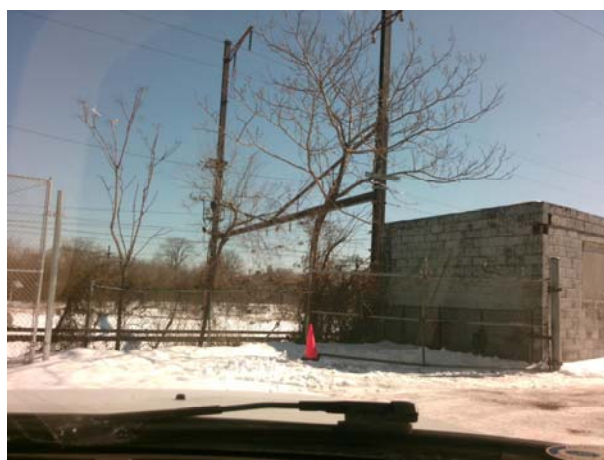
A review of Sanborn Fire Insurance Maps dated 1890 to 1971 identifies the site as Baltimore Clay Products Co. with a warehouse, office, and tile yard in 1914, 1950 and 1952; and as offices and truck parking in 1971.

**SITE RECONNAISSANCE:**

The site is below the West Lafayette Avenue overpass. An abandoned single-story small building faces the Amtrak rail tracks located approximately 30 feet from the site. The entrance to the site is a barricaded and contains a 'No trespassing' sign. There was a JJ Adams truck parked inside the fence. There are high voltage electric lines and insulators beyond the property along the railroad tracks.

**CONCLUSIONS:**

The site is within the footprint of Alternative 3 – Option C, adjacent to Alternative 3 – Option A and within 180 feet of Alternative 3 – Option B. There is a low potential that residual contamination related to oil service activities or the documented release may impact Alternative 3 – Option A and Alternative 3 – Option B and a medium potential of impacts to Alternative 3 – Option C.

**SITE PHOTOGRAPH:**


View of building and rail tracks taken from narrow lane below the West Lafayette Avenue overpass facing north.



<b>SITE IDENTIFICATION #</b> BP-040	<b>STREET ADDRESS</b> 2120 West Lafayette Avenue	<b>PRIORITY RANKING</b> Alternative 2: None Alternative 3A: Medium Alternative 3B: Medium Alternative 3C: Medium Alternative 11A: Low Alternative 11B: Low
<b>PROPERTY NAME</b> Emanuel Tire (Acme Business Park)	<b>OWNER / OPERATOR</b> City of Baltimore	
<b>PROPERTY USE</b> Abandoned factory	<b>STRUCTURE(S)</b> Five-story factory building	
<b>REGULATORY DOCUMENT NUMBERS:</b>		

## SUSPECTED CONTAMINATION TYPE/SOURCE:

Given the industrial nature surrounding the site, metal deposition resulting in soil contamination is expected and has been assessed.

## REGULATORY HISTORY:

Maryland Department of the Environment (MDE) completed a Phase I Brownfields Environmental Site Assessment in May 2004. This assessment found impacted soil and groundwater, with contaminants including metals and polycyclic aromatic hydrocarbons (PAHs). It was determined that there was the potential for minimal hazards or impacts to the site from past industrial activity. MDE performed a Phase II Brownfields Site Assessment in late 2004. Contaminants detected on site were within MDE and EPA acceptable levels based on commercial risk exposure assumptions. Only arsenic and mercury were detected at levels above screening benchmarks.

A review of Sanborn Fire Insurance Maps dated 1890 to 1971 identifies the site as American Stores Co. with aboveground storage tanks in 1950, 1952 and 1971.

## SITE RECONNAISSANCE:

Five-story abandoned factory. The property has broken windows with rusted metal frames visible from outside of the building. The pavement around the building is in poor condition and consists of repaired and cracked concrete and asphalt. Trucks and trailers park in front of the building. Amtrak Rail tracks are located approximately 30 feet behind the building; there is no access to drive behind the building. Miscellaneous trash consisting of papers, metal cans and broken glasses were visible behind, and around the perimeter, of the building. Multiple transformers/wires are located behind the building, along the tracks, and on, and adjacent to, the property.

## CONCLUSIONS:

The site is within the footprint of Alternative 3 – Option C, adjacent to Alternative 3 – Option A and within 180 feet of Alternative 3 – Option B. There is a low potential that residual contamination related to brownfields activities or the documented release may impact Alternative 3 – Option A and Alternative 3 – Option B and a medium potential of impacts to Alternative 3 – Option C.

## SITE PHOTOGRAPH:



View of the factory taken from narrow lane perpendicular to West Lafayette Avenue facing east.

<b>SITE IDENTIFICATION #</b> BP-041	<b>STREET ADDRESS</b> 2100 West Franklin Street	<b>PRIORITY RANKING</b> Alternative 2: None Alternative 3A: None Alternative 3B: High Alternative 3C: Medium Alternative 11A: High Alternative 11B: High
<b>PROPERTY NAME</b> American Ice Company	<b>OWNER / OPERATOR</b> 2100 W Franklin, LLC	
<b>PROPERTY USE</b> Abandoned	<b>STRUCTURE(S)</b> Two-story large industrial brick building	
<b>REGULATORY DOCUMENT NUMBERS:</b>		

## SUSPECTED CONTAMINATION TYPE/SOURCE:

The facility has operated with long-term oil storage on-site. Given the dilapidated conditions of the facility, and the irregular handling of petroleum products documented on-site, there is a potential for hazardous material concerns in the form of soil and/or groundwater contamination.

## SITE HISTORY:

The site is identified in a listing of state Brownfields cases for possible petroleum contaminated soil, possible releases from unlabeled Above-ground Storage Tanks (ASTs) and solid waste debris. The site is identified in a listing of cases monitored by Maryland Department of the Environment (MDE)'s Oil Control Program (OCP) for an unidentified closed case in May 1987, without record of release or cleanup. The site is identified in a listing of PA Manifests for the disposal of 400 pounds of solid waste in 2007.

A review of Sanborn Fire Insurance Maps dated 1890 to 1971 identifies this site as the American Ice Company. In 1914, it is shown to contain ice houses in the main building with an ammonia tank, storage tanks of the west side of the building next to a cooling tower, a rail spur on the north edge of the property with coal bins, and an office in the southeast corner. In 1950 and 1952, it is shown to have an additional four large fuel oil tanks in the center-east side of the property, with a new structure behind the main building for automotive repair, painting and garages. In 1971, it is shown to have a new ice-cube manufacturing and storage building on the north side of the property.

## SITE RECONNAISSANCE:

The property is a two-story abandoned brick building with broken glass. West Baltimore MARC Station is located 200 feet west of the site. The station parking lot overlooks the building. This site was a historic ice manufacturing plant. There was household trash and litter on the pavement in front of the building along West Franklin Street. There is also a tall industrial chimney behind the building.

## CONCLUSIONS:

The site overlaps Alternative 3 – Option B, Alternative 11 – Option A and Alternative 11 – Option B and is less than 150 feet from the portal cuts and track centerlines of Alternative 3 – Option C. There is a high potential that contamination from solid waste and operations with petroleum products may impact these alternatives.

## SITE PHOTOGRAPH:



View of abandoned building from the West Baltimore MARC Station parking lot facing north.

<b>SITE IDENTIFICATION #</b> BP-042	<b>STREET ADDRESS</b> 2201 Presstman Street	<b>PRIORITY RANKING</b> Alternative 2: None Alternative 3A: Medium Alternative 3B: Medium Alternative 3C: Medium Alternative 11A: None Alternative 11B: None
<b>PROPERTY NAME</b> Carver Vocational-Technical High School	<b>OWNER / OPERATOR</b> Public vocational-technical high school	
<b>PROPERTY USE</b> School	<b>STRUCTURE(S)</b> Three-story brick building	
<b>REGULATORY DOCUMENT NUMBERS:</b> EPA Registry ID: 110001796361		

## SUSPECTED CONTAMINATION TYPE/SOURCE:

The facility has operated with oil storage on-site. Given the documented release, there is a potential for hazardous material concerns in the form of soil and/or groundwater contamination.

## SITE HISTORY:

The site is listed in the State Integrated Compliance Information System for undefined formal enforcement action. The site is identified in a listing of PA Manifests for the disposal of five gallons of liquid hazardous waste in 2011; 10 gallons in 2009; and 70 gallons in 2008. The site is identified in a listing of cases monitored by Maryland Department of the Environment (MDE)'s Oil Control Program (OCP) for two tank closure cases: One in June 2000, closed in June 2004, with a record of release and cleanup of heating oil; and one in March 2008, closed in June 2009, with a record of release and cleanup of motor oil. The site is identified in listings of Underground Storage Tanks (USTs) and historic USTs monitored by MDE for five USTs: Two 20,000-gallon heating oil tanks permanently out of use, two 20,000-gallon heating oil tanks currently in use and a 550-gallon used oil tank, permanently out of use.

A review of Sanborn Fire Insurance Maps dated 1890 to 1971 identifies several domestic buildings on the site in 1901 map, undeveloped land on the 1950 map and the eastern side of the Carver School with no structures noted on the 1971 map.

## SITE RECONNAISSANCE:

Three-story school building with satellite antennas on roof. There were three pole-mounted transformers along Presstman Street outside the building. A generator and electrical equipment were located behind the building in the parking lot.

## CONCLUSIONS:

The site overlaps Alternative 3 – Option C; is adjacent to Alternative 3 – Option A and is within 150 feet of Alternative 3 – Option B. There is a medium potential that contamination from long-term operations of large oil tanks may impact these alternatives.

## SITE PHOTOGRAPH:



View of school building from parking lot facing north.

<b>SITE IDENTIFICATION #</b> BP-043	<b>STREET ADDRESS</b> 2124 Edmondson Avenue	<b>PRIORITY RANKING</b> Alternative 2: None Alternative 3A: Low Alternative 3B: Low Alternative 3C: Low Alternative 11A: Low Alternative 11B: Low
<b>PROPERTY NAME</b> LA Auto Service	<b>OWNER / OPERATOR</b> LA Auto Service	
<b>PROPERTY USE</b> Service station	<b>STRUCTURE(S)</b> Single-story office building and garage	
<b>REGULATORY DOCUMENT NUMBERS:</b>		

## SUSPECTED CONTAMINATION TYPE/SOURCE:

The site has operated as an automotive fueling facility. Given the historical hazardous material storage and handling risk for the industry, there is a potential for hazardous material concerns in the form of soil and/or groundwater contamination.

## SITE HISTORY:

The site is identified in a listing by Environmental Data Resources (EDR) of historical auto service stations with six listings for Thomas Auto Repair in 1999, 2000 and 2001 and for LA Auto Service in 2008, 2009 and 2010.

A review of Sanborn Fire Insurance Maps dated 1890 to 1971 identifies the site as an automotive fueling site. In 1914, the property is vacant with a short railroad spur. In 1950 and 1952, there is a small fueling station along Edmondson Avenue, with a pit inside, presumably for repairs. In 1971, the site is no longer noted as a fueling station, with an open area for automobile sales.

## SITE RECONNAISSANCE:

The site is an active auto service shop with cars parked inside the property. During site reconnaissance, the site was littered with paper, tissues and tires are stacked outside property.

## CONCLUSIONS:

The west side of the site overlaps Alternative 3 – Option B; less than 100 feet from Alternative 11 – Option A and Alternative 11 – Option B; less than 200 feet from the portal cuts and track centerlines of Alternative 3 – Option C; less than 600 feet from the track centerlines of Alternative 3 – Option A. There is a low potential that contamination from operations as an automotive fueling facility (with no regulatory oversight noted) may impact these alternatives.

## SITE PHOTOGRAPH:



View of facility from Edmondson Avenue facing north.



<b>SITE IDENTIFICATION #</b> BP-044	<b>STREET ADDRESS</b> 2135 Edmondson Avenue (2119 Edmondson Avenue)	<b>PRIORITY RANKING</b> Alternative 2: None Alternative 3A: None Alternative 3B: Low Alternative 3C: Low Alternative 11A: Low Alternative 11B: Low
<b>PROPERTY NAME</b> McDowell’s Auto Service	<b>OWNER / OPERATOR</b> Reginald Scott	
<b>PROPERTY USE</b> Tire service	<b>STRUCTURE(S)</b> Single-story office building and garage	
<b>REGULATORY DOCUMENT NUMBERS:</b>		

## **SUSPECTED CONTAMINATION TYPE/SOURCE:**

The site has operated as an automotive facility. Given the historical hazardous material storage and handling risk for the industry, there is a potential for hazardous material concerns in the form of soil and/or groundwater contamination.

## **SITE HISTORY:**

The site is identified in a listing by Environmental Data Resources (EDR) of historical auto service stations with twelve listings for McDowell's Auto Service in 2001, 2002, 2003, 2004, 2005, 2006, 2007, 2008, 2009, 2010, 2011 and 2012.

A review of Sanborn Fire Insurance Maps dated 1890 to 1971 identifies the site as an automotive fueling and repair site. In 1914, the property was vacant. In 1950, 1952 and 1971, there was an automotive sales and service building with a fueling station and tanks noted along Edmondson Avenue.

## **SITE RECONNAISSANCE:**

The property is a tire service center with a large pile of used tires stored on the lot next to a trash dumpster and truck trailer. The site is opposite Site BP-044. Cars are parked close to the pile of tires.

## **CONCLUSIONS:**

The site overlaps Alternative 11 – Option A and Alternative 11 – Option B; less than 100 feet from Alternative 3B; less than 250 feet from the portal cuts and track centerlines of Alternative 3 – Option C. There is a low potential that contamination from operations as an automotive repair facility may impact these alternatives.

## **SITE PHOTOGRAPH:**



View of auto service from Edmondson Avenue facing south.

<b>SITE IDENTIFICATION #</b> BP-045	<b>STREET ADDRESS</b> 2104 West Lanvale Street	<b>PRIORITY RANKING</b> Alternative 2: None Alternative 3A: Medium Alternative 3B: Medium Alternative 3C: Medium Alternative 11A: None Alternative 11B: None
<b>PROPERTY NAME</b> The Old Time Way Church of Deliverance	<b>OWNER / OPERATOR</b> National Railroad	
<b>PROPERTY USE</b> Church	<b>STRUCTURE(S)</b>	
<b>REGULATORY DOCUMENT NUMBERS:</b>		

**SUSPECTED CONTAMINATION TYPE/SOURCE:**

The address has a history of potential contamination with unknown impact.

**SITE HISTORY:**

The site was not identified in the Environmental Data Resources (EDR) review.

A review of Sanborn Fire Insurance Maps dated 1890 to 1971 shows the site as a coal yard in 1914, 1950 and 1952. The site is shown as a coatings facility in 1971.

**SITE RECONNAISSANCE:**

The site is a one-story stucco building that houses The Old Time Way Church of Deliverance (2100 West Lanvale Street). During site reconnaissance, there were pipes and gravel on the street in front of the site. There was one transformer next to the building along Pulaski Street.

**CONCLUSIONS:**

The north side of the site overlaps with the portal cut of Alternative 3 – Option A, Alternative 3 – Option B, and Alternative 3 – Option C. There is medium potential that historic contamination will impact construction of these alternatives.

**SITE PHOTOGRAPH:**


View of site side entrance, facing north.

<b>SITE IDENTIFICATION #</b> BP-046	<b>STREET ADDRESS</b> 2010 Windsor Avenue (2001 Elgin Avenue)	<b>PRIORITY RANKING</b> Alternative 2: None Alternative 3A: None Alternative 3B: None Alternative 3C: Low Alternative 11A: None Alternative 11B: None
<b>PROPERTY NAME</b> C & P Telephone	<b>OWNER / OPERATOR</b> Verizon Maryland, Inc.	
<b>PROPERTY USE</b>	<b>STRUCTURE(S)</b> Two story brick building	
<b>REGULATORY DOCUMENT NUMBERS:</b>		

## **SUSPECTED CONTAMINATION TYPE/SOURCE:**

The address has a history of petroleum storage of unknown impact. Given the petroleum use at the site, there is a potential for hazardous material concerns in the form of soil and/or groundwater contamination.

## **SITE HISTORY:**

The site is identified in a listing by Environmental Data Resources (EDR) of historic Underground Storage Tanks (USTs) with one 12,000-gallon gasoline UST, removed; and two 550-gallon used oil USTs, currently in use.

The site is identified in a listing of USTs for one 12,000-gallon gasoline UST, permanently out of use; and two 550-gallon used oil USTs, also permanently out of use.

The site is identified in a listing of cases monitored by Maryland Department of the Environment (MDE)'s Oil Control Program (OCP) for three cases; one opened and closed in 1993; one opened and closed in 1994 and one opened and closed in 1997; all without a reported release or cleanup.

The facility was not shown in the Sanborn Fire Insurance Maps provided by EDR for this project.

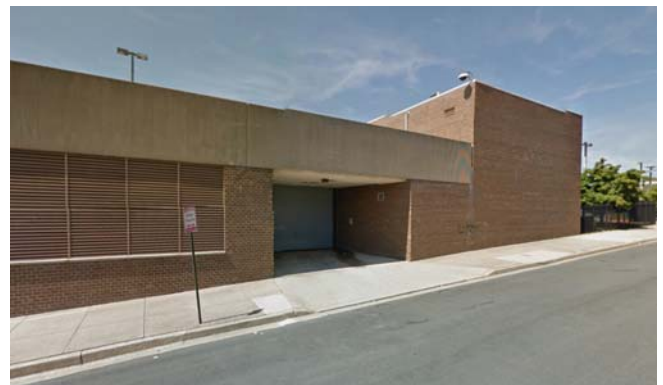
## **SITE RECONNAISSANCE:**

The site was not surveyed due to a location outside the 500-foot buffer area of the alternative alignments and an evaluation as a low priority site.

## **CONCLUSIONS:**

The site is located over 1,000 feet northwest of Alternative 3 – Option C. Based on the regulatory database review and distance from Alternative 3 – Option C, there is low potential that historic contamination from this site impacting construction of this alternative.

## **SITE PHOTOGRAPH:**



View of site side entrance, facing west.

<b>SITE IDENTIFICATION #</b> BP-047	<b>STREET ADDRESS</b> 1600 North Payson Street	<b>PRIORITY RANKING</b> Alternative 2: None Alternative 3A: Low Alternative 3B: Low Alternative 3C: Low Alternative 11A: None Alternative 11B: None
<b>PROPERTY NAME</b> Matthew A. Henson Elementary School	<b>OWNER / OPERATOR</b> Matthew Henson School	
<b>PROPERTY USE</b> Elementary School	<b>STRUCTURE(S)</b> Three-story brick and concrete school building	
<b>REGULATORY DOCUMENT NUMBERS:</b>		

**SUSPECTED CONTAMINATION TYPE/SOURCE:**

The site has a long-term heating oil Underground Storage Tank (UST), with no record of closure or removal.

**SITE HISTORY:**

The site is identified in listings of USTs and historic USTs monitored by Maryland Department of the Environment (MDE) for a 10,000-gallon heating oil tank, installed in 1964 and recorded as currently in use. The site is identified in a listing of Resource Conservation and Recovery Act (RCRA) - Conditionally Exempt Small Quantity Generator (CESQG) with no recorded violations. A review of Sanborn Fire Insurance Maps dated 1890 to 1971 identifies the site as nine domestic residences in 1914; fifty-one residences, a store and a synagogue in 1950 and 1952, and Matthew A. Henson Elementary School in 1971.

**SITE RECONNAISSANCE:**

The site is occupied by a three-story school building at the intersection of Payson Street and Baker Street. There is a fenced playground (without grass) along Baker Street. There is a field, which is fenced.

**CONCLUSIONS:**

The southeast portion of the site fall within the footprint of Alternative 3 – Option C, within 500 feet of Alternative 3 – Option A and within 600 feet of Alternative 3 – Option B. There is a low potential that contamination from long-term UST use may impact these alternatives.

**SITE PHOTOGRAPH:**


View of playground and school building taken from North Pulaski Street facing east.





## B&P TUNNEL PRELIMINARY SCREENING ASSESSMENT

<b>SITE IDENTIFICATION #</b> BP-048	<b>STREET ADDRESS</b> 1900 Elgin Avenue	<b>PRIORITY RANKING</b> Alternative 2: None Alternative 3A: Low Alternative 3B: Low Alternative 3C: Low Alternative 11A: None Alternative 11B: None
<b>PROPERTY NAME</b> Keen Leasing, Inc.	<b>OWNER / OPERATOR</b> New Shiloh Baptist Church	
<b>PROPERTY USE</b> Abandoned lot	<b>STRUCTURE(S)</b> None	
<b>REGULATORY DOCUMENT NUMBERS:</b>		

### **SUSPECTED CONTAMINATION TYPE/SOURCE:**

The facility has operated with oil storage on-site. Given the documented release, there is a potential for hazardous material concerns in the form of soil and/or groundwater contamination.

### **SITE HISTORY:**

The site is identified in listings of Resource Conservation and Recovery Act (RCRA) - Small Quantity Generator (SQG) for ignitable hazardous wastes. The site had no recorded violations. The site is identified in a listing of cases monitored by Maryland Department of the Environment (MDE)'s Oil Control Program (OCP): One case in February 1998, with release and cleanup that closed in April 1998 and one case in October 1986, without documentation of release and cleanup that closed in May 1987. The site is identified in a listing of historic Underground Storage Tanks (USTs) monitored by MDE for a 2,000-gallon tank containing an unknown product, a 550-gallon tank of waste oil, a 6,000-gallon heating oil tank and a 250-gallon waste oil tank.

The facility was not shown in the Sanborn Fire Insurance Maps provided by Environmental Data Resources (EDR) for this project.

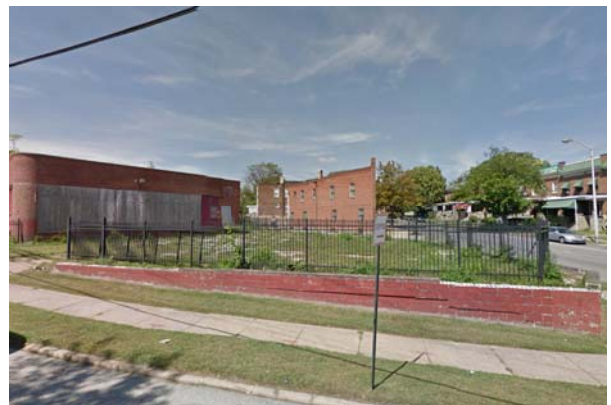
### **SITE RECONNAISSANCE:**

The site was not surveyed as it is located outside of the 500-foot buffer area surrounding the alternative alignments and an evaluation as a low priority site.

### **CONCLUSIONS:**

The site is within 1,500 feet from Alternative 3 – Option C and over 2,000 feet from Alternative 3 – Option A and Alternative 3 – Option B. Based on the history of petroleum storage, there is a low potential that contamination from oil operations exists that may impact these alternatives.

### **SITE PHOTOGRAPH:**



View of main entrance taken from Elgin Avenue facing northwest.

<b>SITE IDENTIFICATION #</b> BP-049	<b>STREET ADDRESS</b> 2041 Edmondson Avenue	<b>PRIORITY RANKING</b> Alternative 2: None Alternative 3A: None Alternative 3B: None Alternative 3C: None Alternative 11A: Low Alternative 11B: Low
<b>PROPERTY NAME</b> Former dry cleaning	<b>OWNER / OPERATOR</b> Louis Schoen	
<b>PROPERTY USE</b> Former restaurant	<b>STRUCTURE(S)</b> Two-story brick and panel building	
<b>REGULATORY DOCUMENT NUMBERS:</b>		

**SUSPECTED CONTAMINATION TYPE/SOURCE:**

The site was previously a potential dry cleaner site. Given the general nature of dry-cleaning fluid use and historical hazardous material storage and handling risk for the industry, there is a potential for hazardous material concerns in the form of soil and/or groundwater contamination.

**SITE HISTORY:**

The site is identified in a listing by Environmental Data Resources (EDR) of historical cleaners with one listing for Louis Schoen, dyers and scourers, in 1925.

A review of Sanborn Fire Insurance Maps dated 1890 to 1971 identifies the site as a rowhouse in 1914 and as an unidentified store in 1950, 1952 and 1971.

**SITE RECONNAISSANCE:**

The property is a two-story brick structure. The store front awning has West Fried Chicken and seafood/burgers/steak/ice-cream. This property did not appear open or active.

**CONCLUSIONS:**

The site overlaps the alignments of Alternative 11 – Option A and Alternatives 11 – Option B. Due to the lack of documented release, there is a low potential that residual amounts of contamination may impact construction of these alternatives.

**SITE PHOTOGRAPH:**


View of restaurant from Edmondson Avenue facing south.



## B&P TUNNEL PRELIMINARY SCREENING ASSESSMENT

<b>SITE IDENTIFICATION #</b> BP-050	<b>STREET ADDRESS</b> 2045 Winchester Street	<b>PRIORITY RANKING</b> Alternative 2: Medium Alternative 3A: High Alternative 3B: High Alternative 3C: High Alternative 11A: Medium Alternative 11B: Medium
<b>PROPERTY NAME</b> Matrix Metals (ABC Rail Corporation)	<b>OWNER / OPERATOR</b> 2101 Riggs Ave, LLC	
<b>PROPERTY USE</b> Abandoned industrial facility	<b>STRUCTURE(S)</b> Two-story building	
<b>REGULATORY DOCUMENT NUMBERS:</b>		

### SUSPECTED CONTAMINATION TYPE/SOURCE:

Operations included the use of bag houses to collect silica-rich dust, with high lead and chromium content, produced during metal manufacturing and processing operations. Notices of Violations from Maryland Department of the Environment (MDE) show the release of observable heavy particulate emissions from the bag houses.

### REGULATORY HISTORY:

American Brake Shoe & Foundry operated a brake shoe manufacturing facility onsite from 1950 until the early 1980s. Between 1982 and 1993, the property was operated by ABEX Corporation or ABEX, Inc. ABEX continued to manufacture brake shoes for railroad cars and began manufacturing rotor drums for transit vehicles. In 1993, the property came under the control of ABC Rail Corporation, which continued to perform manufacturing operations for railroad cars and transit vehicles. ABC Rail Corporation merged with the North American Casting Company, forming ABC-NACO, in 1999. In 2000, Matrix Metals, LLC acquired the property under their subsidiary, Baltimore Casting Company. Emanuel Tire Company purchased the property from Matrix Metals, LLC in November 2004.

The site is identified in a listing of Underground Storage Tanks (USTs) monitored by MDE during its operation as ABC Rail Corp. Records show both diesel fuel and gasoline oil tanks – one 10,000-gallon steel tank installed in 1946, one 5,000-gallon steel tank installed in 1961, one 2,000-gallon steel tank installed in 1966 and two 1,500-gallon tanks, all listed as permanently out of use. Two Oil Control Program (OCP) case listings were identified; one opened and closed in October 1995 and the second, opened in October 1986, remains open.

Emanuel Tire Company submitted a Voluntary Cleanup Program application package on November 3, 2004, requesting expedited inculcable person approval and seeking a No Further Requirements Determination for the property. An inculcable person approval letter was issued to the applicant on November 5, 2004. The Voluntary Cleanup Program application was withdrawn on July 26, 2006.

The facility was not shown in the Sanborn Fire Insurance Maps provided by Environmental Data Resources (EDR) for this project.

### SITE RECONNAISSANCE:

Abandoned two-story brick and wood building behind Intralin Corporation. There is a construction site behind the building and railroad tracks to the right of the building as viewed from street. Stormwater drains and cracked pavement were observed along the boundary of the property on Winchester Street. Also known as 2001 Winchester Street.

### CONCLUSIONS:

The site coincides with the construction footprints for Alternative 3 – Option A, Alternative 3 – Option B and Alternative 3 – Option C. The site is approximately 1,300 feet west of Alternative 2 and less than 2,000 feet west of and Alternative 11 – Option B. There is high potential for residual amounts of contamination originating from the historical industrial practices at the site will impact construction of Alternative 3 – Option A, Alternative 3 – Option B or Alternative 3 – Option C. There is a medium potential of contaminants associated with this site impacting construction efforts for Alternative 2, Alternative 11 – Option A or Alternative 11 – Option B.

### SITE PHOTOGRAPH:



View of site from end of Winchester Street facing north.



## B&P TUNNEL PRELIMINARY SCREENING ASSESSMENT

<b>SITE IDENTIFICATION #</b> BP-051	<b>STREET ADDRESS</b> 2000 West North Avenue	<b>PRIORITY RANKING</b> Alternative 2: None Alternative 3A: None Alternative 3B: None Alternative 3C: Low Alternative 11A: None Alternative 11B: None
<b>PROPERTY NAME</b> How-Nor Partnership/Baltimore Design Center	<b>OWNER / OPERATOR</b>	
<b>PROPERTY USE</b>	<b>STRUCTURE(S)</b> Two story brick row home	
<b>REGULATORY DOCUMENT NUMBERS:</b>		

### SUSPECTED CONTAMINATION TYPE/SOURCE:

The site has historical petroleum releases with potential impacts to soil and groundwater.

### SITE HISTORY:

The site is identified in a listing by Environmental Data Resources (EDR) of historical Underground Storage Tanks (USTs) closed with no active remediation.

The facility was not shown in the Sanborn Fire Insurance Maps provided by EDR for this project.

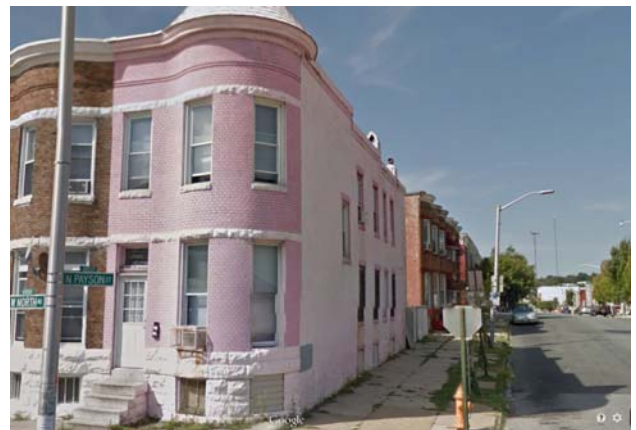
### SITE RECONNAISSANCE:

The site was not surveyed as it is located outside of the 500-foot buffer area surrounding the alternative alignments and was evaluated as a low priority site.

### CONCLUSIONS:

The site is approximately 500 feet northwest of Alternative 3 – Option C. There is low potential that historic contamination will impact construction of Alternative 3 – Option C.

### SITE PHOTOGRAPH:



View of site from W North Avenue facing north.



<b>SITE IDENTIFICATION #</b> BP-052	<b>STREET ADDRESS</b> 2031 Edmondson Avenue	<b>PRIORITY RANKING</b> Alternative 2: None Alternative 3A: None Alternative 3B: None Alternative 3C: None Alternative 11A: Low Alternative 11B: Low
<b>PROPERTY NAME</b> Sing Wang Laundry	<b>OWNER / OPERATOR</b> Otha Lucas Jr.	
<b>PROPERTY USE</b> Abandoned building	<b>STRUCTURE(S)</b> Two-story brick building	
<b>REGULATORY DOCUMENT NUMBERS:</b>		

**SUSPECTED CONTAMINATION TYPE/SOURCE:**

The site was previously a potential dry cleaner site. Given the general nature of dry-cleaning fluid use and historical hazardous material storage and handling risk for the industry, there is a potential for hazardous-material concerns in the form of soil and/or groundwater contamination.

**SITE HISTORY:**

The site is identified in a listing by Environmental Data Resources (EDR) of historical cleaners with one listing for Sing Wang Laundry, laundry, in 1958.

A review of Sanborn Fire Insurance Maps dated 1890 to 1971 identifies the site as a rowhouse in 1914 and an unidentified store in 1950, 1952 and 1971.

**SITE RECONNAISSANCE:**

Abandoned two-story building with turquoise windows and shed.

**CONCLUSIONS:**

The site overlaps the alignments of Alternative 11 – Option A and Alternatives 11 – Option B. Due to the lack of documented release, there is a low potential that residual amounts of contamination may impact construction of these alternatives.

**SITE PHOTOGRAPH:**


View building from Edmondson Avenue facing south.

<b>SITE IDENTIFICATION #</b> BP-053	<b>STREET ADDRESS</b> 2009 Edmondson Avenue	<b>PRIORITY RANKING</b> Alternative 2: None Alternative 3A: None Alternative 3B: None Alternative 3C: None Alternative 11A: Low Alternative 11B: Low
<b>PROPERTY NAME</b> Former dry cleaner	<b>OWNER / OPERATOR</b> Broth Morris	
<b>PROPERTY USE</b> Abandoned property	<b>STRUCTURE(S)</b> Two-story brick building	
<b>REGULATORY DOCUMENT NUMBERS:</b>		

## SUSPECTED CONTAMINATION TYPE/SOURCE:

The site was a potential dry cleaner site. Given the general nature of dry-cleaning fluid use and historical hazardous material storage and handling risk for the industry, there is a potential for hazardous material concerns in the form of soil and/or groundwater contamination.

## SITE HISTORY:

The site is identified in a listing by Environmental Data Resources (EDR) of historical cleaners with one listing for Broth Morris, laundry, in 1958.

A review of Sanborn Fire Insurance Maps dated 1890 to 1971 identifies the site as a rowhouse in 1914 and as an unidentified store in 1950, 1952 and 1971.

## SITE RECONNAISSANCE:

The site is an abandoned two-story building with broken windows and sign on the door saying "Value for Sale".

## CONCLUSIONS:

The site overlaps the alignments of Alternative 11 – Option A and Alternatives 11 – Option B. Due to the lack of documented release, there is a low potential that residual amounts of contamination may impact construction of these alternatives.

## SITE PHOTOGRAPH:



View of building from Edmondson Avenue facing south.

<b>SITE IDENTIFICATION #</b> BP-054	<b>STREET ADDRESS</b> 2014 Edmondson Avenue	<b>PRIORITY RANKING</b> Alternative 2: None Alternative 3A: None Alternative 3B: None Alternative 3C: None Alternative 11A: Low Alternative 11B: Low
<b>PROPERTY NAME</b> Former dry cleaner	<b>OWNER / OPERATOR</b> Terry Sakellos	
<b>PROPERTY USE</b> Abandoned building	<b>STRUCTURE(S)</b> Two-story brick row home	
<b>REGULATORY DOCUMENT NUMBERS:</b>		

**SUSPECTED CONTAMINATION TYPE/SOURCE:**

The site was previously a potential dry cleaner site. Given the general nature of dry-cleaning fluid use and historical hazardous material storage and handling risk for the industry, there is a potential for hazardous material concerns in the form of soil and/or groundwater contamination.

**SITE HISTORY:**

The site is identified in a listing by Environmental Data Resources (EDR) of historical cleaners with one listing for Terry Sakellos, dyer and scourer, in 1925.

A review of Sanborn Fire Insurance Maps dated 1890 to 1971 identifies the site as a rowhouse in 1914 and as an unidentified store in 1950, 1952 and 1971.

**SITE RECONNAISSANCE:**

The site is an abandoned two-story building with trash remains stacked inside. There is an empty field adjacent to the property.

**CONCLUSIONS:**

The site overlaps the alignments of Alternative 11 – Option A and Alternatives 11 – Option B. Due to the lack of documented release, there is a low potential that residual amounts of contamination may impact construction of these alternatives.

**SITE PHOTOGRAPH:**


View of building from Edmondson Avenue facing north.

<b>SITE IDENTIFICATION #</b> BP-055	<b>STREET ADDRESS</b> 2006 Edmondson Avenue	<b>PRIORITY RANKING</b> Alternative 2: None Alternative 3A: None Alternative 3B: None Alternative 3C: None Alternative 11A: Low Alternative 11B: Low
<b>PROPERTY NAME</b> Fulton Family Laundry	<b>OWNER / OPERATOR</b> Mid-Town Edmondson Avenue	
<b>PROPERTY USE</b> Open field	<b>STRUCTURE(S)</b> None	
<b>REGULATORY DOCUMENT NUMBERS:</b>		

**SUSPECTED CONTAMINATION TYPE/SOURCE:**

The site was identified as a potential dry cleaner site. Given the general nature of dry-cleaning fluid use and historical hazardous material storage and handling risk for the industry, there is a potential for hazardous material concerns in the form of soil and/or groundwater contamination.

**SITE HISTORY:**

The site is identified in a listing by Environmental Data Resources (EDR) of historical cleaners with one listing for Fulton Family Laundry in 1925.

A review of Sanborn Fire Insurance Maps dated 1890 to 1971 identifies the site as a rowhouse in 1914 and as an unidentified store in 1950, 1952 and 1971.

**SITE RECONNAISSANCE:**

No building exists, open field adjacent to Site BP-054.

**CONCLUSIONS:**

The site overlaps the alignments of Alternative 11 – Option A and Alternatives 11 – Option B. Due to the lack of documented release, there is a low potential that residual amounts of contamination may impact construction of these alternatives.

**SITE PHOTOGRAPH:**


View of open field from Edmondson Avenue facing north.



<b>SITE IDENTIFICATION #</b> BP-056	<b>STREET ADDRESS</b> 1320 North Monroe Street (1318 North Monroe Street)	<b>PRIORITY RANKING</b> Alternative 2: Medium Alternative 3A: High Alternative 3B: High Alternative 3C: High Alternative 11A: Medium Alternative 11B: Medium
<b>PROPERTY NAME</b> Baltimore Asphalt Paving Co. (Pen Mar Company, Inc.)	<b>OWNER / OPERATOR</b> P. Flanigan & Sons, Inc.	
<b>PROPERTY USE</b> Asphalt manufacturing plant	<b>STRUCTURE(S)</b> Industrial facilities and an office	
<b>REGULATORY DOCUMENT NUMBERS:</b>		

## SUSPECTED CONTAMINATION TYPE/SOURCE:

The site has served as an asphalt manufacturing facility. Given the general nature of large-scale petroleum use and historical hazardous material storage and handling risk for the industry, there is a potential for hazardous material concerns in the form of soil and/or groundwater contamination.

## SITE HISTORY:

The site is identified in listings of Underground Storage Tanks (USTs) and historic USTs monitored by the Maryland Department of the Environment (MDE) for twelve tanks: a 10,000-gallon gasoline tank, a 6,000-gallon gasoline tank, a 6,000-gallon diesel fuel tank, a 3,000-gallon diesel fuel tank, 20,000-gallon and 25,000-gallon tanks of unknown use, two 12,000-gallon tanks of waste oil, a 2,000-gallon tank of waste oil, and two 1,000-gallon tanks of unknown use. All tanks are recorded as permanently out of use and removed.

The site is also identified in a listing of Aboveground Storage Tanks (ASTs) monitored by MDE for sixteen tanks, including a 10,000 diesel fuel tank, 20,000-gallon and 8,000-gallon heating oil tanks, and several smaller tanks used oil, transmission oil, and hydraulic oil. The site is identified in listings of Resource Conservation and Recovery Act (RCRA) - Conditionally Exempt Small Quantity Generator (CESQG) of ignitable hazardous wastes, spent halogenated solvents, and corrosive hazardous waste. The site had no recorded violations. The site is identified in a listing of cases monitored by MDE's Oil Control Program (OCP) for one case: opened in May 1991 and closed in March 1992 with no record of release or cleanup reported.

A review of Sanborn Fire Insurance Maps dated 1890 to 1971 identifies the site as Maryland Pavement Co. with boilers, several fuel tanks, and a coal yard in 1901 and 1914; as Baltimore Asphalt Block & Tile Co., Pen Mar Co. Inc. and E. S. Brady Co. with mixing tanks, heaters, oil tanks, a coal yard and a filling station in 1950, 1952 and 1971.

## SITE RECONNAISSANCE:

This site is an asphalt plant/manufacturing facility with a site office building. There are one 25,000-gallon AST of #2 fuel oil, two 20,000-gallon and one 25,000-gallon ASTs of asphalt. One plastic AST "car-boy" was observed of unknown contents. Four towers for asphalt aggregate loading of trucks are located directly behind the office building. There is also one dumpster and three transformers on the site.

## CONCLUSIONS:

The site coincides with the construction footprints for Alternative 3 – Option A, Alternative 3 – Option B and Alternative 3 – Option C. The site is approximately 1,300 feet west of Alternative 2 and less than 2,000 feet west of and Alternative 11 – Option B. There is high potential for residual amounts of contamination originating from the historical industrial practices at the site will impact construction of Alternative 3 – Option A, Alternative 3 – Option B or Alternative 3 – Option C. There is a medium potential of contaminants associated with this site impacting construction efforts for Alternative 2, Alternative 11 – Option A or Alternative 11 – Option B.

## SITE PHOTOGRAPH:



View of the asphalt plant, from inside the facility facing southwest.

<b>SITE IDENTIFICATION #</b> BP-057	<b>STREET ADDRESS</b> 1957 Edmondson Avenue	<b>PRIORITY RANKING</b> Alternative 2: None Alternative 3A: None Alternative 3B: None Alternative 3C: None Alternative 11A: Low Alternative 11B: Low
<b>PROPERTY NAME</b> Mr. Clean Clothes Cleaners	<b>OWNER / OPERATOR</b> Edmondson Wireless	
<b>PROPERTY USE</b> Wireless store	<b>STRUCTURE(S)</b> Three-story brick and plaster building	
<b>REGULATORY DOCUMENT NUMBERS:</b>		

## SUSPECTED CONTAMINATION TYPE/SOURCE:

The site was a long-term dry cleaner site. Given the general nature of dry cleaning fluid use and historical hazardous material storage and handling risk for the industry, there is a potential for hazardous material concerns in the form of soil and/or groundwater contamination.

## SITE HISTORY:

The site is identified in a state listing of registered dry cleaning facilities. The site is identified in listings of Resource Conservation and Recovery Act (RCRA) - Small Quantity Generator (SQG) of spent halogenated solvents. The site is identified in a listing by Environmental Data Resources (EDR) of historical cleaners with one listing for Dutch Cleaners, presser and cleaner, in 1930.

A review of Sanborn Fire Insurance Maps dated 1890 to 1971 identifies the site as a row house in 1914, an unidentified store in 1950 and 1952, and as a dry cleaners in 1971.

## SITE RECONNAISSANCE:

The site is a three-story building located at the intersection of Edmondson Avenue and North Payson Street. The site has a brick entrance, repair shop for electronics, cell phones and accessories. There is a lamp post located outside the property on the sidewalk and an air exhaust vent on the wall of the building at approximately 15 feet high (facing North Payson Street) and to the west.

## CONCLUSIONS:

The site less than 200 feet from Alternative 11 – Option A and Alternative 11 – Option B. There is a slight potential that residual contamination may impact these alternatives.

## SITE PHOTOGRAPH:



View of building from Edmondson Avenue facing south.



## B&P TUNNEL PRELIMINARY SCREENING ASSESSMENT

<b>SITE IDENTIFICATION #</b> BP-058	<b>STREET ADDRESS</b> 2200 North Monroe Street	<b>PRIORITY RANKING</b> Alternative 2: None Alternative 3A: Low Alternative 3B: Low Alternative 3C: Medium Alternative 11A: None Alternative 11B: None
<b>PROPERTY NAME</b> Cloverland Dairy	<b>OWNER / OPERATOR</b> New Shiloh Baptist Church	
<b>PROPERTY USE</b>	<b>STRUCTURE(S)</b> Two story brick building	
<b>REGULATORY DOCUMENT NUMBERS:</b>		

### **SUSPECTED CONTAMINATION TYPE/SOURCE:**

The facility has operated with oil storage on-site. Given the documented release, there is a potential for hazardous material concerns in the form of soil and/or groundwater contamination.

### **SITE HISTORY:**

The site is identified in a listing of leaking Underground Storage Tanks (USTs) from 1991, with recorded groundwater contamination and groundwater monitoring wells, but no active remediation. The site is identified in a listing of cases monitored by Maryland Department of the Environment (MDE)'s Oil Control Program (OCP): One tank closure case in February 1998, with a release and cleanup that was closed in April 1998; one case in March 1991, with no recorded release or cleanup that was closed in August 1992. The site is identified in a listing of historic USTs monitored by MDE for three USTs: A 10,000-gallon gasoline tank, a 10,000-gallon diesel fuel tank and an 8,000-gallon heating oil tank.

The facility was not shown in the Sanborn Fire Insurance Maps provided by Environmental Data Resources (EDR) for this project.

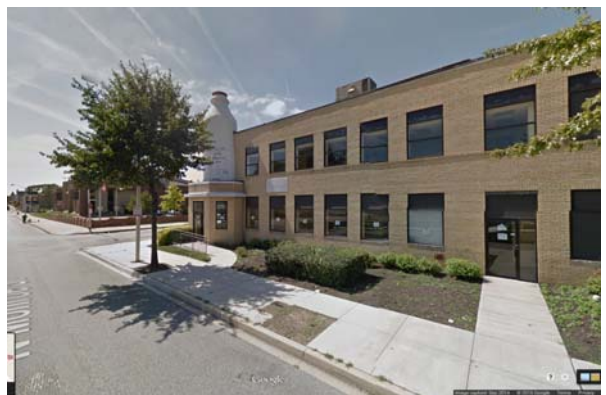
### **SITE RECONNAISSANCE:**

The site was not surveyed due to a location outside the 500-foot buffer area surrounding the alternative alignments and evaluation as a medium priority.

### **CONCLUSIONS:**

The site is located within 1,000 feet from Alternative 3 – Option C; and within 1,800 feet of Alternative 3 – Option A and Alternative 3 – Option B. There is a medium potential that documented contamination from historical oil operations may impact these alternatives.

### **SITE PHOTOGRAPH:**



View of building from N Monroe Street facing southwest.

<b>SITE IDENTIFICATION #</b> BP-059	<b>STREET ADDRESS</b> 1410 North Monroe Street	<b>PRIORITY RANKING</b> Alternative 2: None Alternative 3A: Medium Alternative 3B: Medium Alternative 3C: Medium Alternative 11A: None Alternative 11B: None
<b>PROPERTY NAME</b> Stop Shop Save	<b>OWNER / OPERATOR</b> Herbert Beckenheimer	
<b>PROPERTY USE</b> Open field	<b>STRUCTURE(S)</b> None	
<b>REGULATORY DOCUMENT NUMBERS:</b>		

## **SUSPECTED CONTAMINATION TYPE/SOURCE:**

The site was an automobile service station. Given the general nature of automotive fluid use and historical hazardous material storage and handling risk for the industry, there is a potential for hazardous material concerns in the form of soil and/or groundwater contamination.

## **SITE HISTORY:**

A review of Sanborn Fire Insurance Maps dated 1890 to 1971 identifies the site as undeveloped in 1901, an automotive service station with a coal yard in 1950 and 1952 and a structure and parking area, with separate auto repair structure on the south side of the property, in 1971.

## **SITE RECONNAISSANCE:**

The address was an open field surrounded by concrete 'jersey walls' to prevent access. There is a permanently closed former food market (Stop Shop Save at 1400 North Monroe) adjacent to the property. There were five pole-mounted transformers along the pavement outside the property boundary. A large aggregate manufacturing facility is located behind the property.

## **CONCLUSIONS:**

The site overlaps with the footprint of Alternative 3 – Option A and Alternative 3 – Option B and is less than 500 feet from Alternative 3 – Option C. There is a medium potential that residual amounts of contamination associated with the coal or petroleum operations onsite may impact construction of these alternatives.

## **SITE PHOTOGRAPH:**



View of open field site taken from North Monroe Street facing west.





## B&P TUNNEL PRELIMINARY SCREENING ASSESSMENT

<b>SITE IDENTIFICATION #</b> BP-060	<b>STREET ADDRESS</b> 2256 Reisterstown Road	<b>PRIORITY RANKING</b> Alternative 2: None Alternative 3A: None Alternative 3B: None Alternative 3C: Low Alternative 11A: None Alternative 11B: None
<b>PROPERTY NAME</b> Fingles Metalworks, Inc.	<b>OWNER / OPERATOR</b> Anthony London	
<b>PROPERTY USE</b>	<b>STRUCTURE(S)</b>	
<b>REGULATORY DOCUMENT NUMBERS:</b>		

### SUSPECTED CONTAMINATION TYPE/SOURCE:

The address has a history of contamination with unknown impact.

### SITE HISTORY:

The site is identified in a listing by Environmental Data Resources (EDR) of Resource Conservation and Recovery Act (RCRA) Small Quantity Generators (SQG) for corrosive waste, with no recorded violations.

The facility was not shown in the Sanborn Fire Insurance Maps provided by EDR for this project.

### SITE RECONNAISSANCE:

Site was not surveyed – outside the 500-foot buffer area and evaluated as a low priority site.

### CONCLUSIONS:

The site is over 1,000 feet northwest of Alternative 3 – Option C. There is low potential that historic contamination will impact construction of the alternative.

### SITE PHOTOGRAPH:



View of site taken from Reisterstown Road facing southwest.

<b>SITE IDENTIFICATION #</b> BP-061	<b>STREET ADDRESS</b> 1550 North Monroe Street	<b>PRIORITY RANKING</b> Alternative 2: None Alternative 3A: Low Alternative 3B: Low Alternative 3C: Low Alternative 11A: None Alternative 11B: None
<b>PROPERTY NAME</b> One Plus One Carry Out	<b>OWNER / OPERATOR</b> One Plus One Carry Out	
<b>PROPERTY USE</b> Restaurant with parking lot	<b>STRUCTURE(S)</b> Single-story restaurant	
<b>REGULATORY DOCUMENT NUMBERS:</b>		

**SUSPECTED CONTAMINATION TYPE/SOURCE:**

The site was a gas station. Given the general nature of automotive fluid use and historical hazardous material storage and handling risk for the industry, there is a potential for hazardous material concerns in the form of soil and/or groundwater contamination.

**SITE HISTORY:**

A review of Sanborn Fire Insurance Maps dated 1890 to 1971 identifies the site as a Methodist Episcopal church in 1901, a fueling station with four tanks in 1950 and 1952, and a fueling station in 1971.

**SITE RECONNAISSANCE:**

The site was a single-story restaurant with a parking lot. There was one pole-mounted transformer behind the building. The parking area contains an air filling station with two pumps and one dumpster. There was food waste outside the restaurant.

**CONCLUSIONS:**

The site partially overlaps with the southeast corner of Alternative 3 – Option A, adjacent to Alternative 3 – Option B and less than 300 feet from Alternative 3 – Option C. There is a low potential that residual contamination may impact these alternatives.

**SITE PHOTOGRAPH:**


View of restaurant from North Monroe Street facing west.

<b>SITE IDENTIFICATION #</b> BP-062	<b>STREET ADDRESS</b> 1542 North Monroe Street	<b>PRIORITY RANKING</b> Alternative 2: None Alternative 3A: Medium Alternative 3B: Medium Alternative 3C: Low Alternative 11A: None Alternative 11B: None
<b>PROPERTY NAME</b> Former Exxon Station	<b>OWNER / OPERATOR</b> Bok Sup Choi	
<b>PROPERTY USE</b> Parking lot of ‘One Plus One Carry Out’ (BP-061)	<b>STRUCTURE(S)</b> Two air pumps	
<b>REGULATORY DOCUMENT NUMBERS:</b>		

## SUSPECTED CONTAMINATION TYPE/SOURCE:

The site was a gas station. Given the general nature of automotive fluid use and historical hazardous material storage and handling risk for the industry, there is a potential for hazardous material concerns in the form of soil and/or groundwater contamination.

## SITE HISTORY:

The site is identified in a listing of historic Underground Storage Tanks (USTs) monitored by Maryland Department of the Environment (MDE) for three gasoline tanks (10,000-gallon, 8,000-gallon and 4,000-gallon) and a 1,000-gallon waste oil tank, all listed as removed. The site is identified in a listing of cases monitored by MDE's Oil Control Program (OCP) for a case in October 1990 that was closed in November 2006, with a record of no release. The site is identified in a listing by Environmental Data Resources (EDR) of historical automotive stations with one listing for Buick Service Station in 1964.

A review of Sanborn Fire Insurance Maps dated 1890 to 1971 identifies the site as a service station with tanks in 1971, 1952 and 1950, and a Methodist Episcopal church in 1901.

## SITE RECONNAISSANCE:

The property is an air station for 'One Plus One Carry Out' (BP-061). There was one tire on the property and two air pumping points.

## CONCLUSIONS:

The site partially overlaps with the southeast corner of Alternative 3 – Option A and is adjacent to Alternative 3 – Option B and less than 350 feet from Alternative 3 – Option C. There is a medium potential that contamination from long-term gas station operations may impact Alternative 3 – Option A or Alternative 3 – Option B and a low potential of impact to Alternative 3 – Option C.

## SITE PHOTOGRAPH:



View of air stations from North Monroe Street facing west.

<b>SITE IDENTIFICATION #</b> BP-063	<b>STREET ADDRESS</b> 1310 North Monroe Street	<b>PRIORITY RANKING</b> Alternative 2: None Alternative 3A: Medium Alternative 3B: Medium Alternative 3C: Medium Alternative 11A: None Alternative 11B: None
<b>PROPERTY NAME</b> E. S. Brady & Company, Inc.	<b>OWNER / OPERATOR</b> P. Flanigan and Sons	
<b>PROPERTY USE</b> Storage	<b>STRUCTURE(S)</b> None	
<b>REGULATORY DOCUMENT NUMBERS:</b>		

**SUSPECTED CONTAMINATION TYPE/SOURCE:**

The site has been operated as a rail maintenance and transport site. Given the general nature of railway fluid use and historical hazardous material storage and handling risk for the industry, there is a potential for hazardous material concerns in the form of soil and/or groundwater contamination.

**SITE HISTORY:**

A review of Sanborn Fire Insurance Maps dated 1890 to 1971 shows the site as the end of a rail spur. The site includes a coal yard on the 1901 map; a coal yard, a fueling station with tanks and offices on the 1950 map; and a coal yard, coal bins, storage and offices on the 1971 map.

**SITE RECONNAISSANCE:**

There were four large steel containers stored on site with traffic cones and rubber cone bases stacked behind them. There were abandoned rail tracks adjacent to the containers. The entrance to the property had two pole-mounted transformers.

**CONCLUSIONS:**

The site is within 100 feet of Alternative 3 – Option B, 300 feet of Alternative 3 – Option A and 500 feet of Alternative 3 – Option C. Due to historic rail activity, there is a medium potential that residual contamination may impact these alternatives.

**SITE PHOTOGRAPH:**


View of facility from inside the property facing west.



<b>SITE IDENTIFICATION #</b> BP-064	<b>STREET ADDRESS</b> 1500 North Monroe Street	<b>PRIORITY RANKING</b> Alternative 2: None Alternative 3A: Medium Alternative 3B: Medium Alternative 3C: Medium Alternative 11A: None Alternative 11B: None
<b>PROPERTY NAME</b> Jolly's Food and Convenience Mart	<b>OWNER / OPERATOR</b> AMD Investments, LLC	
<b>PROPERTY USE</b> Fast food/carryout shop and convenience store	<b>STRUCTURE(S)</b> Single-story brick building	
<b>REGULATORY DOCUMENT NUMBERS:</b>		

**SUSPECTED CONTAMINATION TYPE/SOURCE:**

The site was a gas station. Given the general nature of automotive fluid use and historical hazardous material storage and handling risk for the industry, there is a potential for hazardous material concerns in the form of soil and/or groundwater contamination.

**SITE HISTORY:**

The site had no recorded violations. The site is identified in a listing by Environmental Data Resources (EDR) of historical automotive stations with one listing: RANLC Sinclair Service Station in 1964.

A review of Sanborn Fire Insurance Maps dated 1890 to 1971 identifies the site as an undeveloped area in 1901, a fueling station with four tanks in 1950, a fueling station with two tanks in 1952, and an unidentified structure in 1971.

**SITE RECONNAISSANCE:**

The site is a single-story convenience mart with one air pumping station. During site reconnaissance, there was an overflowing dumpster outside the west-facing wall of the building. There was one pole-mounted transformer behind the building, outside the property boundary.

**CONCLUSIONS:**

The site overlaps with the construction footprint for Alternative 3 – Option A and Alternative 3 – Option B and is less than 400 feet from Alternative 3 – Option C. Due to historical petroleum operations, there is a medium potential that residual contamination may impact these alternatives.

**SITE PHOTOGRAPH:**


View of store taken from North Monroe Street facing west.

<b>SITE IDENTIFICATION #</b> BP-065	<b>STREET ADDRESS</b> 2250 Reisterstown Road	<b>PRIORITY RANKING</b> Alternative 2: None Alternative 3A: None Alternative 3B: None Alternative 3C: Low Alternative 11A: None Alternative 11B: None
<b>PROPERTY NAME</b> Dulany-Varney Inc.	<b>OWNER / OPERATOR</b>	
<b>PROPERTY USE</b>	<b>STRUCTURE(S)</b>	
<b>REGULATORY DOCUMENT NUMBERS:</b>		

## SUSPECTED CONTAMINATION TYPE/SOURCE:

The address has a history of contamination with unknown impact.

## SITE HISTORY:

The site is identified in a listing by Environmental Data Resources (EDR) of Resource Conservation and Recovery Act (RCRA) non-generators (RCRA-NonGen) with no notice of violation.

The facility was not shown in the Sanborn Fire Insurance Maps provided by EDR for this project.

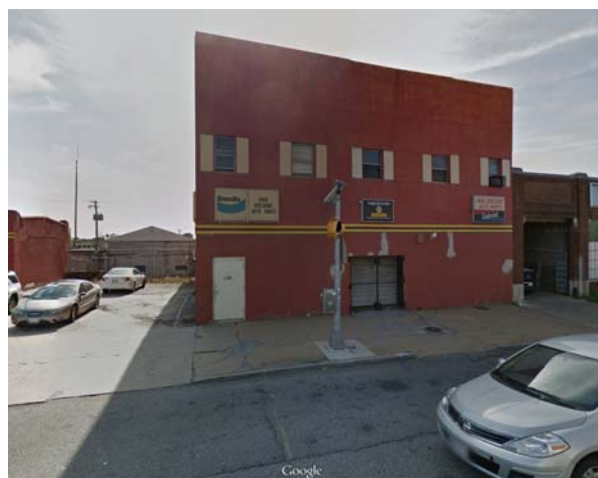
## SITE RECONNAISSANCE:

The site was not surveyed as it is located outside the 500-foot buffer area surrounding the alternative alignments and was evaluated as a low priority site.

## CONCLUSIONS:

The site is within 1,000 feet north of Alternative 3 – Option C. There is low potential that historic contamination associated with automotive fluids will impact construction of Alternative 3 – Option C.

## SITE PHOTOGRAPH:



View of building taken from Reisterstown Road, facing west.

<b>SITE IDENTIFICATION #</b> BP-066	<b>STREET ADDRESS</b> 2201 North Monroe Street	<b>PRIORITY RANKING</b> Alternative 2: None Alternative 3A: Medium Alternative 3B: Medium Alternative 3C: Medium Alternative 11A: None Alternative 11B: None
<b>PROPERTY NAME</b> Former Coliseum Building	<b>OWNER / OPERATOR</b> Center for Urban Families	
<b>PROPERTY USE</b> Office building	<b>STRUCTURE(S)</b> Two-story building	
<b>REGULATORY DOCUMENT NUMBERS:</b>		

## SUSPECTED CONTAMINATION TYPE/SOURCE:

The facility has operated with oil storage on-site. Given the documented release, there is a potential for hazardous material concerns in the form of soil and/or groundwater contamination.

## SITE HISTORY:

The property was the Coliseum Sports Arena from 1939 until 1968. From 1969 until the 1990s, the property was utilized by the Department of Education as a school bus storage and repair facility. The property is currently vacant. There were four historical Underground Storage Tanks (USTs) in the building: An 8,000-gallon diesel fuel tank, an 8,000-gallon gasoline tank, a 1,000-gallon heating oil tank and a 550-gallon used oil tank. In November 2004, the 1,000-gallon heating oil tank was removed and the other three USTs were abandoned in place. Following routine sampling after the removal/abandonment, diesel range organics (DRO) were found in the soil below the Maryland Department of the Environment (MDE) non-residential clean-up standard.

In June 2007, the Center for Fathers, Families and Workforce Development, the future property owner, submitted an application to the Voluntary Cleanup Program (VCP) as an inculcable person seeking a No Further Requirements Determination (NFRD) for future commercial use for the property. The property was accepted into the Voluntary Cleanup Program (VCP) and the No Further Requirements Action Planned (NFRAP) determination was issued in November 2007, with land use and groundwater use restrictions. The site is identified in a listing of cases monitored by MDE's Oil Control Program (OCP) for one tank closure case in November 2004, with release and no cleanup that was closed in January 2005; and one tank closure case September 2008, with no release or cleanup, closed in October 2008.

The facility was not shown in the Sanborn Fire Insurance Maps provided by Environmental Data Resources (EDR) for this project.

## SITE RECONNAISSANCE:

The site was not surveyed due to a location outside the 500-foot buffer area surrounding the alternative alignments and an evaluation as a medium priority.

## CONCLUSIONS:

The site is 800 feet from Alternative 3 – Option C and 1,600 feet of Alternative 3 – Option A and Alternative 3 – Option B. There is a medium potential that contamination from oil operations may impact these alternatives.

## SITE PHOTOGRAPH:



View of building taken from N Monroe Street, facing east.

<b>SITE IDENTIFICATION #</b> BP-067	<b>STREET ADDRESS</b> 900 North Monroe Street	<b>PRIORITY RANKING</b> Alternative 2: None Alternative 3A: None Alternative 3B: Medium Alternative 3C: Medium Alternative 11A: Medium Alternative 11B: Medium
<b>PROPERTY NAME</b> BP Service Station	<b>OWNER / OPERATOR</b> Inglewood Gas, Inc.	
<b>PROPERTY USE</b> Gas station	<b>STRUCTURE(S)</b> Convenience store and gas pumps	
<b>REGULATORY DOCUMENT NUMBERS:</b>		

**SUSPECTED CONTAMINATION TYPE/SOURCE:**

The site had operated as a gas station. Given the documented release and historical hazardous material storage and handling risk for the industry, there is a potential for hazardous material concerns in the form of soil and/or groundwater contamination.

**SITE HISTORY:**

The site is identified in a listing of three closed cases monitored by Maryland Department of the Environment (MDE)'s Oil Control Program (OCP), for two unspecified cases in March and June 1989, with releases or cleanup unreported and one retrofit/repair in January 2006, with a release and unreported cleanup. The site is identified in listings of Underground Storage Tanks (USTs) and historic USTs monitored by MDE for eight USTs: One 8,000-gallon and two 6,000-gallon gasoline tanks permanently out of use, one 550-gallon used oil tank permanently out of use and four 10,000-gallon gasohol tanks, currently in use. The site is identified in listings of Resource Conservation and Recovery Act (RCRA)-Small Quantity Generator (SQG) of unspecified products. The site had no recorded violations.

A review of Sanborn Fire Insurance Maps dated 1890 to 1971 identifies this site as a row house in 1914, fueling station with noted tanks in 1950 and 1952. In 1971, the station expanded west, converting additional row houses and including a new main building, with no tanks noted.

**SITE RECONNAISSANCE:**

The BP gas station has six fuel dispensers and two air vacuum pumps. A surface sheen was observed on isolated standing water on the pavement around the fuel dispensing units.

**CONCLUSIONS:**

The site is less than 400 feet from Alternative 11 – Option B; less than 500 feet from Alternative 11 – Option A and Alternative 3 – Option B and Alternative 3 – Option C. There is a medium potential that contamination from long-term operations as a gas station may impact these alternatives.

**SITE PHOTOGRAPH:**


View of fuel station from inside property facing south.



<b>SITE IDENTIFICATION #</b> BP-068	<b>STREET ADDRESS</b> 1655 North Monroe Street	<b>PRIORITY RANKING</b> Alternative 2: None Alternative 3A: Medium Alternative 3B: Low Alternative 3C: Low Alternative 11A: None Alternative 11B: None
<b>PROPERTY NAME</b> Kim Property	<b>OWNER / OPERATOR</b> Joong Woong Kim	
<b>PROPERTY USE</b> Liquor store	<b>STRUCTURE(S)</b> Two-story brick building	
<b>REGULATORY DOCUMENT NUMBERS:</b>		

**SUSPECTED CONTAMINATION TYPE/SOURCE:**

The facility has operated with oil storage on-site. Given the documented release, there is a potential for hazardous material concerns in the form of soil and/or groundwater contamination.

**SITE HISTORY:**

The site is identified in a listing of cases monitored by Maryland Department of the Environment (MDE)'s Oil Control Program (OCP) for an unknown case opened in February 2001 and closed in January 2002, with a record of release and no cleanup. The site is identified in a listing of Underground Storage Tanks (USTs) monitored by Maryland Department of the Environment (MDE) for a 250-gallon gasoline tank, currently in use.

A review of Sanborn Fire Insurance Maps dated 1890 to 1971 shows the site as a row house in 1971 and 1950.

**SITE RECONNAISSANCE:**

The property is a two-story brick building currently utilized as a liquor store. Electrical wires enter the back of the building.

**CONCLUSIONS:**

The site is less than 200 feet from Alternative 3 – Option C; less than 240 feet from Alternatives #3A and #3B; over 2000 feet from Alternative #2; and over 2500 feet from Alternatives #11A and #11B. There is a low potential that the documented release at the site may impact Alternatives #3A, #3B and #3C.

**SITE PHOTOGRAPH:**


View of building taken from North Monroe Street facing east.

<b>SITE IDENTIFICATION #</b> BP-069	<b>STREET ADDRESS</b> 1829 Baker Street	<b>PRIORITY RANKING</b> Alternative 2: None Alternative 3A: Low Alternative 3B: Low Alternative 3C: Low Alternative 11A: None Alternative 11B: None
<b>PROPERTY NAME</b> Former Sunoco Service Station	<b>OWNER / OPERATOR</b> Bannex Motors Used and New Vehicles	
<b>PROPERTY USE</b> Used car lot	<b>STRUCTURE(S)</b> Garage building with three covered parking gates	
<b>REGULATORY DOCUMENT NUMBERS:</b>		

**SUSPECTED CONTAMINATION TYPE/SOURCE:**

The site has been operated as an automotive facility. Given the historical hazardous material storage and handling risk for the industry, there is a potential for hazardous material concerns in the form of soil and/or groundwater contamination.

**SITE HISTORY:**

The site is identified in listings of Resource Conservation and Recovery Act (RCRA) non-generators (RCRA-NonGen) of ignitable hazardous wastes. The site had no recorded violations. The site is identified in a listing by Environmental Data Resources (EDR) of historical auto service stations with two listings: Top Shop Auto & Car Wash in 2001 and 2002 and Owena Auto Care from 2010 to 2012.

The facility was not shown in the Sanborn Fire Insurance Maps provided by EDR for this project.

**SITE RECONNAISSANCE:**

The site is currently identified as Bannex Motors, a used car lot. During site reconnaissance, there were many cars parked on the property, which limited the ability to see site conditions.

**CONCLUSIONS:**

The entire site is on Alternative 3 – Option A, and half the site is on Alternative 3 – Option B; 400 feet from Alternative 3 – Option C; 1700 feet from Alternative #2; and over 2300 feet from Alternatives #11A and #11B. There is a low potential that contamination from long-term gas station operations, may impact Alternatives #3A, #3B and #3C.

**SITE PHOTOGRAPH:**


View of used car lot taken from Baker Street facing south.

<b>SITE IDENTIFICATION #</b> BP-070	<b>STREET ADDRESS</b> 1814 McKean Avenue	<b>PRIORITY RANKING</b> Alternative 2: None Alternative 3A: None Alternative 3B: None Alternative 3C: Medium Alternative 11A: None Alternative 11B: None
<b>PROPERTY NAME</b> none	<b>OWNER / OPERATOR</b> Green, Jeffrey E	
<b>PROPERTY USE</b>	<b>STRUCTURE(S)</b>	
<b>REGULATORY DOCUMENT NUMBERS:</b>		

## **SUSPECTED CONTAMINATION TYPE/SOURCE:**

The site has served as a historical automobile repair facility. Given the general nature of automotive fluid use, there is a potential for hazardous material concerns in the form of soil and/or groundwater contamination.

## **SITE HISTORY:**

The site was not identified in the Environmental Data Resources (EDR) review.

A review of Sanborn Fire Insurance Maps dated 1890 to 1971 shows the site as a sign manufacturing facility in 1950 and 1952. The site is shown as an auto repair facility in 1971.

## **SITE RECONNAISSANCE:**

Address not clearly designated. 1816 McKean Avenue is a brick building with a sign for Andre's Towing. During site reconnaissance, there was a car in the bay. There was a concrete block façade with three bays, containing two storage sheds and a large can of ice remover.

## **CONCLUSIONS:**

The north half of the site overlaps Alternative 3 – Option C.

There is medium potential that historic contamination will impact construction of Alternative 3 – Option C.

## **SITE PHOTOGRAPH:**



View of site, open area with Andre's Towing in the background, facing northwest.



## B&P TUNNEL PRELIMINARY SCREENING ASSESSMENT

<b>SITE IDENTIFICATION #</b> BP-071	<b>STREET ADDRESS</b> 2218 Reisterstown Road	<b>PRIORITY RANKING</b> Alternative 2: None Alternative 3A: Low Alternative 3B: Low Alternative 3C: Low Alternative 11A: None Alternative 11B: None
<b>PROPERTY NAME</b> Papa Auto Parts	<b>OWNER / OPERATOR</b> HMC, LLC	
<b>PROPERTY USE</b> Auto parts store	<b>STRUCTURE(S)</b> Single-story building	
<b>REGULATORY DOCUMENT NUMBERS:</b>		

### **SUSPECTED CONTAMINATION TYPE/SOURCE:**

The facility has been operated with oil storage on-site. Given the documented release, there is a potential for hazardous-material concerns in the form of soil and/or groundwater contamination.

### **SITE HISTORY:**

The site is identified in a listing of cases monitored by Maryland Department of the Environment (MDE)'s Oil Control Program (OCP) for one tank closure case in February 2000, with release and cleanup, closed in May 2006. No records are available indicating the size or capacity of the tank. The site is identified in a listing of Underground Storage Tanks (USTs), monitored by Maryland Department of the Environment (MDE), for three 1500-gallon gasoline tanks, a 2500-gallon gasoline tank and a 1500-gallon tank of used oil, all listed as permanently out of use.

The facility was not shown in the Sanborn Fire Insurance Maps provided by Environmental Data Resources (EDR) for this project.

### **SITE RECONNAISSANCE:**

Site was not surveyed – outside the 500-foot buffer area and not a high priority.

### **CONCLUSIONS:**

The site is 800 feet from Alignment #3C; within 1600 feet of Alternatives #3A and #3B; and over 4000 feet from Alternatives #2, #11A and #11B. There is a low potential that contamination from oil operations may impact Alternatives #3A, #3B and #3C.

### **SITE PHOTOGRAPH:**





## B&P TUNNEL PRELIMINARY SCREENING ASSESSMENT

<b>SITE IDENTIFICATION #</b> BP-072	<b>STREET ADDRESS</b> 1838 Harlem Avenue	<b>PRIORITY RANKING</b> Alternative 2: None Alternative 3A: None Alternative 3B: None Alternative 3C: None Alternative 11A: Low Alternative 11B: Low
<b>PROPERTY NAME</b> Lee Charles Laundry	<b>OWNER / OPERATOR</b> Frank W Caldwell	
<b>PROPERTY USE</b> Open field	<b>STRUCTURE(S)</b> None	
<b>REGULATORY DOCUMENT NUMBERS:</b>		

### **SUSPECTED CONTAMINATION TYPE/SOURCE:**

The site was a potential dry cleaner site. Given the general nature of dry cleaning fluid use and historical hazardous material storage and handling risk for the industry, there is a potential for hazardous material concerns in the form of soil and/or groundwater contamination.

### **SITE HISTORY:**

The site is identified in a listing by Environmental Data Resources (EDR) of historical cleaners with three listings: Hin Li Wong, Chinese laundry, in 1930; Lee Chas, laundry, in 1958; Lee Charles Laundry in 1964.

The facility was not shown in the Sanborn Fire Insurance Maps provided by EDR for this project.

### **SITE RECONNAISSANCE:**

Open field adjacent to 1836 Harlem Avenue at the intersection of Harlem Avenue and North Monroe Street.

### **CONCLUSIONS:**

Alternative 11 – Option A overlaps the north half of the site; less than 100 feet from Alternative 11 – Option B; less than 900 feet from Alternative 3 – Option B; 1200 feet from the portal cuts and track centerlines of Alternative 3 – Option C; 1200 feet from the track centerlines and 1400 feet from the portal cut of Alternative 3 – Option A; less than 2300 feet from Alternative #2. There is a slight potential that residual contamination may impact Alternatives #11A and #11B.

### **SITE PHOTOGRAPH:**



View of open field from Harlem Avenue facing north.



## B&P TUNNEL PRELIMINARY SCREENING ASSESSMENT

<b>SITE IDENTIFICATION #</b> BP-073	<b>STREET ADDRESS</b> 1839 West Lanvale Street	<b>PRIORITY RANKING</b> Alternative 2: None Alternative 3A: None Alternative 3B: None Alternative 3C: None Alternative 11A: Low Alternative 11B: Low
<b>PROPERTY NAME</b> Burton W N Cleaners	<b>OWNER / OPERATOR</b> Jeff Neuberg et al.	
<b>PROPERTY USE</b> Open field	<b>STRUCTURE(S)</b> None	
<b>REGULATORY DOCUMENT NUMBERS:</b>		

### SUSPECTED CONTAMINATION TYPE/SOURCE:

The site was previously a potential dry cleaner site. Given the general nature of dry-cleaning fluid use and historical hazardous material storage and handling risk for the industry, there is a potential for hazardous material concerns in the form of soil and/or groundwater contamination.

### SITE HISTORY:

The site is identified in a listing by Environmental Data Resources (EDR) of historical cleaners with one listing for Burton W N Cleaners, cleaner and dyer, in 1964.

The facility was not shown in the Sanborn Fire Insurance Maps provided by EDR for this project.

### SITE RECONNAISSANCE:

Open field at the intersection of West Lanvale Street and North Monroe Street. During site reconnaissance, trash that appears like plastic waste, was seen at the corner of the field.

### CONCLUSIONS:

The site overlaps Alternative 11 – Option B; Alternative 11 – Option A overlaps the southeast corner of the site; 800 feet from Alternative 3 – Option B; 1200 feet from the track centerlines and 1200 feet from the portal cut of Alternative 3 – Option A; 1200 from the portal cuts and track centerlines of Alternative 3 – Option C; over 2000 feet from Alternative #2. There is a slight potential that residual contamination may impact Alternatives #11A and #11B.

### SITE PHOTOGRAPH:



View of open field from West Lanvale Street facing south.

<b>SITE IDENTIFICATION #</b> BP-074	<b>STREET ADDRESS</b> 700 McKean Avenue (1820 West Lanvale Street)	<b>PRIORITY RANKING</b> Alternative 2: None Alternative 3A: Low Alternative 3B: Low Alternative 3C: None Alternative 11A: None Alternative 11B: None
<b>PROPERTY NAME</b> Perfect Cleaners	<b>OWNER / OPERATOR</b> Jimmora Estates Ltd.	
<b>PROPERTY USE</b> None	<b>STRUCTURE(S)</b> None	
<b>REGULATORY DOCUMENT NUMBERS:</b>		

## SUSPECTED CONTAMINATION TYPE/SOURCE:

The site previously served as a possible clothing dry-cleaning facility. Given the general nature of dry-cleaning fluid use and historical hazardous material storage and handling risk for the industry, there is a potential for hazardous material concerns in the form of soil and/or groundwater contamination.

## SITE HISTORY:

The site is identified in a listing by Environmental Data Resources (EDR) of historical dry cleaner facilities – one listing for Perfect Cleaners in 1964.

A review of Sanborn Fire Insurance Maps dated 1890 to 1971 identifies the site as an unidentified store in 1901, 1950 and 1971.

## SITE RECONNAISSANCE:

The property surveyed at this location (former 700 McKean Avenue) is currently an abandoned small open lot with recent residential housing on West Lanvale Street.

## CONCLUSIONS:

The site is within 100 feet southeast of Alternative 3 – Option B and 200 feet southeast of Alternative 3 – Option A; approximately 700 feet from Alternative 3 – Option C; 1400 feet from Alternative #2; and approximately 2000 feet from Alternatives #11A and #11B. There is a low potential that residual contamination may impact Alternatives #3A, #3B and #3C.

## SITE PHOTOGRAPH:



View of property from West Lanvale Street facing north.

<b>SITE IDENTIFICATION #</b> BP-075	<b>STREET ADDRESS</b> 1834 Harlem Avenue	<b>PRIORITY RANKING</b> Alternative 2: None Alternative 3A: None Alternative 3B: None Alternative 3C: None Alternative 11A: Low Alternative 11B: Low
<b>PROPERTY NAME</b> Charlie Soon	<b>OWNER / OPERATOR</b> David Hubbard	
<b>PROPERTY USE</b> Residence	<b>STRUCTURE(S)</b> Two-story building	
<b>REGULATORY DOCUMENT NUMBERS:</b>		

## **SUSPECTED CONTAMINATION TYPE/SOURCE:**

The site was previously a potential dry cleaner site. Given the general nature of dry cleaning fluid use and historical hazardous material storage and handling risk for the industry, there is a potential for hazardous material concerns in the form of soil and/or groundwater contamination.

## **SITE HISTORY:**

The site is identified in a listing by Environmental Data Resources (EDR) of historical cleaners with one listing for Charlie Soon, laundry, in 1925.

The facility was not shown in the Sanborn Fire Insurance Maps provided by EDR for this project.

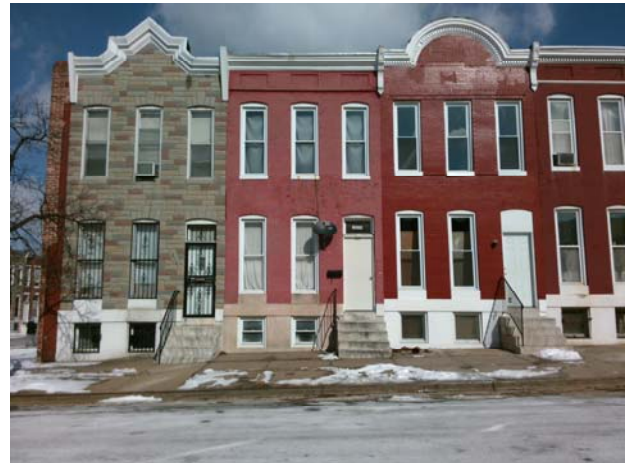
## **SITE RECONNAISSANCE:**

The property is a residential building. A Dish HD satellite was outside the brick red two-story building, which appears occupied and maintained.

## **CONCLUSIONS:**

Alternative 11 – Option A overlaps the northwest corner of the site; less than 100 feet from Alternative 11 – Option B; 800 feet from Alternative 3B; 1200 feet from the track centerlines and 1400 feet from the portal cut of Alternative 3 – Option A; less than 1300 feet from the portal cuts and track centerlines of Alternative 3 – Option C; less than 2300 feet from Alternative #2. There is a slight potential that residual contamination may impact Alternatives #11A and #11B.

## **SITE PHOTOGRAPH:**



View of building from Harlem Avenue facing north.





## B&P TUNNEL PRELIMINARY SCREENING ASSESSMENT

<b>SITE IDENTIFICATION #</b> BP-076	<b>STREET ADDRESS</b> 1807 Harlem Avenue	<b>PRIORITY RANKING</b> Alternative 2: None Alternative 3A: None Alternative 3B: None Alternative 3C: None Alternative 11A: Low Alternative 11B: Low
<b>PROPERTY NAME</b> Harriet Tubman Elementary School	<b>OWNER / OPERATOR</b> City of Baltimore	
<b>PROPERTY USE</b> Elementary school	<b>STRUCTURE(S)</b> Two-story building	
<b>REGULATORY DOCUMENT NUMBERS:</b>		

### **SUSPECTED CONTAMINATION TYPE/SOURCE:**

The site is a school with petroleum storage. Given the general historical storage at the site and age of a tank, there is a potential for hazardous material concerns in the form of soil and/or groundwater contamination.

### **SITE HISTORY:**

The site is identified in listings of Underground Storage Tanks (USTs) and historic USTs monitored by Maryland Department of the Environment (MDE) for one 10,000-gallon heating oil tank, in use since 1977. The site is identified in a listing of (Resource Conservation and Recovery Act (RCRA)-Conditionally Exempt Small Quantity Generator (CESQG) for ignitable hazardous wastes with no recorded violations.

The facility was not shown in the Sanborn Fire Insurance Maps provided by Environmental Data Resources (EDR) for this project.

### **SITE RECONNAISSANCE:**

The property is an elementary school with playground. The perimeter of the school field has a low fence. During site reconnaissance, behind the building, there was a dumpster and ground electrical transformer.

### **CONCLUSIONS:**

The site is 100 feet from Alternative 11 – Option A; less than 200 feet from Alternative 11 – Option B; just over 900 feet from Alternative 3 – Option B; 1200 feet from the track centerlines and 1500 feet from the portal cut to Alternative 3 – Option A; approximately 1200 feet from the portal cuts and track centerlines of Alternative 3 – Option C; less than 2300 feet from Alternative #2. There is a low potential that a petroleum release from a UST with long-term use may impact Alternatives #11A and #11B.

### **SITE PHOTOGRAPH:**



View of school building from Harlem Avenue facing south.

<b>SITE IDENTIFICATION #</b> BP-077	<b>STREET ADDRESS</b> 1810 Winchester Street	<b>PRIORITY RANKING</b> Alternative 2: High Alternative 3A: Medium Alternative 3B: Medium Alternative 3C: Medium Alternative 11A: High Alternative 11B: High
<b>PROPERTY NAME</b> JJ Adams Fuel Oil Company	<b>OWNER / OPERATOR</b> Potters House, Inc.	
<b>PROPERTY USE</b> Not in use/former outreach community center	<b>STRUCTURE(S)</b> Single-story building	
<b>REGULATORY DOCUMENT NUMBERS:</b>		

## SUSPECTED CONTAMINATION TYPE/SOURCE:

The site had been operated as an oil facility since at least 1890. Given the historical hazardous material storage and handling risk for the industry, there is a potential for hazardous material concerns in the form of soil and/or groundwater contamination.

## REGULATORY HISTORY:2

The site is identified in a listing of two cases monitored by Maryland Department of the Environment (MDE)'s Oil Control Program (OCP), both opened in February 1994 and closed on January 1995. There was no documented release or cleanup for either case.

A review of Sanborn Fire Insurance Maps dated 1890 to 1982 identifies Standard Oil Company as the operator of the site. The station contained with large aboveground storage tanks from 1890 to 1914 and was used as a steel yard from 1950 to 1982.

## SITE RECONNAISSANCE:

This site is now called Potter's House, Inc. and is not currently in use. There are two lamp posts along the sidewalk in front of the building. The left side of the property has a barricaded low fence with stacked wood, a shopping cart and a salt box within the perimeter of the property. Three pole-mounted transformers are located on the north side of the building.

## CONCLUSIONS:

The site is approximately 800 feet west of Alternative #2; 1000 feet east of Alternative 3 – Option A; 700 feet east of Alternative 3 – Option B; 1000 feet from Alternative 3 – Option C; and over 1000 feet northwest of Alternatives #11A and #11B. This site is considered a high priority for potential hazardous material impact to Alternatives #2 and #11 due to site history, upgradient location and historical petroleum use. The site is considered a medium priority for Alternatives #3A, #3B and #3C due to distance and downgradient location.

## SITE PHOTOGRAPH:



View of site from Winchester Street facing northwest.



## B&P TUNNEL PRELIMINARY SCREENING ASSESSMENT

<b>SITE IDENTIFICATION #</b> BP-078	<b>STREET ADDRESS</b> 1803 Riggs Avenue	<b>PRIORITY RANKING</b> Alternative 2: Low Alternative 3A: None Alternative 3B: None Alternative 3C: None Alternative 11A: Low Alternative 11B: Low
<b>PROPERTY NAME</b> Residence	<b>OWNER / OPERATOR</b> William R Lockhart	
<b>PROPERTY USE</b> Residence	<b>STRUCTURE(S)</b> One building	
<b>REGULATORY DOCUMENT NUMBERS:</b>		

### **SUSPECTED CONTAMINATION TYPE/SOURCE:**

The site is a residence. There is a potential for hazardous material concerns in the form of soil and/or groundwater contamination due to a petroleum release.

### **SITE HISTORY:**

The site is identified in a listing of cases monitored by Maryland Department of the Environment (MDE)'s Oil Control Program (OCP) for a case in December 1999, closed in October 2001, with a record of an aboveground tank release and cleanup. The facility was not shown in the Sanborn Fire Insurance Maps provided by Environmental Data Resources (EDR) for this project.

### **SITE RECONNAISSANCE:**

Site not surveyed – outside the 500-foot buffer area and not a high priority.

### **CONCLUSIONS:**

The site is approximately 1000 feet southwest of the west end of Alternative #2; over 800 feet east of Alternatives #3A and #3B; less than 1200 feet from Alternative 3 – Option C; and 600 feet northwest of Alternatives #11A and #11B. There is a low potential that residual contamination may impact Alternatives #2, #11A and #11B.

### **SITE PHOTOGRAPH:**



## B&P TUNNEL PRELIMINARY SCREENING ASSESSMENT

<b>SITE IDENTIFICATION #</b> BP-079	<b>STREET ADDRESS</b> 2115 North Fulton Avenue	<b>PRIORITY RANKING</b> Alternative 2: None Alternative 3A: Low Alternative 3B: Low Alternative 3C: Medium Alternative 11A: None Alternative 11B: None
<b>PROPERTY NAME</b> Steve Auto	<b>OWNER / OPERATOR</b> Lawrence Derx	
<b>PROPERTY USE</b> Residence	<b>STRUCTURE(S)</b> Two-story residence	
<b>REGULATORY DOCUMENT NUMBERS:</b>		

### **SUSPECTED CONTAMINATION TYPE/SOURCE:**

The facility has operated with oil storage on-site. Given the documented release, there is a potential for hazardous material concerns in the form of soil and/or groundwater contamination.

### **SITE HISTORY:**

The site is identified in a listing of cases monitored by Maryland Department of the Environment (MDE)'s Oil Control Program (OCP) for a case in May 2001 of an aboveground storage tank (AST) leak that was closed in October 2001, with a record of release and cleanup.

The facility was not shown in the Sanborn Fire Insurance Maps provided by Environmental Data Resources (EDR) for this project.

### **SITE RECONNAISSANCE:**

Site was not surveyed – outside the 500-foot buffer area and not a high priority.

### **CONCLUSIONS:**

The site is less than 300 feet from Alternative 3 – Option C; within 900 feet of Alternative 3 – Option A and 1200 feet of Alternative 3 – Option B; and over 3600 feet from Alternatives #2, #3A and #3B. There is a medium potential that contamination from long-term UST use may impact Alternative 3 – Option C and a low potential impacts to #3A and #3B.

### **SITE PHOTOGRAPH:**





## B&P TUNNEL PRELIMINARY SCREENING ASSESSMENT

<b>SITE IDENTIFICATION #</b> BP-080	<b>STREET ADDRESS</b> 2037 North Fulton Avenue	<b>PRIORITY RANKING</b> Alternative 2: None Alternative 3A: Medium Alternative 3B: Medium Alternative 3C: High Alternative 11A: None Alternative 11B: None
<b>PROPERTY NAME</b> Watkins Residence	<b>OWNER / OPERATOR</b> Necol Romana Brown	
<b>PROPERTY USE</b> Residence	<b>STRUCTURE(S)</b> Two-story residence	
<b>REGULATORY DOCUMENT NUMBERS:</b>		

### SUSPECTED CONTAMINATION TYPE/SOURCE:

Given the documented release, there is a potential for hazardous material concerns in the form of soil and/or groundwater contamination.

### SITE HISTORY:

The site is identified in a listing of cases monitored by Maryland Department of the Environment (MDE)'s Oil Control Program (OCP) for one case in July 2004 and closed in October 2004, with reported release and cleanup. The case had documented soil contamination from heating oil.

A review of Sanborn Fire Insurance Maps dated 1890 to 1971 identifies the site as a domestic row house in 1901, 1915, 1928 and 1953.

### SITE RECONNAISSANCE:

Site was not surveyed.

### CONCLUSIONS:

The site is approximately 50 feet from Alternative 3 – Option C; within 900 feet of Alternatives #3A and #3B, to the northwest; and over 3300, 3400 and 3500 feet from Alternatives #2, #11B and #11A, respectively. There is a high potential that documented contamination may impact Alternative 3 – Option C and a medium potential of impacts to #3A and #3B.

### SITE PHOTOGRAPH:

<b>SITE IDENTIFICATION #</b> BP-081	<b>STREET ADDRESS</b> 1827 North Fulton Avenue	<b>PRIORITY RANKING</b> Alternative 2: None Alternative 3A: Low Alternative 3B: Low Alternative 3C: Low Alternative 11A: None Alternative 11B: None
<b>PROPERTY NAME</b> People's Valet Service, Inc.	<b>OWNER / OPERATOR</b> Otis Knight	
<b>PROPERTY USE</b> Cell phone store	<b>STRUCTURE(S)</b> Three-story building	
<b>REGULATORY DOCUMENT NUMBERS:</b>		

## SUSPECTED CONTAMINATION TYPE/SOURCE:

The site previously served as a possible clothing/dry-cleaning facility. Given the general nature of dry-cleaning fluid use and historical hazardous material storage and handling risk for the industry, there is a potential for hazardous material concerns in the form of soil and/or groundwater contamination.

## SITE HISTORY:

The site is identified in a listing by Environmental Data Resources (EDR) of historical dry cleaner facilities with two listings: People's Cleaners in 1958 and People's Valet Service, Inc. in 1964.

A review of Sanborn Fire Insurance Maps dated 1890 to 1971 identifies the site as an unidentified store in 1901 and a cleaners with a boiler on 1950 and 1971.

## SITE RECONNAISSANCE:

The site is a three-story building with a trash dumpster outside the property boundary on North Fulton Avenue.

## CONCLUSIONS:

The site is less than 250 feet from Alternative 3 – Option C; 350 feet from Alternatives #3A and #3B; 2600 feet from Alternative #2; and 2800 to 2900 feet from Alternatives #11B and #11A. There is a low potential that residual contamination may impact Alternatives #3A, #3B and #3C.

## SITE PHOTOGRAPH:



View of building taken from North Fulton Avenue facing east.

<b>SITE IDENTIFICATION #</b> BP-082	<b>STREET ADDRESS</b> 1740 West North Avenue	<b>PRIORITY RANKING</b> Alternative 2: None Alternative 3A: None Alternative 3B: None Alternative 3C: Low Alternative 11A: None Alternative 11B: None
<b>PROPERTY NAME</b> Orange Cleaners	<b>OWNER / OPERATOR</b>	
<b>PROPERTY USE</b> Carpet company	<b>STRUCTURE(S)</b>	
<b>REGULATORY DOCUMENT NUMBERS:</b>		

**SUSPECTED CONTAMINATION TYPE/SOURCE:**

The site has served as a historical dry cleaners. Given the general nature of dry cleaning fluid use, there is a potential for hazardous material concerns in the form of soil and/or groundwater contamination.

**SITE HISTORY:**

The site is identified in a listing by Environmental Data Resources (EDR) of historical dry cleaner facilities with listings for Orange Cleaners in 1964 and WCW Cleaners in 2001.

The facility was not shown in the Sanborn Fire Insurance Maps provided by EDR for this project.

**SITE RECONNAISSANCE:**

The site is a two-story brick and concrete block building that houses V&W Carpet Sales and Installation. The site has no rear access.

**CONCLUSIONS:**

The site is less than 100 feet south of the portal cut and track centerlines of Alternative 3 – Option C.

There is low potential that historic contamination will impact construction of Alternative 3 – Option C.

**SITE PHOTOGRAPH:**


View of site main entrance from across North Avenue, facing north.



## B&P TUNNEL PRELIMINARY SCREENING ASSESSMENT

<b>SITE IDENTIFICATION #</b> BP-083	<b>STREET ADDRESS</b> 3100 Swann Drive	<b>PRIORITY RANKING</b> Alternative 2: None Alternative 3A: None Alternative 3B: None Alternative 3C: Low Alternative 11A: None Alternative 11B: None
<b>PROPERTY NAME</b> Druid Hill Park Conservatory	<b>OWNER / OPERATOR</b>	
<b>PROPERTY USE</b>	<b>STRUCTURE(S)</b>	
<b>REGULATORY DOCUMENT NUMBERS:</b>		

### **SUSPECTED CONTAMINATION TYPE/SOURCE:**

The address has a history of contamination with unknown impact.

### **SITE HISTORY:**

The site is identified in a listing by Environmental Data Resources (EDR) of historical leaking Underground Storage Tanks (LUSTs) closed with no active remediation.

The site is identified in a listing of cases monitored by Maryland Department of the Environment (MDE)'s Oil Control Program (OCP) (OCP) for one case in September 2002, closed in April 2003, with release and cleanup; one case opened in July 1989 and closed in August 1998, with release and cleanup.

The facility was not shown in the Sanborn Fire Insurance Maps provided by EDR for this project.

### **SITE RECONNAISSANCE:**

Site was not surveyed – outside the 500-foot buffer area and evaluated as a low priority site.

### **CONCLUSIONS:**

The site is 500 feet north of the portal cut and track centerlines of Alternative 3 – Option C.

There is low potential that historic contamination will impact construction of Alternative 3 – Option C.

### **SITE PHOTOGRAPH:**



<b>SITE IDENTIFICATION #</b> BP-084	<b>STREET ADDRESS</b> 2214 Fulton Avenue	<b>PRIORITY RANKING</b> Alternative 2: None Alternative 3A: None Alternative 3B: None Alternative 3C: Low Alternative 11A: None Alternative 11B: None
<b>PROPERTY NAME</b> Eurco One Hour Cleaners	<b>OWNER / OPERATOR</b> James Lee	
<b>PROPERTY USE</b> Cleaners	<b>STRUCTURE(S)</b>	
<b>REGULATORY DOCUMENT NUMBERS:</b>		

## SUSPECTED CONTAMINATION TYPE/SOURCE:

The site has served as a historical dry cleaners. Given the general nature of dry cleaning fluid use, there is a potential for hazardous material concerns in the form of soil and/or groundwater contamination.

## SITE HISTORY:

The site is identified in a listing by Environmental Data Resources (EDR) of historical dry cleaner facilities with listings for Eurco One Hour Cleaners in 2001, 2008, 2010, 2011 and 2012.

The site is identified in listings of Resource Conservation and Recovery Act (RCRA)-Conditionally Exempt Small Quantity Generator (CESQG) for tetrachloroethylene and 1,3-pentadiene(I) or 1-methylbutadiene (I), with no recorded violations.

The facility was not shown in the Sanborn Fire Insurance Maps provided by EDR for this project.

## SITE RECONNAISSANCE:

The site is a two-story brick building used as a one-hour cleaners. During site reconnaissance, there was a small dumpster on the side of the building.

## CONCLUSIONS:

The site is 150 feet northwest of the proposed egress area and 600 feet northwest of Alternative 3 – Option C.

There is low potential that historic contamination will impact construction of Alternative 3 – Option C.

## SITE PHOTOGRAPH:



View of site front entrance, facing northwest.

<b>SITE IDENTIFICATION #</b> BP-085	<b>STREET ADDRESS</b> 2632 Pennsylvania Avenue	<b>PRIORITY RANKING</b> Alternative 2: None Alternative 3A: None Alternative 3B: None Alternative 3C: Medium Alternative 11A: None Alternative 11B: None
<b>PROPERTY NAME</b> Penn Square	<b>OWNER / OPERATOR</b> Penn North Partners LLLP	
<b>PROPERTY USE</b> Penn Square	<b>STRUCTURE(S)</b>	
<b>REGULATORY DOCUMENT NUMBERS:</b>		

## SUSPECTED CONTAMINATION TYPE/SOURCE:

The site is a historical dry cleaners. Given the general nature of dry cleaning fluid use, there is a potential for hazardous material concerns in the form of soil and/or groundwater contamination.

## SITE HISTORY:

The site was not identified in the Environmental Data Resources (EDR) review.

A review of Sanborn Fire Insurance Maps dated 1890 to 1971 shows the site as a dry cleaning facility in 1928, 1950 and 1953.

## SITE RECONNAISSANCE:

The site is an under construction as part of Penn Square. During site reconnaissance, there were two dumpsters in an adjacent lot.

## CONCLUSIONS:

The south portion of the site overlaps the portal cut and track centerlines of Alternative 3 – Option C.

There is medium potential that historic contamination will impact construction of Alternative 3 – Option C.

## SITE PHOTOGRAPH:



View of rear of construction site, facing south.

<b>SITE IDENTIFICATION #</b> BP-086	<b>STREET ADDRESS</b> 1655 Old Lane	<b>PRIORITY RANKING</b> Alternative 2: None Alternative 3A: Medium Alternative 3B: Medium Alternative 3C: Medium Alternative 11A: None Alternative 11B: None
<b>PROPERTY NAME</b> American Oil Company, Penn Square II	<b>OWNER / OPERATOR</b> Penn Square II Limited	
<b>PROPERTY USE</b> Oil company	<b>STRUCTURE(S)</b> Two-story building	
<b>REGULATORY DOCUMENT NUMBERS:</b>		

## SUSPECTED CONTAMINATION TYPE/SOURCE:

The site was previously an auto service facility. Given the general nature of automotive fluid use and historical hazardous material storage and handling risk for the industry, there is a potential for hazardous material concerns in the form of soil and/or groundwater contamination.

The facility has operated with oil storage on-site. Given the documented release, there is a potential for hazardous material concerns in the form of soil and/or groundwater contamination.

## SITE HISTORY:

The site is identified in a listing by Environmental Data Resources (EDR) of historical auto service facilities with two listings: American Oil service station in 1925 and William J. Tickner & Sons automotive garage in 1930.

A review of Sanborn Fire Insurance Maps dated 1890 to 1971 identifies the site as an open area with no structures in 1901; Tickner's Garage with repair shop and two gasoline Underground Storage Tanks (USTs) in 1915; same garage with an auto painting shop in 1928; and as the Federal Funeral Supply Company and Maryland Metal Casket Company, with a garage, warehouse and offices, in 1953.

The site is identified in a listing of USTs monitored by Maryland Department of the Environment (MDE) for two gasoline tanks of unknown capacity, both permanently out of use. The site is identified in a listing of cases monitored by MDE's Oil Control Program (OCP) for one oil tank closure case opened in April 2014 and closed in May 2014, with a release and cleanup reported.

## SITE RECONNAISSANCE:

This property is difficult to access due to its location along a very narrow lane. It is a two-story building with approximately 20 parking spaces. Two large bay doors are on the side of the building. During site reconnaissance, there were two rust-colored 55-gallon steel drums adjacent to the building in the parking area and construction trailers were parked on-site.

## CONCLUSIONS:

The site is less than 50 feet south of Alternative 3 – Option C; within 300 feet northwest of Alternatives #3A and #3B; 2700 feet from Alternatives #2 and #11B; and 2900 feet from Alternative 11 – Option A. There is a medium to low potential that documented contamination may impact Alternatives #3A, #3B and #3C.

## SITE PHOTOGRAPH:



View of building taken from narrow lane inside property (parallel to West North Avenue) facing northeast.

<b>SITE IDENTIFICATION #</b> BP-087	<b>STREET ADDRESS</b> 2658 Pennsylvania Avenue	<b>PRIORITY RANKING</b> Alternative 2: None Alternative 3A: None Alternative 3B: None Alternative 3C: Low Alternative 11A: None Alternative 11B: None
<b>PROPERTY NAME</b> Eagle Dyeing & Dry Cleaning Company	<b>OWNER / OPERATOR</b>	
<b>PROPERTY USE</b> Apartment building	<b>STRUCTURE(S)</b>	
<b>REGULATORY DOCUMENT NUMBERS:</b>		

## SUSPECTED CONTAMINATION TYPE/SOURCE:

The site has served as a historical dry cleaners. Given the general nature of dry cleaning fluid use, there is a potential for hazardous material concerns in the form of soil and/or groundwater contamination.

## SITE HISTORY:

The site is identified in a listing by Environmental Data Resources (EDR) of historical dry cleaner facilities with one listing for Eagle Dyeing & Dry Cleaning Company in 1964.

The facility was not shown in the Sanborn Fire Insurance Maps provided by EDR for this project.

## SITE RECONNAISSANCE:

The address no longer exists, but the site is part of the Penn Square development.

## CONCLUSIONS:

The site overlaps the track centerlines of Alternative 3 – Option C.

There is low potential that historic contamination will impact construction of Alternative 3 – Option C.

## SITE PHOTOGRAPH:



View of Penn Square main entrance, facing northwest.



<b>SITE IDENTIFICATION #</b> BP-088	<b>STREET ADDRESS</b> 1704 West North Avenue	<b>PRIORITY RANKING</b> Alternative 2: None Alternative 3A: Low Alternative 3B: Low Alternative 3C: Low Alternative 11A: None Alternative 11B: None
<b>PROPERTY NAME</b> Parham & Spriggs Laundry	<b>OWNER / OPERATOR</b> Herman L Saunders	
<b>PROPERTY USE</b> Undeveloped space	<b>STRUCTURE(S)</b> None	
<b>REGULATORY DOCUMENT NUMBERS:</b>		

## SUSPECTED CONTAMINATION TYPE/SOURCE:

The site was previously a possible clothing dry-cleaning facility. Given the general nature of dry-cleaning fluid use and historical hazardous material storage and handling risk for the industry, there is a potential for hazardous-material concerns in the form of soil and/or groundwater contamination.

## SITE HISTORY:

The site is identified in a listing by Environmental Data Resources (EDR) of historical dry cleaner facilities with three listings: Sunshine Laundry in 1930, Lee Geo in 1958 and Parham & Spriggs Laundry in 1964.

A review of Sanborn Fire Insurance Maps dated 1890 to 1971 shows the site as an unidentified store in 1901, 1915, 1928 and 1953.

## SITE RECONNAISSANCE:

The property address was an open lot with trash littered on the pavement and along the main road (West North Avenue). There were two trash bags on the pavement outside 1700 West North Avenue.

## CONCLUSIONS:

The site is less than 300 feet from Alternatives #3A, #3B and #3C; over 2700, 2800 and 2900 feet from Alternatives #2, #11B and #11A, respectfully. There is a low potential that residual contamination may impact Alternatives #3A, #3B and #3C.

## SITE PHOTOGRAPH:



View of undeveloped area taken from West North Avenue facing north.



## B&P TUNNEL PRELIMINARY SCREENING ASSESSMENT

<b>SITE IDENTIFICATION #</b> BP-089	<b>STREET ADDRESS</b> 1568 Clifton Avenue	<b>PRIORITY RANKING</b> Alternative 2: None Alternative 3A: Low Alternative 3B: Low Alternative 3C: Medium Alternative 11A: None Alternative 11B: None
<b>PROPERTY NAME</b> F. A. Taylor	<b>OWNER / OPERATOR</b> Xiyan Li	
<b>PROPERTY USE</b> Automotive garage	<b>STRUCTURE(S)</b> Single-story building	
<b>REGULATORY DOCUMENT NUMBERS:</b>		

### SUSPECTED CONTAMINATION TYPE/SOURCE:

The facility has operated with oil storage on-site. Given the documented release, there is a potential for hazardous material concerns in the form of soil and/or groundwater contamination.

### SITE HISTORY:

The site is identified in a listing of cases monitored by Maryland Department of the Environment (MDE)'s Oil Control Program (OCP) for a case in April 2003 of a tank closure that was closed in October 2004, with a record of release, but no cleanup. The site is identified in listings of Underground Storage Tanks (USTs) and historic USTs monitored by Maryland Department of the Environment (MDE) for two to four gasoline and diesel fuel tanks, with capacity from 1000 gallons to 3000 gallons.

The facility was not shown in the Sanborn Fire Insurance Maps provided by Environmental Data Resources (EDR) for this project.

### SITE RECONNAISSANCE:

Site was not surveyed – outside the 500-foot buffer area and not a high priority.

### CONCLUSIONS:

The site is less than 50 feet from the proposed egress area and 200 feet from the portal cut and track centerlines of Alternative 3 – Option C; over 1000 feet northwest of Alternatives #3A and #3B; over 3500 feet from Alternatives #2 and #11B and 3600 feet from Alternative 11 – Option A. There is a medium potential that contamination may impact Alternative 3 – Option C and a low potential of impacts to Alternatives #3A and #3B.

### SITE PHOTOGRAPH:

<b>SITE IDENTIFICATION #</b> BP-090	<b>STREET ADDRESS</b> 1114 North Mount Street	<b>PRIORITY RANKING</b> Alternative 2: Medium Alternative 3A: None Alternative 3B: None Alternative 3C: None Alternative 11A: Medium Alternative 11B: Medium
<b>PROPERTY NAME</b> Sandtown Winchester Community Center, Urban Services Agency	<b>OWNER / OPERATOR</b> City of Baltimore	
<b>PROPERTY USE</b> Homeless shelter	<b>STRUCTURE(S)</b> Four-story building	
<b>REGULATORY DOCUMENT NUMBERS:</b> Maryland Department of the Environment (MDE) Tank Registration #18214		

## SUSPECTED CONTAMINATION TYPE/SOURCE:

The address has two large active heating oil Underground Storage Tanks (USTs), with an open case of unknown impact.

## REGULATORY HISTORY:

The site is identified in a listing of cases monitored by Maryland Department of the Environment (MDE)'s Oil Control Program (OCP) for one open case in May 2014, with no record of release or cleanup. The site is identified in listings of USTs and historic USTs monitored by MDE. There are two bare steel heating oil tanks, 20,000-gallon and 10,000-gallon, recorded as installed March 1, 1965 and currently in use.

A review of Sanborn Fire Insurance Maps dated 1890 to 1982 identifies the site as the Maryland Homeopathic Hospital and Southern Homeopathic College from 1901 to 1914, the Coppin Normal School from 1950 to 1974, and a public institution in 1982.

## SITE RECONNAISSANCE:

The site is a four-story brick building used as a homeless shelter for women and children. North Mount Street separates the property from residential townhouses. A playground is located west of the building within the perimeter of the property. During the site visit, construction activities were on-going behind the building. Two electrical transformers were observed on the site. There were trash bags in front of the townhouses across the property.

## CONCLUSIONS:

The site is within 400 feet to the west of the west end of Alternative #2; over 1000 feet east of Alternatives #3A and #3B; approximately 1500 feet from Alternative 3 – Option C; and upgradient and within 500 feet of Alternatives #11A and #11B. The site is considered a medium priority for potential hazardous material impact to both Alternatives #2 and #11A and #11B, due to the upgradient location and number of historical onsite USTs, with at least two large, active and aged USTs providing a potential source for contamination.

## SITE PHOTOGRAPH:



View of building from North Mount Street facing west.

<b>SITE IDENTIFICATION #</b> BP-091	<b>STREET ADDRESS</b> 1034 North Mount Street	<b>PRIORITY RANKING</b> Alternative 2: High Alternative 3A: None Alternative 3B: None Alternative 3C: None Alternative 11A: High Alternative 11B: High
<b>PROPERTY NAME</b> Western District Police Station	<b>OWNER / OPERATOR</b> City of Baltimore	
<b>PROPERTY USE</b> Baltimore Police Department Western District	<b>STRUCTURE(S)</b> Two-story building	
<b>REGULATORY DOCUMENT NUMBERS:</b>		

## SUSPECTED CONTAMINATION TYPE/SOURCE:

The address has a petroleum-related release of unknown impact.

## REGULATORY HISTORY:

The site is identified in a listing of cases monitored by Maryland Department of the Environment (MDE)'s Oil Control Program (OCP) for two cases: July 1990, closed in October 1994, with no record of release or cleanup; and a tank closure in June 1999, closed in November 1999, with a record of release and cleanup. The site is identified in listings of Underground Storage Tanks (USTs) and historic USTs monitored by MDE. Tanks include a 2000-gallon steel diesel fuel tank removed in 1993; a 2000-gallon (or 2500-gallon) steel gasoline tank listed as permanently out of use; and a 2000-gallon fiberglass diesel fuel tank, in use since 1988.

The facility was not shown in the Sanborn Fire Insurance Maps provided by Environmental Data Resources (EDR) for this project.

## SITE RECONNAISSANCE:

This site is the Baltimore Police Station for the Western District. During site reconnaissance, the parking lot contained many police cars. There are residential townhouses across North Mount Street.

## CONCLUSIONS:

The site is within 600 feet, southwest and upgradient, of Alternative #2; Alternatives #11A and #11B run within 200 feet southeast the site; Alternatives #3A and #3B are over 1000 feet from the site; Alternative 3 – Option C is almost 1500 feet from the site. This site is considered a high priority for potential hazardous material impacts to Alternatives #2, #11A and #11B from a known petroleum release that could migrate offsite.

## SITE PHOTOGRAPH:



View of the site from North Mount Street facing west.





## B&P TUNNEL PRELIMINARY SCREENING ASSESSMENT

<b>SITE IDENTIFICATION #</b> BP-092	<b>STREET ADDRESS</b> 2634 Pennsylvania Avenue	<b>PRIORITY RANKING</b> Alternative 2: None Alternative 3A: None Alternative 3B: None Alternative 3C: Low Alternative 11A: None Alternative 11B: None
<b>PROPERTY NAME</b> Christy Motor Company	<b>OWNER / OPERATOR</b>	
<b>PROPERTY USE</b> Apartment building	<b>STRUCTURE(S)</b>	
<b>REGULATORY DOCUMENT NUMBERS:</b>		

### SUSPECTED CONTAMINATION TYPE/SOURCE:

The site has served as a historical automobile station. Given the general nature of automotive fluid use, there is a potential for hazardous material concerns in the form of soil and/or groundwater contamination.

### SITE HISTORY:

The site is identified in a listing by Environmental Data Resources (EDR) of historical automotive stations with two listing for Christy Motor Company in 1958 and 1964.

The facility was not shown in the Sanborn Fire Insurance Maps provided by EDR for this project.

### SITE RECONNAISSANCE:

The site is an apartment building in the Penn Square development. It is located across from a large construction site.

### CONCLUSIONS:

The site is less than 50 feet south of the portal cut and track centerlines of Alternative 3 – Option C.

There is low potential that historic contamination will impact construction of Alternative 3 – Option C.

### SITE PHOTOGRAPH:



View of address' main entrance, facing west.



## B&P TUNNEL PRELIMINARY SCREENING ASSESSMENT

<b>SITE IDENTIFICATION #</b> BP-093	<b>STREET ADDRESS</b> 2600 Madison Avenue	<b>PRIORITY RANKING</b> Alternative 2: None Alternative 3A: Low Alternative 3B: Low Alternative 3C: Low Alternative 11A: None Alternative 11B: None
<b>PROPERTY NAME</b> Druid Hill Park	<b>OWNER / OPERATOR</b> City of Baltimore	
<b>PROPERTY USE</b> Park	<b>STRUCTURE(S)</b> None	
<b>REGULATORY DOCUMENT NUMBERS:</b>		

### SUSPECTED CONTAMINATION TYPE/SOURCE:

The address has a history of petroleum storage of unknown impact.

### SITE HISTORY:

The site is identified in listings of Resource Conservation and Recovery Act (RCRA)-Small Quantity Generator (SQG) for ignitable hazardous wastes. The site had no recorded violations. The site is identified in the Maryland Department of the Environment (MDE) listing of regulated ASTs for a 4000-gallon tank of diesel fuel, a 4000-gallon tank of gasoline, two 1000-gallon tanks and a 600-gallon tank of heating oil. The site is identified in a listing of four closed cases monitored by Maryland Department of the Environment (MDE)'s Oil Control Program (OCP): One motor oil tank closure in 1996 with unreported release or cleanup and for three heating oil tanks closures in 2007 without release.

Details of structures within Druid Hill Park were not shown in the Sanborn Fire Insurance Maps provided by Environmental Data Resources (EDR) for this project.

### SITE RECONNAISSANCE:

Site was not surveyed – outside the 500-foot buffer area and not a high priority.

### CONCLUSIONS:

The site is approximately 450 feet north of Alternative 3 – Option C; 1200 feet north and upgradient of Alternatives #3A and #3B; 2000 feet from Alternative 11 – Option B; 2200 feet from Alternative 11 – Option A; and over 3000 feet from Alternative #2. There is a low potential that residual contamination may impact Alternatives #3A, #3B and #3C.

### SITE PHOTOGRAPH:

<b>SITE IDENTIFICATION #</b> BP-094	<b>STREET ADDRESS</b> 930 North Mount Street	<b>PRIORITY RANKING</b> Alternative 2: None Alternative 3A: None Alternative 3B: None Alternative 3C: None Alternative 11A: Low Alternative 11B: Low
<b>PROPERTY NAME</b> Grove Courtney Laundromat	<b>OWNER / OPERATOR</b> Mount Street Holdings, LLC	
<b>PROPERTY USE</b> Abandoned building	<b>STRUCTURE(S)</b> Three-story building	
<b>REGULATORY DOCUMENT NUMBERS:</b>		

## SUSPECTED CONTAMINATION TYPE/SOURCE:

The site was previously a potential dry cleaner site. Given the general nature of dry cleaning fluid use and historical hazardous material storage and handling risk for the industry, there is a potential for hazardous material concerns in the form of soil and/or groundwater contamination.

## SITE HISTORY:

The site is identified in a listing by Environmental Data Resources (EDR) of historical cleaners with one listing for Grove Courtney Laundromat, self-serve laundry, in 1964.

The facility was not shown in the Sanborn Fire Insurance Maps provided by EDR for this project.

## SITE RECONNAISSANCE:

The site is a three-story abandoned brick building with an entrance at the intersection of North Mount Street and Mosher Street. There was an "OPEN" sign at the entrance, but the windows were covered and main door appeared closed. There were two up-turned dumpsters, with household waste, directly outside 924 North Mount Street.

## CONCLUSIONS:

Alternative 11 – Option B overlaps the southeast corner of the site; less than 100 feet from Alternative 11 – Option A; 1400 feet from Alternative 3 – Option B; less than 1600 feet from Alternative 3 – Option A; less than 1800 feet from Alternative 3 – Option C; and less than 1000 feet from Alternative #2. There is a slight potential that residual contamination may impact Alternatives #11A and #11B.

## SITE PHOTOGRAPH:



View of building from intersection of North Mount Street and Mosher Street, facing southwest.



## B&P TUNNEL PRELIMINARY SCREENING ASSESSMENT

<b>SITE IDENTIFICATION #</b> BP-095	<b>STREET ADDRESS</b> 2632 Pennsylvania Avenue (2614 to 2626 Pennsylvania Avenue)	<b>PRIORITY RANKING</b> Alternative 2: None Alternative 3A: High Alternative 3B: High Alternative 3C: High Alternative 11A: None Alternative 11B: None
<b>PROPERTY NAME</b> Penn Square Property	<b>OWNER / OPERATOR</b> Penn Square Housing Project	
<b>PROPERTY USE</b> Construction site	<b>STRUCTURE(S)</b>	
<b>REGULATORY DOCUMENT NUMBERS:</b>		

### **SUSPECTED CONTAMINATION TYPE/SOURCE:**

The property has documented soil and groundwater contamination by hazardous metals, benzene, MTBE and petroleum products.

### **SITE HISTORY:**

The eastern portion of the property was developed prior to 1890 as a slaughterhouse and meat-processing facility. A dyeing and cleaning facility and an auto repair shop both operated on the property from 1928 until at least 1982. A tin shop was present on the property from 1953 until 1975. Two gasoline Underground Storage Tanks (USTs) have been associated with the auto garage and one gasoline UST has been associated with the cleaning and dyeing company. The northern portion of the property along Clifton Avenue has historically been residential, with commercial businesses. With the exception of some residences, a carpenter shop and a machine shop, the western portion of the property along Clifton Avenue remained largely undeveloped until the 1970s when the Department of Education occupied the western portion of the property, associated with gasoline pumps and machine shop.

In September 2007, a Phase II ESA was conducted that identified metals (arsenic, chromium, lead and mercury) in soil, and benzene and MTBE in groundwater. A geophysical investigation on the property found DRO in the soil. In November 2009, an environmental investigation confirmed semi-volatile organic compounds (SVOCs) and metals in the soil.

An application for the property was submitted to the Voluntary Cleanup Program (VCP), including the eastern portion of the property, in March 2013. The application was accepted in May 2013 and a Response Action Plan was approved in August 2013.

The site is identified in a listing of USTs monitored by Maryland Department of the Environment (MDE) with nine USTs, all permanently out of use: 3000-gallon tank, 500-gallon tank and a 300-gallon tank of heating oil; 1000-gallon tank and 550-gallon tank of unknown products; and a 600-gallon tank, 210-gallon tank and three 150-gallon tanks of gasoline. The site is identified in a listing of cases monitored by MDE's Oil Control Program (OCP) for two cases: Tank closure in May 2010 with release and cleanup that was closed in August 2010; and a tank closure in March 1991 with release and cleanup, closed in August 1998.

A review of Sanborn Fire Insurance Maps dated 1890 to 1971 shows the site as having multiple commercial properties. In the 1915 and 1901 maps, the site contains slaughterhouses. In the 1928 map, it contains the Eagle Dry Cleaning & Dyeing Company dry-cleaning facility, auto repair garage, a fuel station with several noted tanks and slaughterhouses. In the 1953 map, it contains the dry-cleaning facility, an auto repair garage, several slaughterhouses, a carpentry shop and apartments.

### **SITE RECONNAISSANCE:**

A new residential building has been built on a portion of the property. Active construction is on-going with construction equipment and site-workers building new concrete foundations for an additional building. The property was difficult to access due to construction fencing, which had 'Property of SONCO' signs.



**CONCLUSIONS:**

The site is less than 100 feet south of Alternative 3 – Option C; within 500 feet northwest of Alternatives #3A and #3B; 2800 feet from Alternative 11 – Option B; and 3000 feet from Alternatives #2 and #11A. There is a high potential that documented contamination at the site may impact Alternatives #3A, #3B and #3C.

**SITE PHOTOGRAPH:**

View of the construction site taken from Pennsylvania Avenue facing northeast.



## B&P TUNNEL PRELIMINARY SCREENING ASSESSMENT

<b>SITE IDENTIFICATION #</b> BP-096	<b>STREET ADDRESS</b> 2249 North Fulton Avenue	<b>PRIORITY RANKING</b> Alternative 2: None Alternative 3A: None Alternative 3B: None Alternative 3C: Low Alternative 11A: None Alternative 11B: None
<b>PROPERTY NAME</b> Hop Lee	<b>OWNER / OPERATOR</b>	
<b>PROPERTY USE</b> Dry cleaners	<b>STRUCTURE(S)</b> Brick building	
<b>REGULATORY DOCUMENT NUMBERS:</b>		

### **SUSPECTED CONTAMINATION TYPE/SOURCE:**

The site has served as a historical dry cleaners. Given the general nature of dry cleaning fluid use, there is a potential for hazardous material concerns in the form of soil and/or groundwater contamination.

### **SITE HISTORY:**

The site is identified in a listing by Environmental Data Resources (EDR) of historical dry cleaner facilities with listings for Hop Lee in 1925 and 1930 and J & D Cleaners in 1964.

The facility was not shown in the Sanborn Fire Insurance Maps provided by EDR for this project.

### **SITE RECONNAISSANCE:**

The site was not surveyed.

### **CONCLUSIONS:**

The southeast portion of the site overlaps the proposed egress area and is less than 250 feet northwest of Alternative 3 – Option C.

There is low potential that historic contamination will impact construction of Alternative 3 – Option C.

### **SITE PHOTOGRAPH:**

<b>SITE IDENTIFICATION #</b> BP-097	<b>STREET ADDRESS</b> 2608 Pennsylvania Avenue	<b>PRIORITY RANKING</b> Alternative 2: None Alternative 3A: Low Alternative 3B: Low Alternative 3C: Low Alternative 11A: None Alternative 11B: None
<b>PROPERTY NAME</b> Mel & Logan Auto	<b>OWNER / OPERATOR</b> National Auto Repair	
<b>PROPERTY USE</b> Auto service shop (Same property parcel as BP-100)	<b>STRUCTURE(S)</b> Two-story building	
<b>REGULATORY DOCUMENT NUMBERS:</b>		

**SUSPECTED CONTAMINATION TYPE/SOURCE:**

The site was previously an auto service facility. Given the general nature of automotive fluid use and historical hazardous material storage and handling risk for the industry, there is a potential for hazardous material concerns in the form of soil and/or groundwater contamination.

**SITE HISTORY:**

The site is identified in a listing by Environmental Data Resources (EDR) of historical auto services facilities with nine listings for Mel & Logan Auto in 1999, 2000, 2001, 2002, 2003, 2006, 2007 and 2008, and C&J Automotive in 2004.

A review of Sanborn Fire Insurance Maps dated 1890 to 1971 identifies the site as: A residential structure in 1901 and 1915; residence and a gas station with tanks in 1928; and a property without structures except for the noted tanks in 1953.

**SITE RECONNAISSANCE:**

The site is an auto service repair shop for oil change, brakes, flat tires, etc. A pile of old tires were stacked on-site. The office and auto service area is a two-story brick building. The parking lot inside the property was uneven with cracks.

**CONCLUSIONS:**

The site is less than 200 feet south of Alternative 3 – Option C; 500 feet northwest of Alternatives #3A and #3B; just under 3000 feet from Alternatives #2 and #11B; and just over 3000 feet from Alternative 11 – Option A. There is a low potential that residual contamination may impact Alternatives #3A, #3B and #3C.

**SITE PHOTOGRAPH:**


Auto service repair shop taken from Pennsylvania Avenue facing southwest.



## B&P TUNNEL PRELIMINARY SCREENING ASSESSMENT

<b>SITE IDENTIFICATION #</b> BP-098	<b>STREET ADDRESS</b> 1601 Vincent Court	<b>PRIORITY RANKING</b> Alternative 2: Low Alternative 3A: Low Alternative 3B: Low Alternative 3C: None Alternative 11A: Low Alternative 11B: Low
<b>PROPERTY NAME</b> Gilmore Homes	<b>OWNER / OPERATOR</b> Baltimore Housing Authority	
<b>PROPERTY USE</b> Residence	<b>STRUCTURE(S)</b>	
<b>REGULATORY DOCUMENT NUMBERS:</b>		

### **SUSPECTED CONTAMINATION TYPE/SOURCE:**

The site is a public residence. There is a potential for hazardous material concerns in the form of soil and/or groundwater contamination due to a petroleum release.

### **SITE HISTORY:**

The site is identified in a listing of cases monitored by Maryland Department of the Environment (MDE)'s Oil Control Program (OCP) for a case in December 1997. The case was closed in June 1998, with a record of a release and cleanup. The site is identified in a listing of Underground Storage Tanks (USTs) monitored by MDE for two heating oil tanks currently in use.

The facility was not shown in the Sanborn Fire Insurance Maps provided by Environmental Data Resources (EDR) for this project.

### **SITE RECONNAISSANCE:**

Site was not surveyed – outside the 500-foot buffer area and not a high priority.

### **CONCLUSIONS:**

The site is approximately 1300 feet northwest and upgradient of the west end of Alternative #2; 1600 feet northwest and upgradient of Alternatives #11A and #11B; and between 500 and 700 feet southeast and downgradient of Alternatives #3A and #3B and less than 1300 feet from Alternative 3 – Option C. There is a low potential that residual amounts of contamination may impact Alternatives #2, #3A, #3B, #11A and #11B.

### **SITE PHOTOGRAPH:**



<b>SITE IDENTIFICATION #</b> BP-099	<b>STREET ADDRESS</b> 2639 Pennsylvania Avenue	<b>PRIORITY RANKING</b> Alternative 2: None Alternative 3A: Medium Alternative 3B: Medium Alternative 3C: Medium Alternative 11A: None Alternative 11B: None
<b>PROPERTY NAME</b> George G. Ruppertsberger & Sons, Inc.	<b>OWNER / OPERATOR</b> George G. Ruppertsberger & Sons, Inc.	
<b>PROPERTY USE</b> Wholesale meat distributor	<b>STRUCTURE(S)</b> Three-story brick building	
<b>REGULATORY DOCUMENT NUMBERS:</b>		

## SUSPECTED CONTAMINATION TYPE/SOURCE:

The facility has operated with oil storage on-site. Given the documented release, there is a potential for hazardous material concerns in the form of soil and/or groundwater contamination.

## SITE HISTORY:

The site is identified in listings of Underground Storage Tanks (USTs) and historic USTs monitored by Maryland Department of the Environment (MDE) for a 750-gallon gasoline tank, permanently out of use. The site is identified in a listing of cases monitored by MDE's Oil Control Program (OCP) for one tank closure case opened in December 1994 and closed in October 1997, with a release and no cleanup reported.

A review of Sanborn Fire Insurance Maps dated 1890 to 1971 identifies the site as a poultry operations facility in 1901, 1915, 1928, 1950 and 1953.

## SITE RECONNAISSANCE:

A three-story reconditioned brick building currently occupied by George G. Ruppertsberger & Sons, Inc., wholesale beef-veal-lamb retail. The second floor of the building has a sophisticated HVAC unit which may be associated with a meat freezer.

## CONCLUSIONS:

The northern portion of the site overlaps the track centerlines of Alternative 3 – Option C; approximately 600 feet northwest of Alternatives #3A and #3B; 3000 feet from Alternatives #2 and #11B; and 3200 feet from Alternative 11 – Option A. There is a medium potential that documented contamination may impact Alternatives #3A, #3B and #3C.

## SITE PHOTOGRAPH:



View of building taken from Pennsylvania Avenue facing northeast.

<b>SITE IDENTIFICATION #</b> BP-100	<b>STREET ADDRESS</b> 2600 Pennsylvania Avenue	<b>PRIORITY RANKING</b> Alternative 2: None Alternative 3A: Low Alternative 3B: Low Alternative 3C: Low Alternative 11A: None Alternative 11B: None
<b>PROPERTY NAME</b> National Auto Repair	<b>OWNER / OPERATOR</b> National Auto Repair	
<b>PROPERTY USE</b> Auto repair (same property parcel as BP-097)	<b>STRUCTURE(S)</b> Two-story building	
<b>REGULATORY DOCUMENT NUMBERS:</b>		

**SUSPECTED CONTAMINATION TYPE/SOURCE:**

The site was previously an auto service facility. Given the general nature of automotive fluid use and historical hazardous material storage and handling risk for the industry, there is a potential for hazardous material concerns in the form of soil and/or groundwater contamination.

**SITE HISTORY:**

The site is identified in a listing by Environmental Data Resources (EDR) of historical auto services facilities – three listings for Julie's Garage in 1964 and National Auto Repair in 2011 and 2012.

A review of Sanborn Fire Insurance Maps dated 1890 to 1971 identifies the site as a garage in 1953 and 1928, with no details concerning oil storage; the site is shown as several buildings without description in 1901 and 1915.

**SITE RECONNAISSANCE:**

The site is an auto service repair shop for oil change, brakes, flat tires, etc. A pile of tires were stacked on-site for servicing. The site-office was a two-story building inside property. The parking surface inside the property was uneven with cracks.

**CONCLUSIONS:**

The site is less than 250 feet south of Alternative 3 – Option C; less than 300 feet north of Alternatives #3A and #3B; 2700 feet from Alternative 11 – Option B; 2900 feet from Alternative 11 – Option A; and almost 3000 feet from Alternative #2. There is a low potential that residual contamination may impact Alternatives #3A, #3B and #3C.

**SITE PHOTOGRAPH:**


Auto service repair shop taken from Pennsylvania Avenue facing southwest.



## B&P TUNNEL PRELIMINARY SCREENING ASSESSMENT

<b>SITE IDENTIFICATION #</b> BP-101	<b>STREET ADDRESS</b> 2550 Woodbrook Avenue	<b>PRIORITY RANKING</b> Alternative 2: None Alternative 3A: None Alternative 3B: None Alternative 3C: Low Alternative 11A: None Alternative 11B: None
<b>PROPERTY NAME</b> Whiteley, George S	<b>OWNER / OPERATOR</b>	
<b>PROPERTY USE</b> School bus lot	<b>STRUCTURE(S)</b>	
<b>REGULATORY DOCUMENT NUMBERS:</b>		

### SUSPECTED CONTAMINATION TYPE/SOURCE:

The site has served as a historical automobile station. Given the general nature of automotive fluid use, there is a potential for hazardous material concerns in the form of soil and/or groundwater contamination.

### SITE HISTORY:

The site is identified in a listing by Environmental Data Resources (EDR) of historical automotive stations with listings for Whiteley Geo S in 1930.

The facility was not shown in the Sanborn Fire Insurance Maps provided by EDR for this project.

### SITE RECONNAISSANCE:

The site is a fenced school bus lot for C&T Transportation located at the corner of Woodbrook Avenue and Clifton Avenue. The site contains a two brick building with a transformer on the ground next to one of the buildings.

### CONCLUSIONS:

The site overlaps the track centerlines of Alternative 3 – Option C.

There is low potential that historic contamination will impact construction of Alternative 3 – Option C.

### SITE PHOTOGRAPH:



View of site main entrance, locked, with parked school buses in the background, facing west.



## B&P TUNNEL PRELIMINARY SCREENING ASSESSMENT

<b>SITE IDENTIFICATION #</b> BP-102	<b>STREET ADDRESS</b> 2235 North Fulton Avenue	<b>PRIORITY RANKING</b> Alternative 2: None Alternative 3A: Low Alternative 3B: Low Alternative 3C: Medium Alternative 11A: None Alternative 11B: None
<b>PROPERTY NAME</b> Westside Elementary School	<b>OWNER / OPERATOR</b> City of Baltimore	
<b>PROPERTY USE</b> School	<b>STRUCTURE(S)</b> Three-story building	
<b>REGULATORY DOCUMENT NUMBERS:</b>		

### **SUSPECTED CONTAMINATION TYPE/SOURCE:**

The facility has operated with oil storage on-site. Given the documented release, there is a potential for hazardous material concerns in the form of soil and/or groundwater contamination.

### **SITE HISTORY:**

The site is identified in a listing of cases monitored by Maryland Department of the Environment (MDE)'s Oil Control Program (OCP) for one case in August 1998, with release and cleanup, closed in October 1998.

A review of Sanborn Fire Insurance Maps dated 1890 to 1971 identifies the site as a mix of domestic residences, poultry operations, a church, vacant buildings, and a coal distribution facility in 1901.

### **SITE RECONNAISSANCE:**

Site was not surveyed – outside the 500-foot buffer area and not a high priority.

### **CONCLUSIONS:**

The site is 200 feet from the proposed egress area and less than 250 feet from portal cut and track centerlines of Alternative 3 – Option C; just over 1000 feet northwest of Alternatives #3A and #3B; 3500 feet from Alternative 11 – Option B; 3600 feet from Alternative 11 – Option A; and over 4000 feet from Alternative #2. There is a medium potential that contamination from oil operations may impact Alternative 3 – Option C and low potential impacts to Alternatives #3A and #3B.

### **SITE PHOTOGRAPH:**





## B&P TUNNEL PRELIMINARY SCREENING ASSESSMENT

<b>SITE IDENTIFICATION #</b> BP-103	<b>STREET ADDRESS</b> 1640 Balmor Court	<b>PRIORITY RANKING</b> Alternative 2: Low Alternative 3A: Low Alternative 3B: Low Alternative 3C: None Alternative 11A: Low Alternative 11B: Low
<b>PROPERTY NAME</b> Gilmore Homes	<b>OWNER / OPERATOR</b> Baltimore Housing Authority	
<b>PROPERTY USE</b> Residence	<b>STRUCTURE(S)</b>	
<b>REGULATORY DOCUMENT NUMBERS:</b>		

### SUSPECTED CONTAMINATION TYPE/SOURCE:

The address has a history of petroleum storage of unknown impact.

### SITE HISTORY:

The site is identified in a listing of cases monitored by Maryland Department of the Environment (MDE)'s Oil Control Program (OCP) for one case in March 1983, closed in July 1983, with no record of release or cleanup. The site is identified in a listing of Underground Storage Tanks (USTs) monitored by MDE, for two heating oil tanks – 15,000-gallon, currently in use, and 30,000-gallon, permanently out of use.

The facility was not shown in the Sanborn Fire Insurance Maps provided by Environmental Data Resources (EDR) for this project.

### SITE RECONNAISSANCE:

Site was not surveyed – outside the 500-foot buffer area and not a high priority.

### CONCLUSIONS:

The site is approximately 800 feet north of the west end of Alternative #2; 1000 feet northwest of Alternatives #11A and #11B; approximately 1000 feet southeast of Alternatives #3A and #3B; and over 1600 feet from Alternative 3 – Option C. There is a low potential that the onsite use of large Underground Storage Tanks (USTs) would provide a possible source of contamination that may impact the project Alternatives.

### SITE PHOTOGRAPH:



## B&P TUNNEL PRELIMINARY SCREENING ASSESSMENT

<b>SITE IDENTIFICATION #</b> BP-104	<b>STREET ADDRESS</b> 2542 Pennsylvania Avenue	<b>PRIORITY RANKING</b> Alternative 2: None Alternative 3A: Low Alternative 3B: Low Alternative 3C: Low Alternative 11A: None Alternative 11B: None
<b>PROPERTY NAME</b> Colonial Launderers	<b>OWNER / OPERATOR</b> North and Pennsylvania	
<b>PROPERTY USE</b> Parking lot	<b>STRUCTURE(S)</b> None	
<b>REGULATORY DOCUMENT NUMBERS:</b>		

### SUSPECTED CONTAMINATION TYPE/SOURCE:

The site was previously a possible clothing/dry-cleaning facility. Given the general nature of dry-cleaning fluid use and historical hazardous material storage and handling risk for the industry, there is a potential for hazardous material concerns in the form of soil and/or groundwater contamination.

### SITE HISTORY:

The site is identified in a listing by Environmental Data Resources (EDR) of historical dry cleaner facilities with two listings for Colonial Launderers in 1958 and 1964.

A review of Sanborn Fire Insurance Maps dated 1890 to 1971 shows the site as: A residence in 1901; residence with poultry slaughter structures in 1915 and 1928; and a laundry facility with offices and a boiler in 1953.

### SITE RECONNAISSANCE:

The property address is a large parking lot with three lamp posts. There is no building at the site. There are two pole-mounted transformers at the end of the parking lot.

### CONCLUSIONS:

The site is less than 200 feet northwest of Alternatives #3A and #3B; less than 450 feet south of Alternative 3 – Option C; approximately 2500 feet from Alternative 11 – Option B; and 2800 feet from Alternatives #2 and #11A. There is a low potential that residual contamination may impact Alternatives #3A, #3B and #3C.

### SITE PHOTOGRAPH:



View of parking lot from Pennsylvania Avenue facing southwest.



## B&P TUNNEL PRELIMINARY SCREENING ASSESSMENT

<b>SITE IDENTIFICATION #</b> BP-105	<b>STREET ADDRESS</b> 1600 West Lafayette Avenue	<b>PRIORITY RANKING</b> Alternative 2: None Alternative 3A: None Alternative 3B: None Alternative 3C: None Alternative 11A: Low Alternative 11B: Low
<b>PROPERTY NAME</b> Former dry cleaner	<b>OWNER / OPERATOR</b> Frank Chin	
<b>PROPERTY USE</b> Abandoned building	<b>STRUCTURE(S)</b> Three-story building	
<b>REGULATORY DOCUMENT NUMBERS:</b>		

### **SUSPECTED CONTAMINATION TYPE/SOURCE:**

The site was previously a potential dry cleaner site. Given the general nature of dry cleaning fluid use and historical hazardous material storage and handling risk for the industry, there is a potential for hazardous material concerns in the form of soil and/or groundwater contamination.

### **SITE HISTORY:**

The site is identified in a listing by Environmental Data Resources (EDR) of historical cleaners with one listing for Frank Chin, laundry, in 1925

The facility was not shown in the Sanborn Fire Insurance Maps provided by EDR for this project.

### **SITE RECONNAISSANCE:**

The site is an abandoned three-story red brick building (1600, 1602, 1604 and 1606 are all three-story abandoned buildings). There was a storm water drain observed on-site, outside the building. The property windows are open with no glass.

### **CONCLUSIONS:**

The site is adjacent to Alternative 11 – Option A; just over 100 feet from Alternative 11 – Option B; under 1700 feet from Alternative 3 – Option B; over 2000 feet from the portal cuts and track centerlines of Alternative 3C; 2900 feet from Alternative 3 – Option A; less than 1200 feet from Alternative #2. There is a slight potential that residual contamination may impact Alternatives #11A and #11B.

### **SITE PHOTOGRAPH:**



View of building from West Lafayette Avenue facing north.

<b>SITE IDENTIFICATION #</b> BP-106	<b>STREET ADDRESS</b> 811 North Vincent Street (1606 West Lafayette Avenue)	<b>PRIORITY RANKING</b> Alternative 2: None Alternative 3A: None Alternative 3B: None Alternative 3C: None Alternative 11A: Low Alternative 11B: Low
<b>PROPERTY NAME</b> Good Service Garage	<b>OWNER / OPERATOR</b> Greater Faith Community Church	
<b>PROPERTY USE</b> Open field	<b>STRUCTURE(S)</b> None	
<b>REGULATORY DOCUMENT NUMBERS:</b>		

## SUSPECTED CONTAMINATION TYPE/SOURCE:

The site has operated as an automotive facility. Given the historical hazardous material storage and handling risk for the industry, there is a potential for hazardous material concerns in the form of soil and/or groundwater contamination.

## SITE HISTORY:

The site is identified in a listing by Environmental Data Resources (EDR) of historical auto service stations with one listing for Good Service Garage in 1930.

The facility was not shown in the Sanborn Fire Insurance Maps provided by EDR for this project.

## SITE RECONNAISSANCE:

This property is an open field, right behind Site BP-105, along a narrow lane on North Vincent Street. Debris and trash were littered on the field. During site reconnaissance, a shopping cart, bricks, cans and water filter were seen on the property.

## CONCLUSIONS:

The site is less than 150 feet from Alternative 11 – Option A; less than 250 feet from Alternative 11 – Option B; under 1800 feet from Alternative 3 – Option B; 2000 feet from Alternative 3A; less than 2200 feet from the portal cuts and track centerlines of Alternative 3 – Option C; less than 1300 feet from Alternative #2. There is a slight potential that residual contamination may impact Alternatives #11A and #11B.

## SITE PHOTOGRAPH:



View of field from West Lafayette Avenue facing north.





## B&P TUNNEL PRELIMINARY SCREENING ASSESSMENT

<b>SITE IDENTIFICATION #</b> BP-107	<b>STREET ADDRESS</b> 2634 Flora Street	<b>PRIORITY RANKING</b> Alternative 2: None Alternative 3A: Low Alternative 3B: Low Alternative 3C: Medium Alternative 11A: None Alternative 11B: None
<b>PROPERTY NAME</b> Whitelock Towing	<b>OWNER / OPERATOR</b> Robin Fowlkes	
<b>PROPERTY USE</b> Automotive garage	<b>STRUCTURE(S)</b> One-story stone building	
<b>REGULATORY DOCUMENT NUMBERS:</b>		

### **SUSPECTED CONTAMINATION TYPE/SOURCE:**

The facility has operated with oil storage on-site. Given the documented release, there is a potential for hazardous material concerns in the form of soil and/or groundwater contamination.

### **SITE HISTORY:**

The site is identified in a listing of cases monitored by Maryland Department of the Environment (MDE)'s Oil Control Program (OCP) for one case in November 1998, with release and cleanup, from a dumping incident. The case was closed in March 1999. The site is identified in listings of Resource Conservation and Recovery Act (RCRA)-NonGen for spent non-halogenated solvents. The site had no recorded violations. The site is identified in a listing by Environmental Data Resources (EDR) of historical automotive stations: ABF Auto Body & Frame in 2001 and A&L Automotive in 2005.

A review of Sanborn Fire Insurance Maps dated 1890 to 1971 identifies the site as a series of domestic residences in 1901.

### **SITE RECONNAISSANCE:**

Site was not surveyed – outside the 500-foot buffer area and not a high priority.

### **CONCLUSIONS:**

The site is less than 50 feet from the proposed egress area and 350 feet from portal cut and track centerlines of Alternative 3 – Option C; within 1100 feet northwest of Alternatives #3A and #3B; 3500 feet from Alternative 11 – Option B; 3700 feet from Alternative 11 – Option A; and over 4000 feet from Alternative #2. There is a medium potential that contamination from oil operations may impact Alternative 3 – Option C and low potential impacts to Alternatives #3A and #3B.

### **SITE PHOTOGRAPH:**



## B&P TUNNEL PRELIMINARY SCREENING ASSESSMENT

<b>SITE IDENTIFICATION #</b> BP-108	<b>STREET ADDRESS</b> 2331 North Fulton Avenue	<b>PRIORITY RANKING</b> Alternative 2: None Alternative 3A: Medium Alternative 3B: Medium Alternative 3C: High Alternative 11A: None Alternative 11B: None
<b>PROPERTY NAME</b> Part Terminal Station	<b>OWNER / OPERATOR</b> City of Baltimore	
<b>PROPERTY USE</b>	<b>STRUCTURE(S)</b> Two-story brick building	
<b>REGULATORY DOCUMENT NUMBERS:</b>		

### SUSPECTED CONTAMINATION TYPE/SOURCE:

The facility has operated with oil storage on-site. Given the documented release and groundwater contamination, there is a potential for hazardous material concerns in the form of transport of the groundwater contamination into the Alternative.

### SITE HISTORY:

The site is identified in a listing of cases monitored by Maryland Department of the Environment (MDE)'s Oil Control Program (OCP) for one case in September 1994, with release and cleanup. The case has documented well or groundwater contamination and was closed in August 2002.

A review of Sanborn Fire Insurance Maps dated 1890 to 1971 identifies the site as a collection of domestic residences and a United Railways & Electric Co. garage in 1901, and as a substation in 1915, 1928, 1950 and 1953.

### SITE RECONNAISSANCE:

Site was not surveyed – outside the 500-foot buffer area and evaluated as a low priority site.

### CONCLUSIONS:

The south side of the site overlaps proposed egress area and is less than 250 feet from portal cut and track centerlines of Alternative 3 – Option C; over 1000 feet northwest and upgradient of Alternatives #3A and #3B; 3400 feet from Alternative 11 – Option B; just under 3600 feet from Alternative 11 – Option A; and over 4000 feet from Alternative #2. There is a high potential that contamination from oil operations and documented contamination may impact Alternative 3 – Option C and a medium potential for impacts to Alternatives #3A and #3B.

### SITE PHOTOGRAPH:

<b>SITE IDENTIFICATION #</b> BP-109	<b>STREET ADDRESS</b> 1601 West Lafayette Avenue	<b>PRIORITY RANKING</b> Alternative 2: None Alternative 3A: None Alternative 3B: None Alternative 3C: None Alternative 11A: Low Alternative 11B: Low
<b>PROPERTY NAME</b> Leslie's Towing	<b>OWNER / OPERATOR</b> Leslie A Sharpe	
<b>PROPERTY USE</b> Towing and tire repair shop	<b>STRUCTURE(S)</b> Single-story office building	
<b>REGULATORY DOCUMENT NUMBERS:</b>		

## **SUSPECTED CONTAMINATION TYPE/SOURCE:**

The facility has operated as a long-term gas station with oil storage on-site. Given the general nature of automotive fluid use and historical hazardous material storage and handling risk for the industry, there is a potential for hazardous material concerns in the form of soil and/or groundwater contamination.

## **SITE HISTORY:**

The site is identified in a listing by Environmental Data Resources (EDR) of historical auto service stations with seven listings for Leslie's Auto Repair or Leslie's Auto Servicing in 1999, 2000, 2001, 2008, 2010, 2011 and 2012.

The facility was not shown in the Sanborn Fire Insurance Maps provided by EDR for this project.

## **SITE RECONNAISSANCE:**

Leslie Towing and Tire Repair shop is located at the intersection of West Lafayette and North Gilmor. The site is surrounded by a high fence with a single-story office building at center of property. During site reconnaissance, cars were parked inside and dumpsters were seen adjacent to building.

## **CONCLUSIONS:**

The site is less than 200 feet from Alternative 11 – Option A; less than 300 feet from Alternative 11 – Option B; 1800 feet from Alternative 3 – Option B; less than 2200 feet from Alternative 3 – Option A; approximately 2200 feet from the portal cuts and track centerlines of Alternative 3 – Option C; less than 1300 feet from Alternative #2. There is a low potential that contamination from long-term operations as a gas station may impact Alternatives #11A and #11B.

## **SITE PHOTOGRAPH:**



View of Leslie's Auto Repair from intersection of West Lafayette Avenue and North Gilmor Street facing southwest.

<b>SITE IDENTIFICATION #</b> BP-110	<b>STREET ADDRESS</b> 2565 Pennsylvania Avenue	<b>PRIORITY RANKING</b> Alternative 2: None Alternative 3A: Low Alternative 3B: Low Alternative 3C: Low Alternative 11A: None Alternative 11B: None
<b>PROPERTY NAME</b> Fish Rental Services	<b>OWNER / OPERATOR</b> Penn-North Square, Inc.	
<b>PROPERTY USE</b> Vacant building	<b>STRUCTURE(S)</b> Two-story building	
<b>REGULATORY DOCUMENT NUMBERS:</b>		

## **SUSPECTED CONTAMINATION TYPE/SOURCE:**

The site was a potential dry cleaner. Given the general nature of dry-cleaning fluid use and historical hazardous material storage and handling risk for the industry, there is a potential for hazardous material concerns in the form of soil and/or groundwater contamination.

## **SITE HISTORY:**

The site is identified in a listing of Maryland registered dry cleaners, inactive, with no recorded inspections. The site is identified in listings of Underground Storage Tanks (USTs) and historic USTs (as Linens of the Week) monitored by Maryland Department of the Environment (MDE) for four USTs: Two 3000-gallon gasoline tanks and two 10,000-gallon diesel fuel tanks, all permanently out of use. The site is identified in a listing of cases monitored by MDE's Oil Control Program (OCP) for one case opened in October 1990 and closed in May 1991, with no reported release or cleanup.

A review of Sanborn Fire Insurance Maps dated 1890 to 1971 shows the site with slaughterhouses and residences in 1915; Fish Dry Cleaning facility and auto and truck staging and repair shop in 1928; and the expanded Fish Dry Cleaning facility in 1950, 1953, 1963 and 1971.

## **SITE RECONNAISSANCE:**

The site is a one to two-story brick and frame building that appears abandoned. There is a fence around the property that is broken in places and allows access. Used vehicles with resale signs are parked around the perimeter of the building. Old parking lamps and window air-conditioning units are on the exterior walls of the building. There was a broken motor for an automatic fence-gate in the parking lot of the property.

## **CONCLUSIONS:**

The site is less than 100 feet from Alternatives #3A and Alternative 3 – Option B; overlaps the proposed egress area and is less than 250 feet from Alternative 3 – Option C; and over 2500, 2700 and 2800 feet, respectfully, from Alternatives #11B, #11A and #2. There is a low potential that contamination may impact Alternatives #3A, #3B and #3C.

## **SITE PHOTOGRAPH:**



View of building taken from intersection of Pennsylvania Avenue and Retreat Street facing east.





## B&P TUNNEL PRELIMINARY SCREENING ASSESSMENT

<b>SITE IDENTIFICATION #</b> BP-111	<b>STREET ADDRESS</b> 2565 Francis Street	<b>PRIORITY RANKING</b> Alternative 2: None Alternative 3A: None Alternative 3B: None Alternative 3C: Low Alternative 11A: None Alternative 11B: None
<b>PROPERTY NAME</b> Baltimore City	<b>OWNER / OPERATOR</b>	
<b>PROPERTY USE</b> Residence	<b>STRUCTURE(S)</b>	
<b>REGULATORY DOCUMENT NUMBERS:</b>		

### **SUSPECTED CONTAMINATION TYPE/SOURCE:**

The address has a history of contamination with unknown impact.

### **SITE HISTORY:**

The site is identified in a listing by Environmental Data Resources (EDR) of cases monitored by Maryland Department of the Environment (MDE)'s Oil Control Program (OCP) for one case opened in May 1990 and closed in January 1995 with no reported release and cleanup.

The facility was not shown in the Sanborn Fire Insurance Maps provided by EDR for this project.

### **SITE RECONNAISSANCE:**

The site is one unit in a housing development. The development is surrounded by a brick wall with a "private property" sign on the entrance.

### **CONCLUSIONS:**

The site is approximately 150 feet north of portal cut and track centerlines of Alternative 3 – Option C.

There is low potential that historic contamination will impact construction of Alternative 3 – Option C.

### **SITE PHOTOGRAPH:**



View of apartment complex main entrance, facing southeast.

<b>SITE IDENTIFICATION #</b> BP-112	<b>STREET ADDRESS</b> 2480 Woodbrook Avenue	<b>PRIORITY RANKING</b> Alternative 2: None Alternative 3A: Low Alternative 3B: Low Alternative 3C: Low Alternative 11A: None Alternative 11B: None
<b>PROPERTY NAME</b> Wareheim’s Garage	<b>OWNER / OPERATOR</b> Penn-North Square, Inc.	
<b>PROPERTY USE</b> Auto service (Same property parcel as BP-115)	<b>STRUCTURE(S)</b> Single-story brick garage building	
<b>REGULATORY DOCUMENT NUMBERS:</b>		

**SUSPECTED CONTAMINATION TYPE/SOURCE:**

The site was previously an auto service facility. Given the general nature of automotive fluid use and historical hazardous material storage and handling risk for the industry, there is a potential for hazardous material concerns in the form of soil and/or groundwater contamination.

**SITE HISTORY:**

The site is identified in a listing by Environmental Data Resources (EDR) of historical auto services facilities with three listings for Wareheim's Garage in 1930, 1958 and 1964.

A review of Sanborn Fire Insurance Maps dated 1890 to 1971 identifies the site as a vacant slaughterhouse in 1915, a garage with an adjacent junk yard in 1928, and an automotive repair shop in 1950, 1953, 1963 and 1971.

**SITE RECONNAISSANCE:**

The site consists of a brick building with one large bay garage door. There is old worn signage on the brick building identifying auto service and repair. During site reconnaissance, the site had multiple vehicles parked in an adjacent open lot (BP-115). The entrance for the cars parked on the adjacent property was from Pennsylvania Avenue. There was a pole-mounted transformer behind the garage.

**CONCLUSIONS:**

The site is just over 300 feet north of Alternatives #3A and #3B; approximately 50 feet south of the proposed egress area and over 300 feet south of Alternative 3 – Option C; 2700 feet from Alternative 11 – Option B; 2900 feet from Alternative 11 – Option A; and over 3000 feet from Alternative #2. There is a low potential that residual contamination may impact Alternatives #3A, #3B and #3C.

**SITE PHOTOGRAPH:**


View of building taken from Woodbrook Avenue facing west.

<b>SITE IDENTIFICATION #</b> BP-113	<b>STREET ADDRESS</b> 1511 and 1527 Retreat Street	<b>PRIORITY RANKING</b> Alternative 2: None Alternative 3A: Low Alternative 3B: Low Alternative 3C: Low Alternative 11A: None Alternative 11B: None
<b>PROPERTY NAME</b> Baltimore Transit Company – Retreat Street Repair Shop	<b>OWNER / OPERATOR</b> Lenora Y Williams and Tracie M Morgan	
<b>PROPERTY USE</b> Residential town homes	<b>STRUCTURE(S)</b> Two-story buildings	
<b>REGULATORY DOCUMENT NUMBERS:</b>		

## SUSPECTED CONTAMINATION TYPE/SOURCE:

The site was part of a public rail transportation facility with oil storage. Given the general nature of railway fluid use and historical hazardous material storage and handling risk for the industry, there is a potential for hazardous material concerns in the form of soil and/or groundwater contamination.

## SITE HISTORY:

A review of Sanborn Fire Insurance Maps dated 1890 to 1971 identifies the site as a repair shop and service station for the Baltimore Traction Company, later the United Railways and Electric Company and Baltimore Transit Company. From 1890 to 1928, the site contained car houses and stables. The site contains the repair shop and storage yard since 1950, with a service station first shown in 1963. Fuel supply tanks are not shown.

## SITE RECONNAISSANCE:

The site consisted of small residential town homes with a residential trash bin outside the property.

## CONCLUSIONS:

The site is within the proposed egress area and less than 200 feet south of Alternative 3 – Option C; within 500 feet of Alternatives #3A and #3B, northwest and upgradient; 2800 feet from Alternative 11 – Option B; almost 3000 feet from Alternative 11 – Option A; and 3400 feet from Alternative #2. There is a low potential that residual contamination may impact Alternatives #3A, #3B and #3C.

## SITE PHOTOGRAPHS:



View of both buildings taken from Retreat Street facing southwest.



## B&P TUNNEL PRELIMINARY SCREENING ASSESSMENT

<b>SITE IDENTIFICATION #</b> BP-114	<b>STREET ADDRESS</b> 717 Cumberland Street	<b>PRIORITY RANKING</b> Alternative 2: None Alternative 3A: Low Alternative 3B: Low Alternative 3C: None Alternative 11A: None Alternative 11B: None
<b>PROPERTY NAME</b> Residence	<b>OWNER / OPERATOR</b> Delmar, Inc.	
<b>PROPERTY USE</b> Three-story residence	<b>STRUCTURE(S)</b>	
<b>REGULATORY DOCUMENT NUMBERS:</b>		

### SUSPECTED CONTAMINATION TYPE/SOURCE:

The site is a residence. There is a potential for hazardous material concerns in the form of soil and/or groundwater contamination due to a petroleum release.

### SITE HISTORY:

The site is identified in a listing of cases monitored by Maryland Department of the Environment (MDE)'s Oil Control Program (OCP) for a tank closure case. The case was opened in December 2003 and closed in October 2004 with a record of a release and cleanup of soil contamination.

The facility was not shown in the Sanborn Fire Insurance Maps provided by Environmental Data Resources (EDR) for this project.

### SITE RECONNAISSANCE:

Three-story abandoned building located along Cumberland Street. There were two pole-mounted transformers behind the building, which also had stacked tires, broken glass and an old television set.

### CONCLUSIONS:

The site is approximately 2000 feet north and upgradient of Alternative #2; between 300 and 500 feet southeast and downgradient of Alternatives #3A and #3B; over 1200 feet from Alternative 3 – Option C; and 1800 to 2000 feet northwest and upgradient of Alternatives #11A and #11B. There is a low potential that residual contamination may impact Alternatives #3A and #3B.

### SITE PHOTOGRAPH:



View of building from South Cumberland Street, across the road facing southeast.



<b>SITE IDENTIFICATION #</b> BP-115	<b>STREET ADDRESS</b> 2468 Woodbrook Avenue	<b>PRIORITY RANKING</b> Alternative 2: None Alternative 3A: Low Alternative 3B: Low Alternative 3C: Low Alternative 11A: None Alternative 11B: None
<b>PROPERTY NAME</b> Former auto service facility	<b>OWNER / OPERATOR</b> Penn-North Square, Inc.	
<b>PROPERTY USE</b> Auto service (Same property parcel as BP-112)	<b>STRUCTURE(S)</b> Former auto service garage	
<b>REGULATORY DOCUMENT NUMBERS:</b>		

**SUSPECTED CONTAMINATION TYPE/SOURCE:**

The site was previously an auto service facility. Given the general nature of automotive fluid use and historical hazardous material storage and handling risk for the industry, there is a potential for hazardous material concerns in the form of soil and/or groundwater contamination.

**SITE HISTORY:**

The site is identified in a listing by Environmental Data Resources (EDR) of historical auto services facilities with one listing for Theo Messersmith automobile garages in 1930.

A review of Sanborn Fire Insurance Maps dated 1890 to 1971 identifies the site as a domestic rowhouse off of Mary's Court in 1915, 1928, 1950, 1953, 1963 and 1971.

**SITE RECONNAISSANCE:**

The site formed a common area of the service garage facility and a parking lot with multiple vehicles. The parking lot had barbed wire and an electronic fence. The entrance for the vehicles parked on property was from Penn Avenue. There was a pole mounted transformer behind the parking garage.

**CONCLUSIONS:**

The site is less than 300 feet northwest from Alternative 3 – Option A and #3B; less than 50 feet from the proposed egress area and 300 feet south of Alternative 3 – Option C; 2600 feet from Alternative 11 – Option B; 2800 feet from Alternative 11 – Option A; and over 3000 feet from Alternative #2. There is a low potential that residual contamination may impact Alternatives #3A #3B and #3C.

**SITE PHOTOGRAPH:**


View of building taken from Woodbrook Avenue facing west.

<b>SITE IDENTIFICATION #</b> BP-116	<b>STREET ADDRESS</b> 2523 Pennsylvania Avenue	<b>PRIORITY RANKING</b> Alternative 2: None Alternative 3A: Low Alternative 3B: Low Alternative 3C: Low Alternative 11A: None Alternative 11B: None
<b>PROPERTY NAME</b> CVS Pharmacy	<b>OWNER / OPERATOR</b> CVS Pharmacy Store	
<b>PROPERTY USE</b> Pharmacy (true address is 2509 Pennsylvania Avenue)	<b>STRUCTURE(S)</b> Single-story building	
<b>REGULATORY DOCUMENT NUMBERS:</b> EPA Registry ID: 110045976734		

## SUSPECTED CONTAMINATION TYPE/SOURCE:

The site is a commercial pharmaceutical facility. Given the historical hazardous material storage and handling risk for the authorized quantities, there is a potential for hazardous material concerns in the form of soil and/or groundwater contamination.

## SITE HISTORY:

The site is identified in listings of Resource Conservation and Recovery Act (RCRA) large quantity generators (LQG) of mercury, 4-hydroxy-3-(3-oxo-1-phenylbutyl)-2H-1-benzopyran-2-one, epinephrine, nitroglycerine and nicotine. The site had no recorded violations.

The facility was not shown in the Sanborn Fire Insurance Maps provided by Environmental Data Resources (EDR) for this project.

## SITE RECONNAISSANCE:

The CVS Pharmacy store was at the intersection of West North Street and Pennsylvania Avenue. The Penn North Metro station was right in front of the CVS building.

## CONCLUSIONS:

The south half of the site is within the Alternatives of #3A and #3B; 60 feet from Alternative 3 – Option C; 2300 feet from Alternative 11 – Option B; 2500 feet from Alternative 11 – Option A; and within 2800 feet of Alternative #2. There is a low potential that contamination may impact Alternatives #3A, #3B and #3C.

## SITE PHOTOGRAPH:



View of CVS Pharmacy taken from intersection of West North Avenue and Pennsylvania Avenue facing north.

<b>SITE IDENTIFICATION #</b> BP-117	<b>STREET ADDRESS</b> 1510 West Mosher Street	<b>PRIORITY RANKING</b> Alternative 2: Medium Alternative 3A: None Alternative 3B: None Alternative 3C: None Alternative 11A: High Alternative 11B: High
<b>PROPERTY NAME</b> Harvey Johnson Towers	<b>OWNER / OPERATOR</b> Harvey Johnson Towers, LLC	
<b>PROPERTY USE</b> Apartment building	<b>STRUCTURE(S)</b> Seven-story building	
<b>REGULATORY DOCUMENT NUMBERS:</b>		

## SUSPECTED CONTAMINATION TYPE/SOURCE:

The address has a petroleum-related release with unknown impact on the site.

## REGULATORY HISTORY:

The site is identified in a listing of a case monitored by Maryland Department of the Environment (MDE)'s Oil Control Program (OCP) opened in December 2003 and closed in May 2006, with a record of release and cleanup. The site is listed as having a 550-gallon diesel UST currently in use. A 550-gallon steel diesel tank installed in 1984 is listed as permanently out of use.

The facility was not shown in the Sanborn Fire Insurance Maps provided by Environmental Data Resources (EDR) for this project.

## SITE RECONNAISSANCE:

The property is currently a residential apartment building on West Mosher Street. During site reconnaissance, there was an overflowing dumpster in front of the building. A 500-gallon double wall, diesel fuel, steel AST and ground transformer were seen behind the property.

## CONCLUSIONS:

The site is approximately 600 feet south of Alternative #2; over 1500 feet southeast of Alternatives #3A and #3B; over 2000 feet from Alternative 3 – Option C; and directly over Alternatives #11A and #11B. There is a medium to high potential that residual contamination may impact Alternatives #2, #11A and #11B.

## SITE PHOTOGRAPH:



View of building from North Gilmor Street facing east.

<b>SITE IDENTIFICATION #</b> BP-118	<b>STREET ADDRESS</b> 1311 North Gilmor Street	<b>PRIORITY RANKING</b> Alternative 2: High Alternative 3A: None Alternative 3B: None Alternative 3C: None Alternative 11A: High Alternative 11B: High
<b>PROPERTY NAME</b> Gilmor Elementary School #107	<b>OWNER / OPERATOR</b> City of Baltimore	
<b>PROPERTY USE</b> Elementary school	<b>STRUCTURE(S)</b> Three-story building	
<b>REGULATORY DOCUMENT NUMBERS:</b>		

**SUSPECTED CONTAMINATION TYPE/SOURCE:**

The address has an associated heating oil-related release and cleanup with unknown impact.

**REGULATORY HISTORY:**

The site is identified in a listing of cases monitored by Maryland Department of the Environment (MDE)'s Oil Control Program (OCP) for one heating oil tank case in September 2013, closed in April 2014, with a record of release and cleanup. The site is identified in listings of Underground Storage Tanks (USTs), and historic USTs, monitored by MDE. The site is associated with a 10,000-gallon bare steel heating oil tank installed in 1962 and permanently out of use.

The facility was not shown in the Sanborn Fire Insurance Maps provided by Environmental Data Resources (EDR) for this project.

**SITE RECONNAISSANCE:**

Gilmore Elementary School is a three-story building with a parking lot on the east side along North Gilmore Street. The property has a field located behind the building. The Lillian S. Jones Recreational Center, adjacent on North Stricker Street, shares the recreational area with the school.

**CONCLUSIONS:**

The site is within 300 feet, north and upgradient, of Alternative #2; 500 feet northwest and upgradient of Alternatives #11A and #11B; over 1000 feet from Alternatives #3A and #3B; and 2000 feet from Alternative 3 – Option C. This site is considered a high priority for potential hazardous material impact to Alternatives #2, #11A and #11B, due to its known petroleum release that could migrate offsite.

**SITE PHOTOGRAPH:**


View of school from North Gilmore Street facing east.



<b>SITE IDENTIFICATION #</b> BP-119	<b>STREET ADDRESS</b> 2471 Woodbrook Avenue	<b>PRIORITY RANKING</b> Alternative 2: None Alternative 3A: Medium Alternative 3B: Medium Alternative 3C: Medium Alternative 11A: None Alternative 11B: None
<b>PROPERTY NAME</b> MTA Terminal	<b>OWNER / OPERATOR</b>	
<b>PROPERTY USE</b> Residence	<b>STRUCTURE(S)</b>	
<b>REGULATORY DOCUMENT NUMBERS:</b>		

**SUSPECTED CONTAMINATION TYPE/SOURCE:**

The address has a history of petroleum activity and storage with unknown impact.

**SITE HISTORY:**

The site is identified in a listing by Environmental Data Resources (EDR) of Underground Storage Tanks (USTs) for a 10,000-gallon diesel fuel tank, a 6000-gallon diesel fuel tank, a 6000-gallon heating oil tank, a 6000-gallon tank of unknown substance, a 2000-gallon tank of used oil and a 550-gallon tank of used oil, all permanently out of use.

The site is identified in a listing by EDR of cases monitored by Maryland Department of the Environment (MDE)'s Oil Control Program (OCP) for one case in April 1990, closed in July 2014 with no record of release and cleanup.

The facility was not shown in the Sanborn Fire Insurance Maps provided by EDR for this project.

**SITE RECONNAISSANCE:**

The site is a two-story residential brick house.

**CONCLUSIONS:**

The site less than 50 feet from the proposed egress area and 350 feet south of the portal cut and track centerlines of Alternative 3 – Option C.

There is medium potential that historic contamination will impact construction of Alternatives #3A, #3B and #3C.

**SITE PHOTOGRAPH:**


View of site front entrance, facing east.

<b>SITE IDENTIFICATION #</b> BP-120	<b>STREET ADDRESS</b> 1503 West Lafayette Avenue	<b>PRIORITY RANKING</b> Alternative 2: Medium Alternative 3A: None Alternative 3B: None Alternative 3C: None Alternative 11A: Medium Alternative 11B: Medium
<b>PROPERTY NAME</b> Baltimore City Fire Department #8	<b>OWNER / OPERATOR</b> City of Baltimore	
<b>PROPERTY USE</b> Baltimore Fire Department	<b>STRUCTURE(S)</b> Single-story building with three garages	
<b>REGULATORY DOCUMENT NUMBERS:</b>		

**SUSPECTED CONTAMINATION TYPE/SOURCE:**

The address has a historical petroleum-related issue of unknown impact with no record of cleanup.

**REGULATORY HISTORY:**

The site is identified in a listing of cases monitored by Maryland Department of the Environment (MDE)'s Oil Control Program (OCP) for a motor/lube oil tank closure case in May 1999. The case was closed in May 2000, with a record of release without cleanup. The site is identified in listings of a 300-gallon steel (or 310-gallon) historic Underground Storage Tanks (USTs) monitored by MDE. The tank is listed as removed and permanently out of use and removed. The site also has one 275-gallon tank of diesel fuel currently in use.

The facility was not shown in the Sanborn Fire Insurance Maps provided by Environmental Data Resources (EDR) for this project.

**SITE RECONNAISSANCE:**

This site maintains its current use by the Baltimore Fire Department. The property has three fire engine bays. During site reconnaissance, five trash bins were observed on the east side of the building. The property is located along West Lafayette Avenue.

**CONCLUSIONS:**

The site is approximately 1200 feet south of Alternative #2; 400 feet southeast of Alternatives #11A and #11B; over 2000 feet east of Alternatives #3A and #3B; and over 3000 feet east of Alternative 3 – Option C. There is a medium potential that residual contamination may impact Alternatives #2, #11A and #11B due to a petroleum release without cleanup.

**SITE PHOTOGRAPH:**


View of building from West Lafayette Avenue facing south.

<b>SITE IDENTIFICATION #</b> BP-121	<b>STREET ADDRESS</b> 2501 Francis Street	<b>PRIORITY RANKING</b> Alternative 2: None Alternative 3A: None Alternative 3B: None Alternative 3C: Low Alternative 11A: None Alternative 11B: None
<b>PROPERTY NAME</b> L & J Cleaners	<b>OWNER / OPERATOR</b>	
<b>PROPERTY USE</b> Abandoned building	<b>STRUCTURE(S)</b>	
<b>REGULATORY DOCUMENT NUMBERS:</b>		

## **SUSPECTED CONTAMINATION TYPE/SOURCE:**

The site has served as a historical dry cleaners. Given the general nature of dry cleaning fluid use, there is a potential for hazardous material concerns in the form of soil and/or groundwater contamination.

## **SITE HISTORY:**

The site is identified in a listing by Environmental Data Resources (EDR) of historical dry cleaner facilities with one listing for L & J Cleaners in 1958.

The facility was not shown in the Sanborn Fire Insurance Maps provided by EDR for this project.

## **SITE RECONNAISSANCE:**

The site is an abandoned three-story brick and wood building with a small fenced yard behind the building. During site reconnaissance, the yard was overgrown with vegetation and contained siding/gutter debris.

## **CONCLUSIONS:**

The site is less than 50 feet north of the portal cut and track centerlines of Alternative 3 – Option C.

There is low potential that historic contamination will impact construction of Alternative 3 – Option C.

## **SITE PHOTOGRAPH:**



View of site's main entrance, facing north.

<b>SITE IDENTIFICATION #</b> BP-122	<b>STREET ADDRESS</b> 1415 Retreat Street (2480 Druid Hill Avenue)	<b>PRIORITY RANKING</b> Alternative 2: None Alternative 3A: Low Alternative 3B: Low Alternative 3C: Low Alternative 11A: None Alternative 11B: None
<b>PROPERTY NAME</b> H&B Manufacturing Company, Inc.	<b>OWNER / OPERATOR</b> Druid Hill Heights, LLC	
<b>PROPERTY USE</b> Storage	<b>STRUCTURE(S)</b> None	
<b>REGULATORY DOCUMENT NUMBERS:</b>		

## SUSPECTED CONTAMINATION TYPE/SOURCE:

The site was a truck repair facility. Given the general nature of automotive fluid use and historical hazardous material storage and handling risk for the industry, there is a potential for hazardous material concerns in the form of soil and/or groundwater contamination.

## SITE HISTORY:

A review of Sanborn Fire Insurance Maps dated 1890 to 1971 shows the site as a furniture shipping hub and vehicle maintenance site, preceded by a railcar parking and repair facility. The Baltimore Traction Company, later the United Railways and Electric Company, are shown as maintaining the railcar storage and repair building from 1890 to 1928, with tank storage. Beginning in 1950, the facility housed a garage and service facility for furniture delivery trucks. Beginning in 1963, the site is described as containing offices and storage for the furniture company without reference to vehicle parking or maintenance.

## SITE RECONNAISSANCE:

This property is a large abandoned open lot used for storage of miscellaneous materials. There were three abandoned boats, stacked steel bars and construction material on property. There were two pole-mounted transformers in front of the property.

## CONCLUSIONS:

The site is less than 100 feet from Alternative 3 – Option C; within 350 feet of Alternatives #3A and #3B; approximately 2600 feet from Alternative 11 – Option B; 2900 feet from Alternative 11 – Option A; and 3500 feet from Alternative #2. There is a low potential that residual contamination may impact Alternatives #3A, #3B and #3C.

## SITE PHOTOGRAPH:



View of property from Retreat Street facing southeast.





## B&P TUNNEL PRELIMINARY SCREENING ASSESSMENT

<b>SITE IDENTIFICATION #</b> BP-123	<b>STREET ADDRESS</b> 1373 North Stricker Street	<b>PRIORITY RANKING</b> Alternative 2: Low Alternative 3A: None Alternative 3B: None Alternative 3C: None Alternative 11A: Low Alternative 11B: Low
<b>PROPERTY NAME</b> Sharon Baptist Church	<b>OWNER / OPERATOR</b> Sharon Baptist Church, Inc.	
<b>PROPERTY USE</b>	<b>STRUCTURE(S)</b> One building	
<b>REGULATORY DOCUMENT NUMBERS:</b>		

### **SUSPECTED CONTAMINATION TYPE/SOURCE:**

The address has a history of petroleum storage of unknown impact.

### **SITE HISTORY:**

The site is identified as having one 1000-gallon heating oil tank removed in a listing of Underground Storage Tanks (USTs) monitored by Maryland Department of the Environment (MDE). The site is identified in a listing of cases monitored by MDE's Oil Control Program (OCP) for one case in October 1991, closed in March 1992, with no record of release or cleanup.

The facility was not shown in the Sanborn Fire Insurance Maps provided by Environmental Data Resources (EDR) for this project.

### **SITE RECONNAISSANCE:**

Site was not surveyed – outside the 500-foot buffer area and not a high priority.

### **CONCLUSIONS:**

The site is approximately 800 feet north and upgradient of Alternative #2; 800 feet northwest and upgradient of Alternatives #11A and #11B; over 1300 feet southeast of Alternatives #3A and #3B; and approximately 2200 feet from Alternative 3 – Option C. There is a low potential that residual contamination may impact Alternatives #2, #11A and #11B.

### **SITE PHOTOGRAPH:**



## B&P TUNNEL PRELIMINARY SCREENING ASSESSMENT

<b>SITE IDENTIFICATION #</b> BP-124	<b>STREET ADDRESS</b> 1500 Harlem Avenue	<b>PRIORITY RANKING</b> Alternative 2: None Alternative 3A: None Alternative 3B: None Alternative 3C: None Alternative 11A: Low Alternative 11B: Low
<b>PROPERTY NAME</b> Harlem Park Middle School #78	<b>OWNER / OPERATOR</b> City of Baltimore	
<b>PROPERTY USE</b> School	<b>STRUCTURE(S)</b> Three-story brick building	
<b>REGULATORY DOCUMENT NUMBERS:</b>		

### **SUSPECTED CONTAMINATION TYPE/SOURCE:**

The site was a school with petroleum storage. Given the general historical storage and documented releases at the site, there is a potential for hazardous material concerns in the form of soil and/or groundwater contamination.

### **SITE HISTORY:**

The site is identified in a listing of three closed cases monitored by Maryland Department of the Environment (MDE)'s Oil Control Program (OCP): Two surface spills from heating oil Underground Storage Tanks (USTs) in August 1996 and January 2004, resulting in releases and only one reported cleanup, and an unspecified case in December 1990, with unreported release or cleanup. The site is identified in listings of historic USTs monitored by MDE for two 1500-gallon tanks, currently in use with undefined product.

The facility was not shown in the Sanborn Fire Insurance Maps provided by Environmental Data Resources (EDR) for this project.

### **SITE RECONNAISSANCE:**

Site was not surveyed – outside the 500-foot buffer area and evaluated as a low priority site.

### **CONCLUSIONS:**

The site is less than 650 feet from Alternative 11 – Option A; 700 feet from Alternative 11 – Option B; 2000 feet from Alternative 3 – Option B; less than 2400 feet from Alternative 3 – Option A; less than 2500 feet from the portal cuts and track centerlines of Alternative 3 – Option C; less than 1700 feet from Alternative #2. There is a low potential that residual oil contamination related to the documented release may impact Alternatives #11A and #11B.

### **SITE PHOTOGRAPH:**

<b>SITE IDENTIFICATION #</b> BP-125	<b>STREET ADDRESS</b> 2513 Druid Hill Avenue	<b>PRIORITY RANKING</b> Alternative 2: None Alternative 3A: None Alternative 3B: None Alternative 3C: Medium Alternative 11A: None Alternative 11B: None
<b>PROPERTY NAME</b> none	<b>OWNER / OPERATOR</b> Baltimore City	
<b>PROPERTY USE</b> Vacant lot	<b>STRUCTURE(S)</b>	
<b>REGULATORY DOCUMENT NUMBERS:</b>		

**SUSPECTED CONTAMINATION TYPE/SOURCE:**

The site is in close proximity with a historical automobile repair facility. Given the general nature of automotive fluid use, there is a potential for hazardous material concerns in the form of soil and/or groundwater contamination.

**SITE HISTORY:**

The site was not identified in the Environmental Data Resources (EDR) review.

A review of Sanborn Fire Insurance Maps dated 1890 to 1971 identifies the site as an automotive repair and painting facility in 1950, 1953, 1963 and 1971.

**SITE RECONNAISSANCE:**

The site is a vacant lot with some pavement and overgrown with vegetation.

**CONCLUSIONS:**

The site is less than 50 feet south of the portal cut and track centerlines of Alternative 3 – Option C.

There is medium potential that historic contamination will impact construction of Alternative 3 – Option C.

**SITE PHOTOGRAPH:**


View of site, facing north.



## B&P TUNNEL PRELIMINARY SCREENING ASSESSMENT

<b>SITE IDENTIFICATION #</b> BP-126	<b>STREET ADDRESS</b> 2580 McCulloh Street	<b>PRIORITY RANKING</b> Alternative 2: None Alternative 3A: None Alternative 3B: None Alternative 3C: Low Alternative 11A: None Alternative 11B: None
<b>PROPERTY NAME</b> Sisa Enterprises	<b>OWNER / OPERATOR</b> Sisa Enterprises Inc.	
<b>PROPERTY USE</b> Gym equipment supplier	<b>STRUCTURE(S)</b>	
<b>REGULATORY DOCUMENT NUMBERS:</b>		

### SUSPECTED CONTAMINATION TYPE/SOURCE:

The address has a history of industrial activities with unknown impact.

### SITE HISTORY:

The site was not identified in the Environmental Data Resources (EDR) review.

A review of Sanborn Fire Insurance Maps dated 1890 to 1971 identifies the site as an electrical equipment warehouse in 1971.

### SITE RECONNAISSANCE:

The site is a large warehouse at the corner of McCulloh Street and Cloverdale Road. The sign out front says "Gym Thing, Inc.".

### CONCLUSIONS:

The southwest corner of the site overlaps with Alternative 3 – Option C.

There is low potential that historic contamination will impact construction of Alternative #3 – Option C.

### SITE PHOTOGRAPH:



View of the site's main entrance, facing southeast.



<b>SITE IDENTIFICATION #</b> BP-127	<b>STREET ADDRESS</b> 2509 Druid Hill Avenue	<b>PRIORITY RANKING</b> Alternative 2: None Alternative 3A: None Alternative 3B: None Alternative 3C: Low Alternative 11A: None Alternative 11B: None
<b>PROPERTY NAME</b> Druid Park Motors Inc.	<b>OWNER / OPERATOR</b>	
<b>PROPERTY USE</b> Grassy lot	<b>STRUCTURE(S)</b>	
<b>REGULATORY DOCUMENT NUMBERS:</b>		

**SUSPECTED CONTAMINATION TYPE/SOURCE:**

The site has served as a historical automobile station. Given the general nature of automotive fluid use, there is a potential for hazardous material concerns in the form of soil and/or groundwater contamination.

**SITE HISTORY:**

The site is identified in a listing by Environmental Data Resources (EDR) of historical automotive stations with listings for Druid Park Motors Inc. in 1964.

The facility was not shown in the Sanborn Fire Insurance Maps provided by EDR for this project.

**SITE RECONNAISSANCE:**

The site is a grassy lot adjacent to 2513 Druid Hill Avenue.

**CONCLUSIONS:**

The north half of the site overlaps the track centerlines and the west half overlaps the proposed egress area of Alternative 3 – Option C.

There is low potential that historic contamination will impact construction of Alternative #3 – Option C.

**SITE PHOTOGRAPH:**


View of the site, facing south.



## B&P TUNNEL PRELIMINARY SCREENING ASSESSMENT

<b>SITE IDENTIFICATION #</b> BP-128	<b>STREET ADDRESS</b> 2311 Pennsylvania Avenue	<b>PRIORITY RANKING</b> Alternative 2: Low Alternative 3A: Low Alternative 3B: Low Alternative 3C: None Alternative 11A: Low Alternative 11B: Low
<b>PROPERTY NAME</b> City of Baltimore	<b>OWNER / OPERATOR</b> City of Baltimore	
<b>PROPERTY USE</b> Residence	<b>STRUCTURE(S)</b>	
<b>REGULATORY DOCUMENT NUMBERS:</b>		

### SUSPECTED CONTAMINATION TYPE/SOURCE:

The site is a public residence. There is a potential for hazardous material concerns in the form of soil and/or groundwater contamination due to a petroleum release.

### SITE HISTORY:

The site is identified in a listing of cases monitored by Maryland Department of the Environment (MDE)'s Oil Control Program (OCP) for a tank closure case in October 2008. The case was closed in January 2009, with a record of a release and cleanup. The site is identified in a listing of Underground Storage Tanks (USTs) monitored by MDE for one tank of waste oil, permanently out of use.

The facility was not shown in the Sanborn Fire Insurance Maps provided by Environmental Data Resources (EDR) for this project.

### SITE RECONNAISSANCE:

Site was not surveyed – outside the 500-foot buffer area and not a high priority.

### CONCLUSIONS:

The site is approximately 2000 feet north and upgradient of Alternative #2; 800 feet southeast of Alternatives #3A and #3B; 1300 to 1500 feet northwest and upgradient of Alternatives #11A and #11B; and 1600 feet from Alternative 3 – Option C. There is a low potential that residual contamination may impact Alternatives #2, #3A, #3B, #11A and #11B.

### SITE PHOTOGRAPH:



## B&P TUNNEL PRELIMINARY SCREENING ASSESSMENT

<b>SITE IDENTIFICATION #</b> BP-129	<b>STREET ADDRESS</b> 2562 McCulloh Street	<b>PRIORITY RANKING</b> Alternative 2: None Alternative 3A: Low Alternative 3B: Low Alternative 3C: Medium Alternative 11A: None Alternative 11B: None
<b>PROPERTY NAME</b> Dix residence	<b>OWNER / OPERATOR</b> City of Baltimore	
<b>PROPERTY USE</b> Residence	<b>STRUCTURE(S)</b> Three-story row house	
<b>REGULATORY DOCUMENT NUMBERS:</b>		

### **SUSPECTED CONTAMINATION TYPE/SOURCE:**

The facility has operated with oil storage on-site. Given the documented release, there is a potential for hazardous material concerns in the form of soil and/or groundwater contamination.

### **SITE HISTORY:**

The site is identified in a listing of cases monitored by Maryland Department of the Environment (MDE)'s Oil Control Program (OCP) for one case in December 2003, with release and cleanup from an AST that was closed in May 2004.

A review of Sanborn Fire Insurance Maps dated 1890 to 1971 shows the site as a domestic row house in 1915, 1928, 1950, 1953, 1963 and 1971.

### **SITE RECONNAISSANCE:**

Site was not surveyed – outside the 500-foot buffer area and not a high priority.

### **CONCLUSIONS:**

The site is on Alternative 3 – Option C; within 700 feet northwest of Alternatives #3A and #3B; 2900 feet from Alternative 11 – Option B; 3000 feet from Alternative 11 – Option A; and over 4000 feet from Alternative #2. There is a medium potential that contamination from oil operations may impact Alternative 33C and low potential impacts to Alternatives #3A and #3B.

### **SITE PHOTOGRAPH:**

<b>SITE IDENTIFICATION #</b> BP-130	<b>STREET ADDRESS</b> 2427 Francis Street	<b>PRIORITY RANKING</b> Alternative 2: None Alternative 3A: Low Alternative 3B: Low Alternative 3C: None Alternative 11A: None Alternative 11B: None
<b>PROPERTY NAME</b> Residence	<b>OWNER / OPERATOR</b> UP5 Business Trust	
<b>PROPERTY USE</b> Abandoned residence	<b>STRUCTURE(S)</b> Two-story row house	
<b>REGULATORY DOCUMENT NUMBERS:</b>		

## **SUSPECTED CONTAMINATION TYPE/SOURCE:**

The facility is documented as having an oil-related issue, with no details concerning the nature or quantity of release that may have occurred or case closure. There is a potential for hazardous material concerns in the form of soil and/or groundwater contamination.

## **SITE HISTORY:**

The site is identified in a listing of cases monitored by Maryland Department of the Environment (MDE)'s Oil Control Program (OCP) for an unknown case opened in April 1995, with no details of its closure or whether there had been any release or cleanup. A review of Sanborn Fire Insurance Maps dated 1890 to 1971 shows the site as a domestic rowhouse in 1915, 1928, 1950, 1953, 1963 and 1971.

## **SITE RECONNAISSANCE:**

The site was a two-story abandoned residential building. There was an abandoned satellite dish and an old air-conditioner unit outside the second floor window.

## **CONCLUSIONS:**

The site is within 150 feet north of Alternatives #3A and #3B; overlaps the portal cut and track centerlines of Alternative 3 – Option C; 2400 feet from Alternative 11 – Option B; 2600 feet from Alternative 11 – Option A; and within 3400 feet of the Alternative #2. There is a low potential that contamination may impact Alternatives #3A and #3B.

## **SITE PHOTOGRAPH:**



View of building taken from Francis Street facing east.



<b>SITE IDENTIFICATION #</b> BP-131	<b>STREET ADDRESS</b> 2493 Druid Hill Avenue	<b>PRIORITY RANKING</b> Alternative 2: None Alternative 3A: None Alternative 3B: None Alternative 3C: Low Alternative 11A: None Alternative 11B: None
<b>PROPERTY NAME</b> H M Auto Service/Daw's Body & Fender Repair Shop	<b>OWNER / OPERATOR</b>	
<b>PROPERTY USE</b> Abandoned building	<b>STRUCTURE(S)</b>	
<b>REGULATORY DOCUMENT NUMBERS:</b>		

**SUSPECTED CONTAMINATION TYPE/SOURCE:**

The site has served as a historical automobile station. Given the general nature of automotive fluid use, there is a potential for hazardous material concerns in the form of soil and/or groundwater contamination.

**SITE HISTORY:**

The site is identified in a listing by Environmental Data Resources (EDR) of historical automotive stations with two listings for H M Auto Service in 1958 and 1964 and one listing for Daw's Body & Fender Repair Shop in 1964.

The facility was not shown in the Sanborn Fire Insurance Maps provided by EDR for this project.

**SITE RECONNAISSANCE:**

The site is a two-story abandoned wood building with attached garage/bay. During site reconnaissance, there was an Amoco sticker on a small door next to the garage/bay.

**CONCLUSIONS:**

The west tip of the site overlaps the proposed egress area and is less than 150 feet south of the portal cut and track centerlines of Alternative 3 – Option C.

There is low potential that historic contamination will impact construction of Alternative 3 – Option C.

**SITE PHOTOGRAPH:**


View of site's front, with main entrance and garage entrance, facing south.



## B&P TUNNEL PRELIMINARY SCREENING ASSESSMENT

<b>SITE IDENTIFICATION #</b> BP-132	<b>STREET ADDRESS</b> 1204 North Calhoun Street	<b>PRIORITY RANKING</b> Alternative 2: Low Alternative 3A: None Alternative 3B: None Alternative 3C: None Alternative 11A: Low Alternative 11B: Low
<b>PROPERTY NAME</b> Cearney’s Radiator Service	<b>OWNER / OPERATOR</b> Rosalind L Ridgeway	
<b>PROPERTY USE</b> Residence	<b>STRUCTURE(S)</b> Two-story building	
<b>REGULATORY DOCUMENT NUMBERS:</b>		

### **SUSPECTED CONTAMINATION TYPE/SOURCE:**

The site was previously an auto service facility. Given the general nature of automotive fluid use and historical hazardous material storage and handling risk for the industry, there is a potential for hazardous material concerns in the form of soil and/or groundwater contamination.

### **SITE HISTORY:**

The site is identified in a listing by Environmental Data Resources, Inc. (EDR) of historical auto service facilities – one listing for Cearney's Radiator Service in 1964.

A review of Sanborn Fire Insurance Maps dated 1890 to 1982 identifies the site as part of an ice plant from 1950 to 1952; the site was otherwise unmarked.

### **SITE RECONNAISSANCE:**

The site is a two-story residential townhouse. Behind the building, there is refuse dumping, electrical wires and pole-mounted transformers. Electrical equipment and transformer wires are located approximately 22-feet from the back of the building.

### **CONCLUSIONS:**

The site is on the limit of disturbance for Alternative #2; on the tracts of Alternative 11 – Option B; adjacent to Alternative 11 – Option A; over 2000 feet south/east of Alternatives #3A and #3B; and over 2500 feet from Alternative 3 – Option C. There is a low potential that residual contamination may impact Alternatives #2, #11A and #11B.

### **SITE PHOTOGRAPH:**



View of building taken from North Calhoun Street facing west.

<b>SITE IDENTIFICATION #</b> BP-133	<b>STREET ADDRESS</b> 1370 West North Avenue	<b>PRIORITY RANKING</b> Alternative 2: None Alternative 3A: Medium Alternative 3B: Medium Alternative 3C: Low Alternative 11A: None Alternative 11B: None
<b>PROPERTY NAME</b> Greenwood Towing Inc./Auto Title Service Corp.	<b>OWNER / OPERATOR</b>	
<b>PROPERTY USE</b> Towing company	<b>STRUCTURE(S)</b>	
<b>REGULATORY DOCUMENT NUMBERS:</b>		

## SUSPECTED CONTAMINATION TYPE/SOURCE:

The site has historical petroleum releases with potential impacts to soil and groundwater.

The address has a history of petroleum storage of unknown impact. Given the petroleum use at the site, there is a potential for hazardous material concerns in the form of soil and/or groundwater contamination.

The site has served as a historical automobile station. Given the general nature of automotive fluid use, there is a potential for hazardous material concerns in the form of soil and/or groundwater contamination.

## SITE HISTORY:

The site is identified in a listing by Environmental Data Resources (EDR) of cases monitored by Maryland Department of the Environment (MDE)'s Oil Control Program (OCP) for one case in August 1991, closed in June 1992 with no record of release and cleanup.

The site is identified in a listing by EDR of historical Underground Storage Tanks (USTs) for two 6000-gallon heating oil USTs, removed; one 10,000-gallon heating oil UST, removed; one 10,000-gallon heating oil UST, currently in use; two 2000-gallon diesel USTs, removed; and one 2000-gallon heating oil UST, removed.

The site is identified in a listing by EDR of historical automotive stations with two listings for Auto Title Service Corporation in 2009 and 2010.

The facility was not shown in the Sanborn Fire Insurance Maps provided by EDR for this project.

## SITE RECONNAISSANCE:

The site is a one-story brick building that is the location of Greenwood Towing. During site reconnaissance, the lot was full of cars. The entrance is on Whitelock Street, behind Keystone Pharmacy.

## CONCLUSIONS:

The north portion of the site overlaps the portal cut and track centerlines of Alternative 3 – Option C.

There is low potential that historic contamination will impact construction of Alternative 3 – Option C.

## SITE PHOTOGRAPH:



View of office entrance on North Avenue, facing east.



## B&P TUNNEL PRELIMINARY SCREENING ASSESSMENT

<b>SITE IDENTIFICATION #</b> BP-134	<b>STREET ADDRESS</b> 2560 Madison Avenue	<b>PRIORITY RANKING</b> Alternative 2: None Alternative 3A: Low Alternative 3B: Low Alternative 3C: Medium Alternative 11A: None Alternative 11B: None
<b>PROPERTY NAME</b> Accent Displays, Inc.	<b>OWNER / OPERATOR</b> The Maryland Institute	
<b>PROPERTY USE</b>	<b>STRUCTURE(S)</b> Two-story brick building	
<b>REGULATORY DOCUMENT NUMBERS:</b>		

### **SUSPECTED CONTAMINATION TYPE/SOURCE:**

The facility has operated with oil storage on-site. Given the documented release, there is a potential for hazardous material concerns in the form of soil and/or groundwater contamination.

### **SITE HISTORY:**

The site is identified in a listing of cases monitored by Maryland Department of the Environment (MDE)'s Oil Control Program (OCP) for a case in May 1999 that was closed in July 1999, with a record of release and cleanup. The site is identified in listings of Underground Storage Tanks (USTs) and historic USTs monitored by MDE for a 550-gallon heating oil tank, installed in 1965 and listed as permanently out of use. The site is identified in listings of Resource Conservation and Recovery Act (RCRA)-Small Quantity Generator (SQG) of ignitable hazardous wastes and spent non-halogenated solvents. The site had no recorded violations.

A review of Sanborn Fire Insurance Maps dated 1890 to 1971 shows the site as the United Railways & Electric Company in 1928; the site had offices and car storage, but no indication of vehicle maintenance. From 1950 to 1953, the site is shown to be an automotive sales and service facility with a paint shop. From 1963 to 1971, the site is shown to be a general merchandise warehouse.

### **SITE RECONNAISSANCE:**

Site was not surveyed – outside the 500-foot buffer area and not a high priority.

### **CONCLUSIONS:**

The site is just north of Alternative 3 – Option C; approximately 750 feet northwest and upgradient of Alternatives #3A and #3B; 2800 feet from Alternative 11 – Option B; 3000 feet from Alternative 11 – Option A; and over 4000 feet from Alternative #2. There is a medium potential that residual oil contamination related to the documented release may impact Alternative 3 – Option C and low potential impacts to Alternatives #3A and #3B.

### **SITE PHOTOGRAPH:**





## B&P TUNNEL PRELIMINARY SCREENING ASSESSMENT

<b>SITE IDENTIFICATION #</b> BP-135	<b>STREET ADDRESS</b> 2601 Madison Avenue	<b>PRIORITY RANKING</b> Alternative 2: None Alternative 3A: None Alternative 3B: None Alternative 3C: Low Alternative 11A: None Alternative 11B: None
<b>PROPERTY NAME</b> Temple Gardens Apartments	<b>OWNER / OPERATOR</b> ETG Associated 94LP	
<b>PROPERTY USE</b> Apartment complex	<b>STRUCTURE(S)</b>	
<b>REGULATORY DOCUMENT NUMBERS:</b>		

### **SUSPECTED CONTAMINATION TYPE/SOURCE:**

The address has a history of petroleum storage of unknown impact. Given the petroleum use at the site, there is a potential for hazardous material concerns in the form of soil and/or groundwater contamination.

### **SITE HISTORY:**

The site is identified in a listing by Environmental Data Resources (EDR) of Underground Storage Tanks (USTs) for one unreported heating oil UST, temporarily out of use. The site is identified in a listing of historic USTs for one unreported capacity heating oil UST, permanently out of use.

The facility was not shown in the Sanborn Fire Insurance Maps provided by EDR for this project.

### **SITE RECONNAISSANCE:**

The site is a large 14-story apartment complex located at the corner of Madison Avenue and Cloverdale Street.

### **CONCLUSIONS:**

The site is 100 feet north of the portal cut and track centerlines of Alternative 3 – Option C.

There is low potential that historic contamination will impact construction of Alternative 3 – Option C.

### **SITE PHOTOGRAPH:**



View of facility's front entrance, facing northeast.

<b>SITE IDENTIFICATION #</b> BP-136	<b>STREET ADDRESS</b> 1301 Laurens Street	<b>PRIORITY RANKING</b> Alternative 2: Low Alternative 3A: None Alternative 3B: None Alternative 3C: None Alternative 11A: Low Alternative 11B: Low
<b>PROPERTY NAME</b> Residential	<b>OWNER / OPERATOR</b> City of Baltimore	
<b>PROPERTY USE</b> Residence	<b>STRUCTURE(S)</b> Two-story building	
<b>REGULATORY DOCUMENT NUMBERS:</b>		

**SUSPECTED CONTAMINATION TYPE/SOURCE:**

The address has a history of a petroleum-related issue of unknown impact.

**REGULATORY HISTORY:**

The site is identified in a listing of cases monitored by Maryland Department of the Environment (MDE)'s Oil Control Program (OCP) for one case in April 1991. The case was closed in January 1995 without record of release or cleanup.

A review of Sanborn Fire Insurance Maps dated 1890-1982 identifies the site as a residence from 1890 to 1901. It became part of a bakery that included the entire block from 1914 to 1982.

**SITE RECONNAISSANCE:**

The site is a two-story townhouse with a narrow alley behind the building. The adjacent lawns contain household trash dumpsters.

**CONCLUSIONS:**

The site is approximately 200 feet north of Alternative #2; directly on Alternatives #11A and #11B; over 2400 feet southeast of Alternatives #3A and #3B; and over 3000 feet east of Alternative 3 – Option C. There is medium potential that residual contamination from a petroleum release may impact Alternatives #2, #11A and #11B.

**SITE PHOTOGRAPH:**


View of building from Laurens Street facing east.

<b>SITE IDENTIFICATION #</b> BP-137	<b>STREET ADDRESS</b> 2502 Eutaw Place	Alternative 2: None Alternative 3A: None Alternative 3B: None Alternative 3C: Low Alternative 11A: None Alternative 11B: None
<b>PROPERTY NAME</b> Emersonian Apartments	<b>OWNER / OPERATOR</b> ETG Associated 94LP	
<b>PROPERTY USE</b> Apartment building	<b>STRUCTURE(S)</b>	
<b>REGULATORY DOCUMENT NUMBERS:</b>		

## SUSPECTED CONTAMINATION TYPE/SOURCE:

The address has a history of petroleum storage of unknown impact. Given the petroleum use at the site, there is a potential for hazardous material concerns in the form of soil and/or groundwater contamination.

## SITE HISTORY:

The site is identified in a listing by Environmental Data Resources (EDR) of historic Underground Storage Tanks (USTs) for one 7000-gallon heating oil UST, temporarily out of use.

The site is identified in a listing by EDR of USTs for one 7000-gallon heating oil UST, permanently out of use.

The facility was not shown in the Sanborn Fire Insurance Maps provided by EDR for this project.

## SITE RECONNAISSANCE:

The site is a large eight-story stucco apartment building. During site reconnaissance, there was one transformer observed on the ground on the south side of the building and one behind the building.

## CONCLUSIONS:

There is low potential that historic contamination will impact Alternative will impact construction of Alternative 3 – Option C.

## SITE PHOTOGRAPH:



View of facility main entrance, facing west.



## B&P TUNNEL PRELIMINARY SCREENING ASSESSMENT

<b>SITE IDENTIFICATION #</b> BP-138	<b>STREET ADDRESS</b> 920 North Carey Street	<b>PRIORITY RANKING</b> Alternative 2: Medium Alternative 3A: None Alternative 3B: None Alternative 3C: None Alternative 11A: Medium Alternative 11B: Medium
<b>PROPERTY NAME</b> Whitaker Citgo and Fuel Company (Cotton S Sinclair Station, BSD Auto Service)	<b>OWNER / OPERATOR</b> John Dobbins, Jr.	
<b>PROPERTY USE</b>	<b>STRUCTURE(S)</b>	
<b>REGULATORY DOCUMENT NUMBERS:</b>		

### SUSPECTED CONTAMINATION TYPE/SOURCE:

The site was previously a gas station and auto service facility. Given the general nature of automotive fluid use and historical hazardous material storage and handling risk for the industry, there is a potential for hazardous material concerns in the form of soil and/or groundwater contamination. The address has a motor/lube oil-related release and cleanup of unknown impact.

### REGULATORY HISTORY:

The site is identified in a listing of two cases monitored by Maryland Department of the Environment (MDE)'s Oil Control Program (OCP). The cases were opened in March 1994 for a tank closure and closed in June 2007, with a record of release and cleanup. The site is identified in a listing by Environmental Data Resources (EDR) of historical auto service facilities with three listings for auto service facilities in 1964, 2009 and 2010. The site is identified in a listing of Underground Storage Tanks (USTs) monitored by Maryland Department of the Environment (MDE) for three gasoline tanks (8000-gallon, 8000-gallon and 4000-gallon) and one heating oil tank (550-gallon), all permanently out of use.

The facility was not shown in the Sanborn Fire Insurance Maps provided by EDR for this project.

### SITE RECONNAISSANCE:

Site was not surveyed – outside the 500-foot buffer area and not a high priority.

### CONCLUSIONS:

The site is approximately 800 feet south and upgradient of Alternative #2; 800 feet southeast of Alternative 11 – Option A and #11B; almost 3000 feet southeast/east of Alternative 3 – Option A and #3B; and over 3000 feet from Alternative 3 – Option C. This is a medium potential for potential hazardous material impacts due to the historical use and known petroleum release could migrate offsite and impact Alternatives #2, #11A and #11B.

### SITE PHOTOGRAPH:



<b>SITE IDENTIFICATION #</b> BP-139	<b>STREET ADDRESS</b> 1542 North Fremont Avenue (1526 North Fremont Avenue)	<b>PRIORITY RANKING</b> Alternative 2: Medium Alternative 3A: None Alternative 3B: None Alternative 3C: None Alternative 11A: Medium Alternative 11B: Medium
<b>PROPERTY NAME</b> St. Peter Claver’s Catholic Church	<b>OWNER / OPERATOR</b> St. Peter Claver’s Catholic Church	
<b>PROPERTY USE</b> Four-story church	<b>STRUCTURE(S)</b>	
<b>REGULATORY DOCUMENT NUMBERS:</b>		

## SUSPECTED CONTAMINATION TYPE/SOURCE:

The address has a history of a petroleum-related issue of unknown impact and no record of cleanup.

## REGULATORY HISTORY:

The site is identified in a listing of cases monitored by Maryland Department of the Environment (MDE)'s Oil Control Program (OCP) for a tank closure case in June 2003. The case was closed in August 2003, with a record of release without cleanup. The site is identified in a listing of Underground Storage Tanks (USTs) monitored by MDE for one 5000-gallon steel heating oil tank listed as permanently out of use.

The facility was not shown in the Sanborn Fire Insurance Maps provided by Environmental Data Resources (EDR) for this project.

## SITE RECONNAISSANCE:

This property is along Fremont Avenue and directly opposite Pennsylvania Triangle Park. There is a narrow alley between the church and a day-care center Little Flowers behind the church. This alley contained two pole-mounted transformers, HVAC equipment and one AST.

## CONCLUSIONS:

The site is approximately 1200 feet northwest of Alternative #2; between 300 feet and 500 feet northwest of Alternatives #11A and #11B; 1500 feet from Alternatives #3A and #3B; and 1700 feet from Alternative 3 – Option C. There is a medium potential that residual contamination, due to the release without cleanup, may impact Alternatives #2, #11A and #11B.

## SITE PHOTOGRAPH:



View of church from Pennsylvania Triangle Park facing southwest.

<b>SITE IDENTIFICATION #</b> BP-140	<b>STREET ADDRESS</b> 1201 North Carey Street	<b>PRIORITY RANKING</b> Alternative 2: Low Alternative 3A: None Alternative 3B: None Alternative 3C: None Alternative 11A: Low Alternative 11B: Low
<b>PROPERTY NAME</b> Empire Laundry & Dry Cleaners	<b>OWNER / OPERATOR</b> City of Baltimore	
<b>PROPERTY USE</b> Northwest corner of William Pinderhughes Elementary School (Site BP-143) field	<b>STRUCTURE(S)</b>	
<b>REGULATORY DOCUMENT NUMBERS:</b>		

## SUSPECTED CONTAMINATION TYPE/SOURCE:

The site was previously a clothing/dry cleaning facility. Given the general nature of dry cleaning fluids and historical hazardous material storage and handling risk for the industry, there is a potential for hazardous material concerns in the form of soil and/or groundwater contamination.

## SITE HISTORY:

The site is identified in a listing by Environmental Data Resources (EDR) of historical dry cleaner facilities – one listing for Empire Laundry & Dry Cleaners in 1958.

A review of Sanborn Fire Insurance Maps dated 1890 to 1982 identifies the site as Empire Laundry and Dry Cleaning; a large facility encompassing the north side of Winchester Street from Stockton Street to Carey Street. The facility operated from 1950 to 1952. The area is shown as an automotive and industry supply store in 1971 with the southwest corner of a public school ground since 1974.

## SITE RECONNAISSANCE:

The site is part of the William Pinderhughes Elementary School field. During site inspection, a stormwater drain was seen at the intersection of Carey and Winchester Streets. There was trash, including papers, cans and dead leaves, on the sidewalk and inside the fenced boundary.

## CONCLUSIONS:

The site is adjacent to Alternative #2 within the limit of disturbance; less than 100 feet from Alternative 11 – Option A; 200 feet from Alternative 11 – Option B; over 2500 feet from Alternatives #3A and #3B; and over 3000 feet from Alternative 3 – Option C. There is a low potential that residual contamination may impact Alternatives #2, #11A and #11B.

## SITE PHOTOGRAPH:



View of school field taken from the intersection of Winchester and North Carey Streets facing northeast.

<b>SITE IDENTIFICATION #</b> BP-141	<b>STREET ADDRESS</b> 2525 Eutaw Place	<b>PRIORITY RANKING</b> Alternative 2: None Alternative 3A: None Alternative 3B: None Alternative 3C: Low Alternative 11A: None Alternative 11B: None
<b>PROPERTY NAME</b> Esplanade Apartments	<b>OWNER / OPERATOR</b> Robert Cappelli	
<b>PROPERTY USE</b> Apartment building	<b>STRUCTURE(S)</b>	
<b>REGULATORY DOCUMENT NUMBERS:</b>		

**SUSPECTED CONTAMINATION TYPE/SOURCE:**

The address has a history of petroleum storage of unknown impact. Given the petroleum use at the site, there is a potential for hazardous material concerns in the form of soil and/or groundwater contamination.

**SITE HISTORY:**

The site is identified in a listing by Environmental Data Resources (EDR) of cases monitored by Maryland Department of the Environment (MDE)'s Oil Control Program (OCP) for one opened and closed in June 1996, with no record of release and cleanup. The site is identified in a listing by EDR of historic Underground Storage Tanks (USTs) for one 7000-gallon heating oil UST, temporarily out of use. The site is identified in a listing by EDR of USTs for one 8000-gallon heating oil UST, permanently out of use. The facility was not shown in the Sanborn Fire Insurance Maps provided by EDR for this project.

**SITE RECONNAISSANCE:**

The site is a large eight-story apartment building.

**CONCLUSIONS:**

The site is less than 200 feet north of the portal cut and track centerlines of Alternative 3 – Option C. There is low potential that historic contamination will impact construction of Alternative 3 – Option C.

**SITE PHOTOGRAPH:**


View of facility's main entrance,

<b>SITE IDENTIFICATION #</b> BP-142	<b>STREET ADDRESS</b> 2511 Eutaw Place	<b>PRIORITY RANKING</b> Alternative 2: None Alternative 3A: None Alternative 3B: None Alternative 3C: Low Alternative 11A: None Alternative 11B: None
<b>PROPERTY NAME</b> Feeser-Murphy Property	<b>OWNER / OPERATOR</b> Ruth Feeser-Murphy	
<b>PROPERTY USE</b> Apartment building	<b>STRUCTURE(S)</b>	
<b>REGULATORY DOCUMENT NUMBERS:</b>		

**SUSPECTED CONTAMINATION TYPE/SOURCE:**

The address has a history of petroleum storage of unknown impact. Given the petroleum use at the site, there is a potential for hazardous material concerns in the form of soil and/or groundwater contamination.

**SITE HISTORY:**

The site is identified in a listing by Environmental Data Resources (EDR) of Underground Storage Tanks (USTs) for one 3000-gallon heating oil UST, currently in use.

The facility was not shown in the Sanborn Fire Insurance Maps provided by EDR for this project.

**SITE RECONNAISSANCE:**

The site is a large four-story apartment building. During site reconnaissance, there was an overflowing dumpster behind the building.

**CONCLUSIONS:**

The site is less than 200 feet north of the portal cut and track centerlines of Alternative 3 – Option C.

There is low potential that historic contamination will impact construction of Alternative 3 – Option C.

**SITE PHOTOGRAPH:**


View of facility's front entrance, facing northeast.



<b>SITE IDENTIFICATION #</b> BP-143	<b>STREET ADDRESS</b> 1200 North Fremont Avenue	<b>PRIORITY RANKING</b> Alternative 2: Low Alternative 3A: None Alternative 3B: None Alternative 3C: None Alternative 11A: Low Alternative 11B: Low
<b>PROPERTY NAME</b> William Pinderhughes Elementary School	<b>OWNER / OPERATOR</b> City of Baltimore	
<b>PROPERTY USE</b> School	<b>STRUCTURE(S)</b> Two-story poured concrete building	
<b>REGULATORY DOCUMENT NUMBERS:</b> EPA Registry ID: 110003539939		

**SUSPECTED CONTAMINATION TYPE/SOURCE:**

The site was previously an auto service facility. Given the general nature of automotive fluid use and historical hazardous material storage and handling risk for the industry, there is a potential for hazardous material concerns in the form of soil and/or groundwater contamination from this site upgradient of the Alternatives #2, #11A and #11B.

**SITE HISTORY:**

The site is identified in a listing of Resource Conservation and Recovery Act (RCRA) conditionally exempt small quantity generators (RCRA-CESQG). The site has no recorded violations. The site is identified in a listing by Environmental Data Resources (EDR) of historical auto services facilities – one listing for GR Auto Service in 2001.

The facility was not shown in the Sanborn Fire Insurance Maps provided by EDR for this project.

**SITE RECONNAISSANCE:**

The site is a school building located in the middle of the school field. The school is a two-story building with a playground and an 8-foot high fence surrounding school property. The pavement outside of the fence has stormwater drains, fire hydrants and staining from automotive activities.

**CONCLUSIONS:**

The site is adjacent to Alternative #2, within the limit of disturbance; intersecting a portion of the tracks for Alternative 11 – Option A; adjacent to Alternative 11 – Option B; over 2500 feet from Alternatives #3A and #3B; and over 3000 feet from Alternative 3 – Option C. There is a low potential that residual contamination related to automotive activities may impact Alternatives #2, #11A and #11B.

**SITE PHOTOGRAPH:**


View of school taken from North Fremont Avenue facing west.



## B&P TUNNEL PRELIMINARY SCREENING ASSESSMENT

<b>SITE IDENTIFICATION #</b> BP-144	<b>STREET ADDRESS</b> 1423 North Fremont Avenue	<b>PRIORITY RANKING</b> Alternative 2: Low Alternative 3A: None Alternative 3B: None Alternative 3C: None Alternative 11A: Low Alternative 11B: Low
<b>PROPERTY NAME</b> Modern Junk & Salvage Company	<b>OWNER / OPERATOR</b> Modern Junk & Salvage Co.	
<b>PROPERTY USE</b> Junk and salvage company	<b>STRUCTURE(S)</b> Single-story building	
<b>REGULATORY DOCUMENT NUMBERS:</b>		

### SUSPECTED CONTAMINATION TYPE/SOURCE:

The site was previously a recycling center with unknown petroleum issues. Given the general historical storage and handling risk for the industry, there is a potential for hazardous material concerns in the form of soil and/or groundwater contamination.

### SITE HISTORY:

The site is identified in a listing of cases monitored by Maryland Department of the Environment (MDE)'s Oil Control Program (OCP) for a case in September 1993. The case was closed in July 1994 without record of release or cleanup.

The facility was not shown in the Sanborn Fire Insurance Maps provided by Environmental Data Resources (EDR) for this project.

### SITE RECONNAISSANCE:

This property maintains its historic use as Modern Junk & Salvage Company. The front of the property has four drums, five garbage bins and poorly stacked miscellaneous scrap metal. The pavement is stained with spills of various materials. During site inspection, one truck was parked outside.

### CONCLUSIONS:

The site is approximately 900 feet northwest of Alternative #2; less than 100 feet northwest of Alternative 11 – Option B; 200 feet northwest of Alternative 11 – Option A; over 2000 feet southeast of Alternatives #3A and #3B; and over 3500 feet from Alternative 3 – Option C. There is a low potential that residual contamination may impact Alternatives #2, #11A and #11B.

### SITE PHOTOGRAPH:



View of property taken from Presstman Street facing east.

<b>SITE IDENTIFICATION #</b> BP-145	<b>STREET ADDRESS</b> 1201 West North Avenue	<b>PRIORITY RANKING</b> Alternative 2: None Alternative 3A: Low Alternative 3B: Low Alternative 3C: None Alternative 11A: Low Alternative 11B: Low
<b>PROPERTY NAME</b> Exxon #22758	<b>OWNER / OPERATOR</b> Exxon Company, USA	
<b>PROPERTY USE</b> Gas station	<b>STRUCTURE(S)</b>	
<b>REGULATORY DOCUMENT NUMBERS:</b>		

**SUSPECTED CONTAMINATION TYPE/SOURCE:**

The address has a history of petroleum storage of unknown impact. Given the petroleum use at the site, there is a potential for hazardous material concerns in the form of soil and/or groundwater contamination.

**SITE HISTORY:**

The site is identified in a listing by Environmental Data Resources (EDR) of historic Underground Storage Tanks (USTs) for one 4000-gallon gasoline UST, permanently out of use; two 8000-gallon gasoline USTs, permanently out of use; and one 1000-gallon used oil UST, permanently out of use.

The site is identified in a listing by EDR of USTs for one tank of unknown substance and capacity, permanently out of use; two 8000-gallon gasoline USTs, permanently out of use; and two 1000-gallon used oil USTs, permanently out of use.

The site is identified in a listing of cases monitored by Maryland Department of the Environment (MDE)'s Oil Control Program (OCP) for one case in June 1989, closed in November 1999 with no record of release and cleanup; one case opened in July 1989 and closed in September 1998 with release and cleanup; and one case opened in June 1990 and closed in September 1998 with release and cleanup not reported.

The facility was not shown in the Sanborn Fire Insurance Maps provided by EDR for this project.

**SITE RECONNAISSANCE:**

The site is a BP gas station with a small shop. During site reconnaissance, there was considerable staining on the pavement and one medium dumpster within a fenced area. There were three USTs and one transformer on the ground next to the dumpster.

**CONCLUSIONS:**

There is low potential that historic contamination will impact Alternatives 3A, 3B, 11A and 11B.

**SITE PHOTOGRAPH:**


View of facility, with gas pumps in the foreground and convenience store in the background, facing southeast.



## B&P TUNNEL PRELIMINARY SCREENING ASSESSMENT

<b>SITE IDENTIFICATION #</b> BP-146	<b>STREET ADDRESS</b> 1308 North Fremont Avenue (1300 North Fremont Avenue)	<b>PRIORITY RANKING</b> Alternative 2: Medium Alternative 3A: None Alternative 3B: None Alternative 3C: None Alternative 11A: Medium Alternative 11B: Medium
<b>PROPERTY NAME</b> William G Brown Community Funeral Home	<b>OWNER / OPERATOR</b> William C. Brown	
<b>PROPERTY USE</b> Abandoned building	<b>STRUCTURE(S)</b> One-story building	
<b>REGULATORY DOCUMENT NUMBERS:</b>		

### SUSPECTED CONTAMINATION TYPE/SOURCE:

The address has a heating oil-related release with an unknown area of impact and cleanup.

### REGULATORY HISTORY:

The site is identified in a listing of cases monitored by Maryland Department of the Environment (MDE)'s Oil Control Program (OCP) for one case: a 550-gallon heating oil tank closure with release in September 2005. The case was closed in February 2006, with record of cleanup. The site is identified in a listing of PA Manifests for the disposal of 500 gallons of chemicals in 2007.

A review of Sanborn Fire Insurance Maps dated 1890 to 1982 shows the site as an unidentified structure across the street from a coal yard from 1890 to 1914 and an unidentified structure adjacent to an auto repair facility from 1950 1952. The auto repair facility became an iron fabricating shop by 1971, lasting through 1982.

### SITE RECONNAISSANCE:

The site is an abandoned building. There is a dumping area and a dumpster on 1423 North Fremont Street, approximately 100 feet from the property.

### CONCLUSIONS:

The site is within 300 feet northwest and upgradient of Alternative #2; within 100 feet south and downgradient of Alternative 11 – Option A; within 200 feet southeast of Alternative 11 – Option B; 2500 feet southeast of Alternatives #3A and #3B; and over 3500 feet east of Alternative 3 – Option C. This site is considered a medium priority for hazardous material impacts due to the potential for heating oil migration offsite to Alternatives #2, #11A and #11B.

### SITE PHOTOGRAPH:



View of property from North Fremont Avenue facing south.



<b>SITE IDENTIFICATION #</b> BP-147	<b>STREET ADDRESS</b> 1006 Whitelock Street (2400 Eutaw Place)	<b>PRIORITY RANKING</b> Alternative 2: None Alternative 3A: Low Alternative 3B: Low Alternative 3C: Low Alternative 11A: None Alternative 11B: None
<b>PROPERTY NAME</b> Former Auto Service Facility	<b>OWNER / OPERATOR</b> Logan Smith	
<b>PROPERTY USE</b> Open field	<b>STRUCTURE(S)</b> None	
<b>REGULATORY DOCUMENT NUMBERS:</b>		

**SUSPECTED CONTAMINATION TYPE/SOURCE:**

The site was an auto service facility. Given the general nature of automotive fluid use and historical hazardous material storage and handling risk for the industry, there is a potential for hazardous material concerns in the form of soil and/or groundwater contamination.

**SITE HISTORY:**

The site is identified in a listing by Environmental Data Resources (EDR) of historical auto services facilities with one listing for Jason Litchfield automobile garages in 1930.

A review of Sanborn Fire Insurance Maps dated 1890 to 1971 shows the site as a single-building private residence in 1915, 1928 and 1950 and as an unnamed private school in 1953, 1963 and 1971.

**SITE RECONNAISSANCE:**

The site was an open field located at the intersection of Whitelock Street and Eutaw Place.

**CONCLUSIONS:**

The site is in the proposed vent shaft area of Alternatives #3A and Alternative 3 – Option B; less than 200 feet from the proposed vent shaft area and 350 feet from Alternative 3 – Option C; approximately 2000 feet from Alternative 11 – Option B; within 2200 feet of Alternative 11 – Option A; and less than 3000 feet from Alternative #2. There is a low potential that residual contamination may impact Alternatives #3A, #3B and #3C.

**SITE PHOTOGRAPH:**


View of field taken from Whitelock Street facing west.

<b>SITE IDENTIFICATION #</b> BP-148	<b>STREET ADDRESS</b> 1220 North Fremont Avenue	<b>PRIORITY RANKING</b> Alternative 2: Low Alternative 3A: None Alternative 3B: None Alternative 3C: None Alternative 11A: Low Alternative 11B: Low
<b>PROPERTY NAME</b> Lieu Yaw Laundry	<b>OWNER / OPERATOR</b> City of Baltimore	
<b>PROPERTY USE</b> William Pinderhughes Elementary School (Site BP-143) field	<b>STRUCTURE(S)</b> None	
<b>REGULATORY DOCUMENT NUMBERS:</b>		

## SUSPECTED CONTAMINATION TYPE/SOURCE:

The site was previously a dry cleaning facility. Given the general nature of dry cleaning fluid use and historical hazardous material storage and handling risk for the industry, there is a potential for hazardous material concerns in the form of soil and/or groundwater contamination.

## SITE HISTORY:

The site is identified in a listing by Environmental Data Resources (EDR) of historical dry cleaner facilities – three listings for Lieu Yaw Laundry in 1925, 1930 and 1964.

A review of Sanborn Fire Insurance Maps dated 1890-1982 identifies the site as a Chinese laundry facility from 1901 to 1952, as an unidentified store in 1971 and as the northeast corner of a public school ground since 1974.

## SITE RECONNAISSANCE:

The site is currently a school field with perimeter fencing. This property is located in close proximity to sites BP-140, BP-149, BP-150 and BP-151. There are stormwater drains along Fremont Avenue and the pavement has permanent stains. Argyle Avenue is a one-way street located along the south side of the site. The south side of Argyle Avenue has many high pole-mounted electrical transformers visible from the site. The electric lines cross North Fremont Avenue to the south.

## CONCLUSIONS:

The site is within 200 feet north of Alternative #2; 200 feet south of Alternative 11 – Option A; 350 feet southwest of Alternative 11 – Option B; almost 3000 feet southwest of Alternatives #3A and #3B; and over 3600 feet east of Alternative 3 – Option C. There is a low potential that residual contamination may impact Alternatives #2, #11A and #11B.

## SITE PHOTOGRAPH:



The field area of the former dry cleaning facility, with the school in the background, from North Fremont Avenue facing west.

<b>SITE IDENTIFICATION #</b> BP-149	<b>STREET ADDRESS</b> 1208 North Fremont Avenue	<b>PRIORITY RANKING</b> Alternative 2: Low Alternative 3A: None Alternative 3B: None Alternative 3C: None Alternative 11A: Low Alternative 11B: Low
<b>PROPERTY NAME</b> Ernest Arjone	<b>OWNER / OPERATOR</b> City of Baltimore	
<b>PROPERTY USE</b> William Pinderhughes Elementary School (Site A-21) field	<b>STRUCTURE(S)</b> None	
<b>REGULATORY DOCUMENT NUMBERS:</b>		

## SUSPECTED CONTAMINATION TYPE/SOURCE:

The site was previously an auto service facility. Given the general nature of automotive fluid use and historical hazardous material storage and handling risk for the industry, there is a potential for hazardous material concerns in the form of soil and/or groundwater contamination.

## SITE HISTORY:

The site is identified in a listing by Environmental Data Resources (EDR) of historical auto service facilities – one listing for Ernest Arjone in 1958.

A review of Sanborn Fire Insurance Maps dated 1890 to 1982 shows the site as undeveloped property from 1890 to 1914, an auto body repair facility from 1950 to 1971 and the east side of a public school ground since 1974.

## SITE RECONNAISSANCE:

The site is currently a school field with perimeter fencing. This property is located in close proximity to sites BP-140, BP-148, BP-150 and BP-151. There are stormwater drains along Fremont Avenue and the pavement has permanent stains. Argyle Avenue is a one-way street located along the south side of the site. The south side of Argyle Avenue has many high pole-mounted electrical transformers visible from the site. The electric lines cross North Fremont Avenue to the south.

## CONCLUSIONS:

The site is within 100 feet of Alternative #2; approximately 200 to 400 feet southwest and downgradient from Alternatives #11A and #11B, respectfully; almost 3000 feet from Alternatives #3A and #3B; and over 3600 feet east of Alternative 3 – Option C. There is a low potential that residual contamination may impact Alternatives #2, #11A and #11B.

## SITE PHOTOGRAPH:



The field area of the former automotive facility, with the school in the background, from North Fremont Avenue facing west.

<b>SITE IDENTIFICATION #</b> BP-150	<b>STREET ADDRESS</b> 1206 North Fremont Avenue	<b>PRIORITY RANKING</b> Alternative 2: Low Alternative 3A: None Alternative 3B: None Alternative 3C: None Alternative 11A: Low Alternative 11B: Low
<b>PROPERTY NAME</b> K & L Auto Service	<b>OWNER / OPERATOR</b> City of Baltimore	
<b>PROPERTY USE</b> William Pinderhughes Elementary School (Site BP-143) field	<b>STRUCTURE(S)</b> Single-story building	
<b>REGULATORY DOCUMENT NUMBERS:</b>		

## SUSPECTED CONTAMINATION TYPE/SOURCE:

The site was previously an auto service facility. Given the general nature of automotive fluid use and historical hazardous material storage and handling risk for the industry, there is a potential for hazardous material concerns in the form of soil and/or groundwater contamination.

## SITE HISTORY:

The site is identified in a listing by Environmental Data Resources (EDR) of historical auto service facilities – one listing for K & L Auto Service in 1930 and one for Crown Oil & Wax Company in 1925.

A review of Sanborn Fire Insurance Maps dated 1890-1982 identifies the site as undeveloped property from 1890 to 1914, an auto body repair facility from 1950 to 1971 and the east side of a public school ground since 1974.

## SITE RECONNAISSANCE:

The site is currently a school field with perimeter fencing. This property is located in close proximity to sites BP-140, BP-148, BP-149 and BP-151. There are stormwater drains along Fremont Avenue and the pavement has permanent stains. Argyle Avenue is a one-way street located along the south side of the site. The south side of Argyle Avenue has many high pole mounted electrical transformers visible from the site. The electric lines cross North Fremont Avenue to the south.

## CONCLUSIONS:

The site is adjacent to Alternative #2; within 300 feet of Alternative 11 – Option A and 500 feet of #11B, southwest and downgradient; almost 3000 feet from Alternatives #3A and #3B; and over 3700 feet east of Alternative 3 – Option C. There is a low potential that residual contamination may impact Alternatives #2, #11A and #11B.

## SITE PHOTOGRAPH:



The field area of the former automotive facility, with the school in the background, from North Fremont Avenue facing northwest.



<b>SITE IDENTIFICATION #</b> BP-151	<b>STREET ADDRESS</b> 1202 North Fremont Avenue	<b>PRIORITY RANKING</b> Alternative 2: Low Alternative 3A: None Alternative 3B: None Alternative 3C: None Alternative 11A: Low Alternative 11B: Low
<b>PROPERTY NAME</b> Fremont Service Station	<b>OWNER / OPERATOR</b> City of Baltimore	
<b>PROPERTY USE</b> William Pinderhughes Elementary School (Site BP-143) field	<b>STRUCTURE(S)</b> Single-story school building	
<b>REGULATORY DOCUMENT NUMBERS:</b>		

## SUSPECTED CONTAMINATION TYPE/SOURCE:

The site was previously an auto service facility. Given the general nature of automotive fluid use and historical hazardous material storage and handling risk for the industry, there is a potential for hazardous material concerns in the form of soil and/or groundwater contamination.

## SITE HISTORY:

The site is identified in a listing by Environmental Data Resources (EDR) of historical auto services facilities – one listing for Fremont Service Station in 1964.

A review of Sanborn Fire Insurance Maps dated 1890 to 1982 identifies the site as undeveloped property from 1890 to 1914, an automotive repair facility from 1950 to 1971 and the southeast corner of a public school ground since 1974.

## SITE RECONNAISSANCE:

The site is currently a school field with perimeter fencing. This property is located in close proximity to sites BP-140, BP-148, BP-149 and BP-150. There are stormwater drains along Fremont Avenue and the pavement has permanent stains. Argyle Avenue is a one-way street located along the south side of the site. The south side of Argyle Avenue has many high pole mounted electrical transformers visible from the site. The electric lines cross North Fremont Avenue to the south.

## CONCLUSIONS:

The site is within the Alternative #2 limit of disturbance; within 400 feet of Alternative 11 – Option A and 500 feet of Alternative 11 – Option B, southwest and downgradient; 3000 feet from Alternatives #3A and #3B; and over 3700 feet east of Alternative 3 – Option C. There is a low potential that residual contamination may impact Alternatives #2, #11A and #11B.

## SITE PHOTOGRAPH:



View of the northeast corner of the school field taken from the intersection of North Fremont Avenue and Winchester Street facing northwest.



## B&P TUNNEL PRELIMINARY SCREENING ASSESSMENT

<b>SITE IDENTIFICATION #</b> BP-152	<b>STREET ADDRESS</b> 1832 Pennsylvania Avenue	<b>PRIORITY RANKING</b> Alternative 2: Low Alternative 3A: None Alternative 3B: None Alternative 3C: None Alternative 11A: Low Alternative 11B: Low
<b>PROPERTY NAME</b> U.S. Post Office	<b>OWNER / OPERATOR</b> U.S. Postal Service	
<b>PROPERTY USE</b> U.S. Post Office	<b>STRUCTURE(S)</b> Single-story building	
<b>REGULATORY DOCUMENT NUMBERS:</b> EPA Registry ID: 110019894596		

### SUSPECTED CONTAMINATION TYPE/SOURCE:

The address has a history of petroleum storage of unknown impact.

### SITE HISTORY:

The site is identified in a listing of cases monitored by Maryland Department of the Environment (MDE)'s Oil Control Program (OCP) for two cases: a tank closure case in May 1997, closed on the same day, with no record of release or cleanup; and an unspecified case in October 1991, closed in February 1995, with no record of release or cleanup. The site is identified in a listing of Underground Storage Tanks (USTs) monitored by MDE for one 6000-gallon gasoline tank permanently out of use.

The facility was not shown in the Sanborn Fire Insurance Maps provided by Environmental Data Resources (EDR) for this project.

### SITE RECONNAISSANCE:

This site is a U.S. Post Office located between Pennsylvania Avenue and North Fremont Avenue. On the side of the building, there is a parking lot, approximately four street light poles and pole mounted transformers. The rear of the property is contained by a high fence and accessible by authorized vehicles only.

### CONCLUSIONS:

The site is approximately 600 feet north of Alternative #2; within the limit of disturbance for Alternative 11 – Option A; within 50 feet of Alternative 11 – Option B; 2500 feet from Alternatives #3A and #3B; and over 3600 feet from Alternative 3 – Option C. There is a low potential the large onsite UST would provide a source of contamination that may impact Alternatives #2, #11A and #11B.

### SITE PHOTOGRAPH:



View of building taken from Pennsylvania Avenue facing southwest.



## B&P TUNNEL PRELIMINARY SCREENING ASSESSMENT

<b>SITE IDENTIFICATION #</b> BP-153	<b>STREET ADDRESS</b> 901 Druid Park Lake Drive	<b>PRIORITY RANKING</b> Alternative 2: None Alternative 3A: None Alternative 3B: None Alternative 3C: Low Alternative 11A: None Alternative 11B: None
<b>PROPERTY NAME</b> Penrose Property	<b>OWNER / OPERATOR</b> Penn H.O.P.E. Ltd Partnership	
<b>PROPERTY USE</b>	<b>STRUCTURE(S)</b>	
<b>REGULATORY DOCUMENT NUMBERS:</b>		

### SUSPECTED CONTAMINATION TYPE/SOURCE:

The address has a history of petroleum storage of unknown impact. Given the petroleum use at the site, there is a potential for hazardous material concerns in the form of soil and/or groundwater contamination

### SITE HISTORY:

The site is identified in a listing by Environmental Data Resources, Inc. (EDR) of historic Underground Storage Tanks (USTs) for one 8000-gallon heating oil UST, permanently out of use. The site is identified in a listing of cases monitored by Maryland Department of the Environment (MDE)'s Oil Control Program (OCP) case opened in June 1999 and closed in October 1999 with no release and cleanup.

The facility was not shown in the Sanborn Fire Insurance Maps provided by EDR for this project.

### SITE RECONNAISSANCE:

Site was not surveyed – outside the 500-foot buffer area and evaluated as a low priority site.

### CONCLUSIONS:

The site is 400 feet northwest of the west end of the portal cut of Alternative 3 – Option C.

There is low potential that historic contamination will impact construction of Alternative 3 – Option C.

### SITE PHOTOGRAPH:

<b>SITE IDENTIFICATION #</b> BP-154	<b>STREET ADDRESS</b> 1126 North Fremont Avenue	<b>PRIORITY RANKING</b> Alternative 2: Low Alternative 3A: None Alternative 3B: None Alternative 3C: None Alternative 11A: Low Alternative 11B: Low
<b>PROPERTY NAME</b> Inland Oil Company	<b>OWNER / OPERATOR</b> Willie M Williams	
<b>PROPERTY USE</b> Tire repair shop and brake services	<b>STRUCTURE(S)</b> Single-story building	
<b>REGULATORY DOCUMENT NUMBERS:</b>		

## SUSPECTED CONTAMINATION TYPE/SOURCE:

The site previously served as an auto service facility. Given the general nature of automotive fluid use and historical hazardous material storage and handling risk for the industry, there is a potential for hazardous material concerns in the form of soil and/or groundwater contamination.

## SITE HISTORY:

The site is identified in a listing by Environmental Data Resources (EDR) of historical auto service facilities – one listing for Inland Oil Company in 1964 and one for Used Tire & Auto Service in 1999, 2000 and 2009.

A review of Sanborn Fire Insurance Maps dated 1890 to 1982 identifies the site as a storage building from 1890 to 1914, a gas station with aboveground tanks from 1950 to 1952 and as an undefined building from 1971 to 1982.

## SITE RECONNAISSANCE:

One-story tire repair and brake service shop called “Total Brakes Service” located adjacent to William Pinderhughes Elementary School (BP-143). Winchester Street separates the school field and the site. During site reconnaissance, the onsite pavement was stained with petroleum spills. Several bottles of antifreeze were observed around the garage door openings and stacked/stored materials were untidy. Adjacent to the auto service shop, two cars were parked on the grass. Behind the tire repair shop, there were high tension wires and refuse littered the ground.

## CONCLUSIONS:

The site is within the limit of disturbance for Alternative #2; 500 to 700 feet southeast and downgradient of Alternatives #11A and #11B; over 3000 feet from Alternatives #3A and #3B; and over 3800 feet from Alternative 3 – Option C. There is a low potential that residual contamination may impact Alternatives #2, #11A and #11B.

## SITE PHOTOGRAPH:



View of property from North Fremont Avenue facing west.





## B&P TUNNEL PRELIMINARY SCREENING ASSESSMENT

<b>SITE IDENTIFICATION #</b> BP-155	<b>STREET ADDRESS</b> 2520 Linden Avenue (2514 Linden Avenue)	<b>PRIORITY RANKING</b> Alternative 2: None Alternative 3A: Low Alternative 3B: Low Alternative 3C: Low Alternative 11A: None Alternative 11B: None
<b>PROPERTY NAME</b> Penrose property	<b>OWNER / OPERATOR</b> Beatrice Helen Davis	
<b>PROPERTY USE</b> Abandoned	<b>STRUCTURE(S)</b> Three-story brick building	
<b>REGULATORY DOCUMENT NUMBERS:</b>		

### SUSPECTED CONTAMINATION TYPE/SOURCE:

The facility has operated with oil storage on-site. Given the documented release, there is a potential for hazardous material concerns in the form of soil and/or groundwater contamination.

### SITE HISTORY:

The site is identified in a listing of cases monitored by Maryland Department of the Environment (MDE)'s Oil Control Program (OCP) for one case in June 1999 that was closed in October 1999, with release and cleanup. The site is identified in a listing of Underground Storage Tanks (USTs) monitored by MDE for one 6000-gallon heating oil tank, listed as permanently out of use.

A review of Sanborn Fire Insurance Maps dated 1890 to 1971 identifies the site as being undeveloped land in all maps except for 1971, when a domestic residence is shown.

### SITE RECONNAISSANCE:

Site was not surveyed – outside the 500-foot buffer area and not a high priority.

### CONCLUSIONS:

The site is less than 350 feet from Alternative 3 – Option C; within 1000 feet of Alternatives #3A and #3B; approximately 2500 feet from Alternative 11 – Option B; 2700 feet from Alternative 11 – Option A; and within 3500 feet of Alternative #2. There is a low potential that contamination from oil operations may impact Alternatives #3A, #3B and #3C.

### SITE PHOTOGRAPH:



## B&P TUNNEL PRELIMINARY SCREENING ASSESSMENT

<b>SITE IDENTIFICATION #</b> BP-156	<b>STREET ADDRESS</b> 1101 West North Avenue	<b>PRIORITY RANKING</b> Alternative 2: Medium Alternative 3A: Low Alternative 3B: Low Alternative 3C: None Alternative 11A: Medium Alternative 11B: Medium
<b>PROPERTY NAME</b> Amoco Station	<b>OWNER / OPERATOR</b> New North Avenue, LLC	
<b>PROPERTY USE</b>	<b>STRUCTURE(S)</b>	
<b>REGULATORY DOCUMENT NUMBERS:</b>		

### SUSPECTED CONTAMINATION TYPE/SOURCE:

The site has been, and currently is, a gas station. Given the general nature of automotive fluid use, historical hazardous material storage and handling risk for the industry and the documented release and contamination at the site, there is a potential for hazardous material concerns in the form of soil and/or groundwater contamination.

### REGULATORY HISTORY:

The site is identified, for two cases, in a listing monitored by Maryland Department of the Environment (MDE)'s Oil Control Program (OCP), both opened in August 1993. The cases are for well and groundwater contamination and were both closed in June 2009, with a record of release and cleanup.

The facility was not shown in the Sanborn Fire Insurance Maps provided by Environmental Data Resources (EDR) for this project.

### SITE RECONNAISSANCE:

Site was not surveyed – outside the 500-foot buffer area and not a high priority.

### CONCLUSIONS:

The site is approximately 2000 feet northwest and upgradient from Alternative #2; 800 feet southwest and downgradient of Alternatives #3A and #3B; 1000 feet northwest and upgradient of Alternatives #11A and #11B; and 1500 feet south of Alternative 3 – Option C. This site is considered a medium priority for potential hazardous material impact to Alternatives #2, #11A and #11B, and a low priority to Alternatives #3A and #3B, due to the known petroleum release and contamination that could migrate offsite.

### SITE PHOTOGRAPH:

## B&P TUNNEL PRELIMINARY SCREENING ASSESSMENT

<b>SITE IDENTIFICATION #</b> BP-157	<b>STREET ADDRESS</b> 1808 Pennsylvania Avenue	<b>PRIORITY RANKING</b> Alternative 2: High Alternative 3A: None Alternative 3B: None Alternative 3C: None Alternative 11A: Medium Alternative 11B: Medium
<b>PROPERTY NAME</b> Bank of America	<b>OWNER / OPERATOR</b> Liberty Tax Service and Calvert Bank	
<b>PROPERTY USE</b> Tax services and bank	<b>STRUCTURE(S)</b> Two-story building	
<b>REGULATORY DOCUMENT NUMBERS:</b>		

### SUSPECTED CONTAMINATION TYPE/SOURCE:

The address has a heating oil-related release with known impact to soil.

### REGULATORY HISTORY:

The site is identified in a listing of cases monitored by Maryland Department of the Environment (MDE)'s Oil Control Program (OCP) for one case in August 2012. The case was closed in March 2013, with a record of release and cleanup of soil contamination by heating oil.

A review of Sanborn Fire Insurance Maps dated 1890 to 1982 shows the site as an unidentified structure from 1890 to 1914 and a bank from 1950 to 1982.

### SITE RECONNAISSANCE:

This site is located in a strip shopping center along Pennsylvania Avenue. Liberty Tax Service occupies the ground level and Calvert Bank is on the second floor. There was a stormwater drain directly outside the property, along Pennsylvania Avenue.

### CONCLUSIONS:

The site is within 400 feet of Alternative #2, northwest and upgradient; within 150 feet of Alternative 11 – Option A and 300 feet of Alternative 11 – Option B, southwest and downgradient; almost 3000 feet from Alternatives #3A and #3B; and over 3600 feet from Alternative 3 – Option C. This site is considered a high priority due to its location upgradient from Alternative #2 and potential hazardous material impact due to known soil contamination that could migrate offsite. The site is considered a medium priority for Alternatives #11A and #11B due to its location downgradient and potential hazardous material impact.

### SITE PHOTOGRAPH:



View of site from Pennsylvania Avenue facing southwest.



## B&P TUNNEL PRELIMINARY SCREENING ASSESSMENT

<b>SITE IDENTIFICATION #</b> BP-158	<b>STREET ADDRESS</b> 2415 Linden Avenue	<b>PRIORITY RANKING</b> Alternative 2: None Alternative 3A: None Alternative 3B: None Alternative 3C: Low Alternative 11A: None Alternative 11B: None
<b>PROPERTY NAME</b> Adolohla Garage	<b>OWNER / OPERATOR</b>	
<b>PROPERTY USE</b> Playground	<b>STRUCTURE(S)</b>	
<b>REGULATORY DOCUMENT NUMBERS:</b>		

### SUSPECTED CONTAMINATION TYPE/SOURCE:

The site has served as a historical automobile station. Given the general nature of automotive fluid use, there is a potential for hazardous material concerns in the form of soil and/or groundwater contamination.

### SITE HISTORY:

The site is identified in a listing by Environmental Data Resources (EDR) of historical automotive stations with listings for Lord Balto Stations in 1925 and Adolohla Garage in 1930.

The facility was not shown in the Sanborn Fire Insurance Maps provided by EDR for this project.

### SITE RECONNAISSANCE:

The address no longer exists. The site is currently a playground.

### CONCLUSIONS:

The site is 400 feet northwest of the west end of the portal cut of Alternative 3 – Option C.

There is low potential that historic contamination will impact construction of Alternative 3 – Option C.

### SITE PHOTOGRAPH:



View of former site's location next to playground, facing northeast.



<b>SITE IDENTIFICATION #</b> BP-159	<b>STREET ADDRESS</b> 1700 Pennsylvania Avenue	<b>PRIORITY RANKING</b> Alternative 2: Medium Alternative 3A: None Alternative 3B: None Alternative 3C: None Alternative 11A: Low Alternative 11B: Low
<b>PROPERTY NAME</b> Lafayette Market/The Avenue Market	<b>OWNER / OPERATOR</b> City of Baltimore	
<b>PROPERTY USE</b> Commercial market	<b>STRUCTURE(S)</b> Single-story large building	
<b>REGULATORY DOCUMENT NUMBERS:</b>		

**SUSPECTED CONTAMINATION TYPE/SOURCE:**

The address has a history of petroleum-related Underground Storage Tanks (UST) storage of unknown impact.

**REGULATORY HISTORY:**

The site is identified in a listing of cases monitored by Maryland Department of the Environment (MDE)'s Oil Control Program (OCP) for one case in October 1996. The case was closed on the same day with no record of release or cleanup. The site is identified in a listing of USTs and historic USTs monitored by MDE for one 550-gallon heating oil tank, removed and one tank of unknown use, permanently out of use.

On Sanborn Fire Insurance Maps, dated 1890 to 1982, the site is identified as a market since 1890.

**SITE RECONNAISSANCE:**

The Avenue Market is a large, well-maintained, brick building. It has recently been painted and has an entrance gate. The building is located on Pennsylvania Avenue near the Upton Metro. There is a large parking lot on the west side of the property with a high fence in front of the parking lot. Amtrak railroad tracks are west of the parking area.

**CONCLUSIONS:**

The site is adjacent to Alternative #2, northwest and upgradient; 300 to 500 feet from Alternatives #11A and #11B, southeast and downgradient; almost 3000 feet from Alternatives #3A and #3B; and over 3700 feet from Alternative 3 – Option C. The site is considered a medium priority for Alternative #2 due to potential hazardous material impact from historical onsite Underground Storage Tanks (USTs) that provide a direct source of contamination. The site is considered a low priority for potential hazardous material impact to Alternatives #11A and #11B.

**SITE PHOTOGRAPH:**


View of building taken from Laurens Street facing west.

<b>SITE IDENTIFICATION #</b> BP-160	<b>STREET ADDRESS</b> 2411 Linden Avenue	<b>PRIORITY RANKING</b> Alternative 2: None Alternative 3A: None Alternative 3B: None Alternative 3C: Low Alternative 11A: None Alternative 11B: None
<b>PROPERTY NAME</b> unknown	<b>OWNER / OPERATOR</b>	
<b>PROPERTY USE</b> Residence	<b>STRUCTURE(S)</b>	
<b>REGULATORY DOCUMENT NUMBERS:</b>		

**SUSPECTED CONTAMINATION TYPE/SOURCE:**

The address has a history of contamination with unknown impact.

**SITE HISTORY:**

The site is identified in a listing by Environmental Data Resources (EDR) of Emergency Response Notification System (ERNS) releases to soil. There is a 2003 report of a pole-mounted transformer leaking oil onto the ground.

The facility was not shown in the Sanborn Fire Insurance Maps provided by EDR for this project.

**SITE RECONNAISSANCE:**

The site is a three-story brick home adjacent to a playground (BP-158 and BP-161). There was one pole-mounted transformer behind the property.

**CONCLUSIONS:**

The site is 600 feet north of Alternative 3 – Option C.

There is low potential that historic contamination will impact construction of Alternative 3 – Option C.

**SITE PHOTOGRAPH:**


View of site's front yard and entrance, facing north.

<b>SITE IDENTIFICATION #</b> BP-161	<b>STREET ADDRESS</b> 2423 Linden Avenue	<b>PRIORITY RANKING</b> Alternative 2: None Alternative 3A: None Alternative 3B: None Alternative 3C: Low Alternative 11A: None Alternative 11B: None
<b>PROPERTY NAME</b> none	<b>OWNER / OPERATOR</b> Baltimore City	
<b>PROPERTY USE</b> Playground	<b>STRUCTURE(S)</b>	
<b>REGULATORY DOCUMENT NUMBERS:</b>		

**SUSPECTED CONTAMINATION TYPE/SOURCE:**

The address has a history of potential automotive-fluid contamination with unknown impact.

**SITE HISTORY:**

The site was not identified in the Environmental Data Resources (EDR) review.

A review of Sanborn Fire Insurance Maps dated 1890 to 1971 shows the site as an automotive garage in 1928, 1950 and 1953.

**SITE RECONNAISSANCE:**

Address no longer exists. The site is a playground.

**CONCLUSIONS:**

There is low potential that historic contamination will impact construction of Alternative 3 – Option C.

**SITE PHOTOGRAPH:**


View of site, facing northeast.



## B&P TUNNEL PRELIMINARY SCREENING ASSESSMENT

<b>SITE IDENTIFICATION #</b> BP-162	<b>STREET ADDRESS</b> 827 North Arlington Avenue	<b>PRIORITY RANKING</b> Alternative 2: Low Alternative 3A: None Alternative 3B: None Alternative 3C: None Alternative 11A: None Alternative 11B: None
<b>PROPERTY NAME</b> St. James Terrace Apartments	<b>OWNER / OPERATOR</b> St. James Terrace Apts., Inc.	
<b>PROPERTY USE</b>	<b>STRUCTURE(S)</b>	
<b>REGULATORY DOCUMENT NUMBERS:</b>		

### SUSPECTED CONTAMINATION TYPE/SOURCE:

The address has a history of petroleum storage of unknown impact.

### SITE HISTORY:

The site is identified in a listing of cases monitored by Maryland Department of the Environment (MDE)'s Oil Control Program (OCP) for one case of tank closure in November 2008. The case was closed in January 2010, with a record of release and cleanup. The site is identified in a listing of Underground Storage Tanks (USTs) monitored by MDE, for one 6000-gallon heating oil tank, currently in use.

The facility was not shown in the Sanborn Fire Insurance Maps provided by Environmental Data Resources (EDR) for this project.

### SITE RECONNAISSANCE:

Site was not surveyed – outside the 500-foot buffer area and a not high priority.

### CONCLUSIONS:

The site is approximately 1400 feet south of Alternative #2; 4000 feet from Alternatives #3A and #3B; over 4200 feet from Alternative 3 – Option C; and over 1500 feet from Alternatives #11A and #11B. There is a low potential that residual contamination may impact Alternative #2.

### SITE PHOTOGRAPH:





## B&P TUNNEL PRELIMINARY SCREENING ASSESSMENT

<b>SITE IDENTIFICATION #</b> BP-163	<b>STREET ADDRESS</b> 954 Whitelock Street	<b>PRIORITY RANKING</b> Alternative 2: None Alternative 3A: Low Alternative 3B: Low Alternative 3C: Low Alternative 11A: None Alternative 11B: None
<b>PROPERTY NAME</b> Wonder Cleaners & Tailors	<b>OWNER / OPERATOR</b>	
<b>PROPERTY USE</b>	<b>STRUCTURE(S)</b>	
<b>REGULATORY DOCUMENT NUMBERS:</b>		

### SUSPECTED CONTAMINATION TYPE/SOURCE:

The site has served as a historical dry cleaners. Given the general nature of dry cleaning fluid use, there is a potential for hazardous material concerns in the form of soil and/or groundwater contamination.

### SITE HISTORY:

The site is identified in a listing by Environmental Data Resources (EDR) of historical dry cleaner facilities with listings for Rogan Saml B in 1925 and Wonder Cleaners & Tailors in 1964.

The facility was not shown in the Sanborn Fire Insurance Maps provided by EDR for this project.

### SITE RECONNAISSANCE:

The address no longer exists. During site reconnaissance, a brick apartment building and residence were noted in the 900 block of Whitelock Street. There was a small parking lot between the buildings.

### CONCLUSIONS:

The site is 400 feet northwest of the west end of the portal cut of Alternative 3 – Option C.

There is low potential that historic contamination will impact construction of Alternatives 3A, 3B and 3C.

### SITE PHOTOGRAPH:



View of former site's location, facing northeast.

<b>SITE IDENTIFICATION #</b> BP-164	<b>STREET ADDRESS</b> 634 Pitcher Street and Alleyway	<b>PRIORITY RANKING</b> Alternative 2: Medium Alternative 3A: None Alternative 3B: None Alternative 3C: None Alternative 11A: Low Alternative 11B: Low
<b>PROPERTY NAME</b> Ball Property	<b>OWNER / OPERATOR</b> M&S Joint Venture Development Corporation	
<b>PROPERTY USE</b> Abandoned residence	<b>STRUCTURE(S)</b> Condemned two-story rowhouse	
<b>REGULATORY DOCUMENT NUMBERS:</b>		

## SUSPECTED CONTAMINATION TYPE/SOURCE:

The general area has a historical record of dumping of unknown materials resulting in petroleum-related release. There is a potential for hazardous material concerns in the form of soil and/or groundwater contamination.

## REGULATORY HISTORY:

The site is identified in a listing of cases monitored by Maryland Department of the Environment (MDE)'s Oil Control Program (OCP) for two cases: a release in April 1996, resulting from surface dumping, closed in August 1996 without a record of cleanup; and a dumping case in December 1995 without documented release or cleanup information and closed on the same date. A review of Sanborn Fire Insurance Maps dated 1890 to 1982 identifies the site as a residence in all maps.

## SITE RECONNAISSANCE:

The site is a condemned and abandoned two-story brick rowhouse with the ground level doors and windows boarded up. There was trash on the stained pavement in front for the building. Pitcher Street and the back alley near the property was littered with construction waste and debris.

## CONCLUSIONS:

The site is less than 100 feet southeast and upgradient of Alternative #2; approximately 800 to 1000 feet southeast and upgradient of Alternatives #11A and #11B; almost 3500 feet from Alternatives #3A and #3B; and over 4200 feet from Alternative 3 – Option C. This site is considered a medium priority for potential hazardous material impact to Alternative #2 due to residual contamination that may impact the project Alternative. This site is considered a low priority for potential hazardous material impact to Alternatives #11A and #11B.

## SITE PHOTOGRAPH:



View of building taken from Pitcher Street facing northwest.

<b>SITE IDENTIFICATION #</b> BP-165	<b>STREET ADDRESS</b> 925 Whitelock Street	<b>PRIORITY RANKING</b> Alternative 2: None Alternative 3A: Low Alternative 3B: Low Alternative 3C: Low Alternative 11A: None Alternative 11B: None
<b>PROPERTY NAME</b> Lee Sun F	<b>OWNER / OPERATOR</b>	
<b>PROPERTY USE</b>	<b>STRUCTURE(S)</b>	
<b>REGULATORY DOCUMENT NUMBERS:</b>		

## **SUSPECTED CONTAMINATION TYPE/SOURCE:**

The site has served as a historical dry cleaners. Given the general nature of dry cleaning fluid use, there is a potential for hazardous material concerns in the form of soil and/or groundwater contamination.

## **SITE HISTORY:**

The site is identified in a listing by Environmental Data Resources (EDR) of historical dry cleaner facilities with one listing for Lee Sun F in 1958.

The facility was not shown in the Sanborn Fire Insurance Maps provided by EDR for this project.

## **SITE RECONNAISSANCE:**

The address no longer exists. During site reconnaissance, a brick apartment building and alley were noted in the 900 block of Whitelock Street.

## **CONCLUSIONS:**

The site is 600 feet north of Alternative 3 – Option C.  
There is low potential that historic contamination will impact construction of Alternative s 3A, 3B and 3C.

## **SITE PHOTOGRAPH:**



View of former site's location, facing northeast.

<b>SITE IDENTIFICATION #</b> BP-166	<b>STREET ADDRESS</b> 1729 Pennsylvania Avenue	<b>PRIORITY RANKING</b> Alternative 2: Low Alternative 3A: None Alternative 3B: None Alternative 3C: None Alternative 11A: Low Alternative 11B: Low
<b>PROPERTY NAME</b> Talk Dirty Laundry	<b>OWNER / OPERATOR</b> Talk Dirty Laundry	
<b>PROPERTY USE</b> Laundry/dry cleaning facility	<b>STRUCTURE(S)</b> Two-story building	
<b>REGULATORY DOCUMENT NUMBERS:</b>		

**SUSPECTED CONTAMINATION TYPE/SOURCE:**

The site previously served as a clothing/dry cleaning facility. Given the general nature of dry cleaning fluid use and historical hazardous material storage and handling risk for the industry, there is a potential for hazardous material concerns in the form of soil and/or groundwater contamination.

**SITE HISTORY:**

The site is identified in a listing by Environmental Data Resources (EDR) of historical dry cleaner facilities – one listing for Talk Dirty Laundry in 2011.

A review of Sanborn Fire Insurance Maps dated 1890 to 1982 shows the site as an unidentified store on all maps.

**SITE RECONNAISSANCE:**

This site is a commercial two-story building called “Laundromat” located adjacent to BP-171. The property is located between a grocery store and a beauty supply store. Behind the building, there is distressed vegetation; high-tension wires and construction debris including cement, sand and stones; and refuse such as burnt tires, paper and cans littering the ground.

**CONCLUSIONS:**

The site is 200 feet from Alternative #2; within 400 to 600 feet of Alternatives #11A and #11B; almost 3000 feet from Alternatives #3A and #3B; and over 3700 feet to Alternative 3 – Option C. There is a low potential that residual contamination may impact Alternatives #2, #11A and #11B.

**SITE PHOTOGRAPH:**


View of building taken from Pennsylvania Avenue facing northeast.





## B&P TUNNEL PRELIMINARY SCREENING ASSESSMENT

<b>SITE IDENTIFICATION #</b> BP-167	<b>STREET ADDRESS</b> 827 Druid Park Lake Drive	<b>PRIORITY RANKING</b> Alternative 2: None Alternative 3A: Low Alternative 3B: Low Alternative 3C: Low Alternative 11A: None Alternative 11B: None
<b>PROPERTY NAME</b> Housing & Urban Development	<b>OWNER / OPERATOR</b> City of Baltimore	
<b>PROPERTY USE</b> Open field	<b>STRUCTURE(S)</b> None	
<b>REGULATORY DOCUMENT NUMBERS:</b>		

### SUSPECTED CONTAMINATION TYPE/SOURCE:

The facility has operated with oil storage on-site. Given the documented release, there is a potential for hazardous material concerns in the form of soil and/or groundwater contamination.

### SITE HISTORY:

The site is identified in a listing of cases monitored by Maryland Department of the Environment (MDE)'s Oil Control Program (OCP) for one case in August 1999, with release and cleanup that was closed in November 1999.

A review of Sanborn Fire Insurance Maps dated 1890 to 1971 identifies the site as a domestic residence in all maps starting in 1928.

### SITE RECONNAISSANCE:

Site was not surveyed – outside the 500-foot buffer area and not a high priority.

### CONCLUSIONS:

The site is less than 600 feet from Alternative 3 – Option C; within 1200 feet north of Alternatives #3A and #3B; 2500 feet from Alternative 11 – Option B; 2700 feet from Alternative 11 – Option A; and within 3400 feet of Alternative #2. There is a low potential that contamination from oil operations may impact the Alternatives #3A, #3B and #3C.

### SITE PHOTOGRAPH:



## B&P TUNNEL PRELIMINARY SCREENING ASSESSMENT

<b>SITE IDENTIFICATION #</b> BP-168	<b>STREET ADDRESS</b> 1001 West North Avenue	<b>PRIORITY RANKING</b> Alternative 2: None Alternative 3A: Low Alternative 3B: Low Alternative 3C: None Alternative 11A: Low Alternative 11B: Low
<b>PROPERTY NAME</b> Crown Station (Quest Station)	<b>OWNER / OPERATOR</b> Naisha Real Estate, LC	
<b>PROPERTY USE</b> Gas station	<b>STRUCTURE(S)</b> Dispensing stations	
<b>REGULATORY DOCUMENT NUMBERS:</b> EPA Registry ID: 110001295651		

### **SUSPECTED CONTAMINATION TYPE/SOURCE:**

The site was a gas station. Given the general nature of automotive fluid use and historical hazardous material storage and handling risk for the industry, there is a potential for hazardous material concerns in the form of soil and/or groundwater contamination.

### **SITE HISTORY:**

The site is identified in listings of Underground Storage Tanks (USTs) and historic USTs monitored by Maryland Department of the Environment (MDE) for four 8000-gallon gasoline tanks, listed as currently in use. At least two of the tanks were installed in 1984. The site is also listed with two 6000-gallon gasohol tanks installed in 1984 and currently in use. The site is identified in listings of Resource Conservation and Recovery Act (RCRA)-Small Quantity Generator (SQG) of benzene. The site had no recorded violations. The site is identified in a listing of cases monitored by MDE's Oil Control Program (OCP) for one case involving motor oil that was opened in February 2005 and closed later that month with no cleanup reported.

The facility was not shown in the Sanborn Fire Insurance Maps provided by Environmental Data Resources (EDR) for this project.

### **SITE RECONNAISSANCE:**

Site was not surveyed – outside the 500-foot buffer area and not a high priority.

### **CONCLUSIONS:**

The site is approximately 900 feet southwest and downgradient of Alternatives #3A and #3B; 1500 feet from Alternative 3 – Option C; within 800 and 900 feet northwest and upgradient of Alternatives #11A and #11B; and within 1600 feet of Alternative #2. This site is considered a low priority for potential hazardous material impact to the project Alternatives #3A, #3B, #11A and #11B, due to possible petroleum release and contamination that could migrate offsite.

### **SITE PHOTOGRAPH:**

<b>SITE IDENTIFICATION #</b> BP-169	<b>STREET ADDRESS</b> 919 Whitelock Street	<b>PRIORITY RANKING</b> Alternative 2: None Alternative 3A: Low Alternative 3B: Low Alternative 3C: Low Alternative 11A: None Alternative 11B: None
<b>PROPERTY NAME</b> Former Cove One Hour Cleaners	<b>OWNER / OPERATOR</b> AHICGREEN.ORG	
<b>PROPERTY USE</b> Open area (same property parcel as BP-172)	<b>STRUCTURE(S)</b> Tent	
<b>REGULATORY DOCUMENT NUMBERS:</b> EPA Registry ID: 110001796762		

## **SUSPECTED CONTAMINATION TYPE/SOURCE:**

The site was a long-term potential dry cleaner site. Given the general nature of dry-cleaning fluid use and historical hazardous material storage and handling risk for the industry, there is a potential for hazardous material concerns in the form of soil and/or groundwater contamination.

## **SITE HISTORY:**

The site is identified in listings of Resource Conservation and Recovery Act (RCRA)-Small Quantity Generator (SQG) of spent halogenated solvents. The site had no recorded violations. The site is identified in a listing of Maryland registered dry cleaners, with inspections between November 2004 and March 2014, and the facility in compliance. The site is identified in a listing by Environmental Data Resources (EDR) of historical cleaners with one listing for Snow White Self Service Laundry in 1964.

A review of Sanborn Fire Insurance Maps dated 1890 to 1971 identifies the site as domestic residences in 1915.

## **SITE RECONNAISSANCE:**

The site appears to have been cleared and redeveloped into a green space and park area. A sign in front of the property identifies the property as "Whitelock" with a contact listed as AHICGREEN.ORG. A new greenhouse and storage shed are located on the open field. The property has new tree plantings, benches and new wooden fencing surrounding the property. Small bulk piles of mulch and topsoil were present. There were two pole-mounted transformers behind the property. There was a small trash bin, sidewalk and one lamppost in the pavement along Whitelock Road.

## **CONCLUSIONS:**

The site is within the proposed vent shaft and less than 100 feet from Alternative 3 – Option A; within 200 feet north of Alternatives #3A and #3B; within 2100 feet of Alternative 11 – Option B; 2300 feet of Alternative 11 – Option A; and within 2700 feet of Alternative #2. There is a low potential that residual amounts of contamination remain that may impact the project Alternatives #3A, #3B and #3C.

## **SITE PHOTOGRAPH:**



View of open area taken from Whitelock Street facing south.

<b>SITE IDENTIFICATION #</b> BP-170	<b>STREET ADDRESS</b> 915 Whitelock Street	<b>PRIORITY RANKING</b> Alternative 2: None Alternative 3A: Low Alternative 3B: Low Alternative 3C: Low Alternative 11A: None Alternative 11B: None
<b>PROPERTY NAME</b> Snow White Self Service Laundry	<b>OWNER / OPERATOR</b>	
<b>PROPERTY USE</b>	<b>STRUCTURE(S)</b>	
<b>REGULATORY DOCUMENT NUMBERS:</b>		

**SUSPECTED CONTAMINATION TYPE/SOURCE:**

The site has served as a historical dry cleaners. Given the general nature of dry cleaning fluid use, there is a potential for hazardous material concerns in the form of soil and/or groundwater contamination.

**SITE HISTORY:**

The site is identified in a listing by Environmental Data Resources (EDR) of historical dry cleaner facilities with one listing for Snow White Self Service Laundry in 1964.

The facility was not shown in the Sanborn Fire Insurance Maps provided by EDR for this project.

**SITE RECONNAISSANCE:**

The address no longer exists. During site reconnaissance, a brick apartment building and alley were noted in the 900 block of Whitelock Street.

**CONCLUSIONS:**

The site is less than 150 feet south of Alternative 3 – Option C.

There is low potential that historic contamination will impact construction of Alternatives 3A, 3B and 3C.

**SITE PHOTOGRAPH:**


View of former site's location, facing north.



<b>SITE IDENTIFICATION #</b> BP-171	<b>STREET ADDRESS</b> 1705 Pennsylvania Avenue	<b>PRIORITY RANKING</b> Alternative 2: Low Alternative 3A: None Alternative 3B: None Alternative 3C: None Alternative 11A: Low Alternative 11B: Low
<b>PROPERTY NAME</b> Goldenberg's Bargain Outlet	<b>OWNER / OPERATOR</b> Seoung K Rim	
<b>PROPERTY USE</b> Commercial/Crazy Mart	<b>STRUCTURE(S)</b> Three-story building	
<b>REGULATORY DOCUMENT NUMBERS:</b>		

**SUSPECTED CONTAMINATION TYPE/SOURCE:**

The site is a commercial business. Given the use of petroleum products at the site, there is a potential for hazardous material concerns in the form of soil and/or groundwater contamination.

**SITE HISTORY:**

The site is identified in a listing of Underground Storage Tanks (USTs) and a listing of historic USTs, monitored by Maryland Department of the Environment (MDE), for one 1000-gallon heating oil tank, currently in use. The tank was installed in 1965 with no record of discontinued use.

A review of Sanborn Fire Insurance Maps dated 1890 to 1982 shows the site as a residence since 1890.

**SITE RECONNAISSANCE:**

This site is a three-story building called "Crazy Mart" that sells wigs and jewelry. There is a stormwater drain in front of the building. Behind the building, there is distressed vegetation; high-tension wires and construction debris including cement, sand and stones; and refuse such as burnt tires, paper and cans litters the ground.

**CONCLUSIONS:**

The site is adjacent to Alternative #2; within 400 of Alternatives #11A and #11B; over 2500 feet from Alternatives #3A and #3B; and over 4000 feet from Alternative 3 – Option C. There is a low potential that residual contamination may impact Alternatives #2, #11A and #11B.

**SITE PHOTOGRAPH:**


View of shop taken from Pennsylvania Avenue facing east.

<b>SITE IDENTIFICATION #</b> BP-172	<b>STREET ADDRESS</b> 2270 Brookfield Avenue	<b>PRIORITY RANKING</b> Alternative 2: None Alternative 3A: Low Alternative 3B: Low Alternative 3C: Low Alternative 11A: None Alternative 11B: None
<b>PROPERTY NAME</b> Fish Dry Cleaning & Laundry Co.	<b>OWNER / OPERATOR</b> AHICGREEN.ORG	
<b>PROPERTY USE</b> Open space/park (Same property parcel as BP-169)	<b>STRUCTURE(S)</b> None	
<b>REGULATORY DOCUMENT NUMBERS:</b>		

**SUSPECTED CONTAMINATION TYPE/SOURCE:**

The site was a possible clothing dry-cleaning facility. Given the general nature of dry-cleaning fluid use and historical hazardous material storage and handling risk for the industry, there is a potential for hazardous material concerns in the form of soil and/or groundwater contamination.

**SITE HISTORY:**

The site is identified in a listing by Environmental Data Resources (EDR) of historical dry cleaner facilities with two listings for Busy Bee Cleaners & Dyers Inc. in 1930 and Fish Dry Cleaning & Laundry Company in 1964.

A review of Sanborn Fire Insurance Maps dated 1890 to 1971 identifies the site as an unidentified store in 1928, 1950, 1953, 1963 and 1971.

**SITE RECONNAISSANCE:**

The site was an open area/park (sharing the same field perimeter as BP-169) with three benches. The site was redeveloped as the Whitelock green space. See the description of site BP-169.

**CONCLUSIONS:**

The site is within the proposed vent shaft and less than 150 feet of Alternative 3 – Option C; within 200 feet north of Alternatives #3A and #3B; within 1600 feet of Alternative 11 – Option B; within 1800 feet of Alternative 11 – Option A; and within 2600 feet of Alternative #2. There is a low potential that residual amounts of contamination remain that may impact the project Alternatives #3A, #3B and #3C.

**SITE PHOTOGRAPH:**


View of park area taken from Brookfield Avenue facing east.

<b>SITE IDENTIFICATION #</b> BP-173	<b>STREET ADDRESS</b> 545 Wilson Street (1639 Pennsylvania Avenue)	<b>PRIORITY RANKING</b> Alternative 2: Low Alternative 3A: None Alternative 3B: None Alternative 3C: None Alternative 11A: Low Alternative 11B: Low
<b>PROPERTY NAME</b> Jason H Tilbillman	<b>OWNER / OPERATOR</b> Seymour Sussman	
<b>PROPERTY USE</b> Abandoned building	<b>STRUCTURE(S)</b> Three-story building	
<b>REGULATORY DOCUMENT NUMBERS:</b>		

## SUSPECTED CONTAMINATION TYPE/SOURCE:

The site previously served as a clothing/dry cleaning facility. Given the general nature of dry cleaning fluid use and historical hazardous material storage and handling risk for the industry, there is a potential for hazardous material concerns in the form of soil and/or groundwater contamination.

## SITE HISTORY:

The site is identified in a listing by Environmental Data Resources (EDR) of historical dry cleaner facilities – one listing for Jason H Tilbillman in 1930.

A review of Sanborn Fire Insurance Maps dated 1890- to 1982 shows the site as a laundry service in 1901, an unidentified store in 1914 and a tire store from 1950 to 1982.

## SITE RECONNAISSANCE:

The site is an abandoned three-story industrial building. Behind the building on Brunt Street, there is a large open area with stained pavement and stressed vegetation.

## CONCLUSIONS:

The site overlaps Alternative #2; within 500 to 600 feet of Alternatives #11A and #11B; over 2500 feet from Alternatives #3A and #3B; and over 3800 feet from Alternative 3 – Option C. There is a low potential that residual contamination may impact Alternatives #2, #11A and #11B.

## SITE PHOTOGRAPH:



View of building taken from the intersection of Brunt Street and Wilson Street facing southeast.



## B&P TUNNEL PRELIMINARY SCREENING ASSESSMENT

<b>SITE IDENTIFICATION #</b> BP-174	<b>STREET ADDRESS</b> 841 Whitelock Street	<b>PRIORITY RANKING</b> Alternative 2: None Alternative 3A: Low Alternative 3B: Low Alternative 3C: Medium Alternative 11A: None Alternative 11B: None
<b>PROPERTY NAME</b> VI Contracting Site	<b>OWNER / OPERATOR</b> RH Financial, LLC	
<b>PROPERTY USE</b> Residence	<b>STRUCTURE(S)</b> Three-story building	
<b>REGULATORY DOCUMENT NUMBERS:</b>		

### SUSPECTED CONTAMINATION TYPE/SOURCE:

The facility has operated with oil storage on-site. Given the documented release, there is a potential for hazardous material concerns in the form of soil and/or groundwater contamination.

### SITE HISTORY:

The site is identified in a listing of cases monitored by Maryland Department of the Environment (MDE)'s Oil Control Program (OCP) for one case in April 2013, with release and cleanup that was closed in August 2013. The site is identified in a listing of Underground Storage Tanks (USTs) monitored by MDE for a heating oil tank of unknown capacity.

A review of Sanborn Fire Insurance Maps dated 1890 to 1971 shows the site as the Edward Apartments in 1915, 1928, 1950, 1953, 1963 and 1971.

### SITE RECONNAISSANCE:

The site is a three-story residential house along Whitelock Street.

### CONCLUSIONS:

The site is partially within the proposed vent shaft and less than 50 feet from Alternative 3 – Option C; less than 200 feet north of Alternatives #3A and Alternative 3 – Option B; 1500 feet from Alternative 11 – Option B; 1700 feet from Alternative 11 – Option A; and 2500 feet from Alternative #2. There is a medium potential that residual contamination may impact Alternative 3 – Option C and low potential impacts to Alternatives #3A and #3B.

### SITE PHOTOGRAPH:



View of building taken from Whitelock Street facing south.





## B&P TUNNEL PRELIMINARY SCREENING ASSESSMENT

<b>SITE IDENTIFICATION #</b> BP-175	<b>STREET ADDRESS</b> 737 Druid Park Lake Drive	<b>PRIORITY RANKING</b> Alternative 2: None Alternative 3A: None Alternative 3B: None Alternative 3C: Low Alternative 11A: None Alternative 11B: None
<b>PROPERTY NAME</b> Lakeview Tower Extension	<b>OWNER / OPERATOR</b>	
<b>PROPERTY USE</b>	<b>STRUCTURE(S)</b>	
<b>REGULATORY DOCUMENT NUMBERS:</b>		

### SUSPECTED CONTAMINATION TYPE/SOURCE:

The address has a history of petroleum storage of unknown impact. Given the petroleum use at the site, there is a potential for hazardous material concerns in the form of soil and/or groundwater contamination.

### SITE HISTORY:

The site is identified in a listing by Environmental Data Resources (EDR) of historic Underground Storage Tanks (USTs) for one 15,000-gallon heating oil UST, currently in use.

The site is identified in a listing by EDR of USTs for one 15,000-gallon heating oil UST, currently in use.

The facility was not shown in the Sanborn Fire Insurance Maps provided by EDR for this project.

### SITE RECONNAISSANCE:

Site was not surveyed – outside the 500-foot buffer area and evaluated as a low priority site.

### CONCLUSIONS:

The northeast portion of the site overlaps Alternative 3 – Option C.

There is low potential that historic contamination will impact construction of Alternative 3 – Option C.

### SITE PHOTOGRAPH:



## B&P TUNNEL PRELIMINARY SCREENING ASSESSMENT

<b>SITE IDENTIFICATION #</b> BP-176	<b>STREET ADDRESS</b> 1709 Division Street	<b>PRIORITY RANKING</b> Alternative 2: Low Alternative 3A: None Alternative 3B: None Alternative 3C: None Alternative 11A: Low Alternative 11B: Low
<b>PROPERTY NAME</b> Wilson & Etting Park	<b>OWNER / OPERATOR</b> City of Baltimore	
<b>PROPERTY USE</b> Abandoned park	<b>STRUCTURE(S)</b> none	
<b>REGULATORY DOCUMENT NUMBERS:</b>		

### **SUSPECTED CONTAMINATION TYPE/SOURCE:**

The site previously served as an auto service facility. Given the general nature of automotive fluid use and historical hazardous material storage and handling risk for the industry, there is a potential for hazardous material concerns in the form of soil and/or groundwater contamination.

### **SITE HISTORY:**

The site is identified in a listing by Environmental Data Resources (EDR) of historical auto service facilities – one listing for L & G Garage in 1958 and 1964.

A review of Sanborn Fire Insurance Maps dated 1890 to 1982 shows the site as an unmarked building from 1890 to 1914, an auto repair shop from 1950 to 1971 and as undeveloped property since 1974.

### **SITE RECONNAISSANCE:**

The site is a fenced vacant lot marked “private property” located across the street from Jim’s Auto Repair (BP-177). The site is strewn with trash and the pavement along the property is stained. There are indications of a vegetable garden onsite, but the area is now full of garbage.

### **CONCLUSIONS:**

The site is adjacent to Alternative #2; within 100 to 300 feet of Alternatives #11A and #11B; 2500 feet from Alternatives #3A and 3B; and over 3300 feet from Alternative 3 – Option C. There is a low potential that residual contamination may impact Alternatives #2, #11A and #11B.

### **SITE PHOTOGRAPH:**



View of park taken from Division Street facing southwest.

<b>SITE IDENTIFICATION #</b> BP-177	<b>STREET ADDRESS</b> 528 Wilson Street	<b>PRIORITY RANKING</b> Alternative 2: Low Alternative 3A: None Alternative 3B: None Alternative 3C: None Alternative 11A: Low Alternative 11B: Low
<b>PROPERTY NAME</b> Jim's Auto Repair	<b>OWNER / OPERATOR</b> City of Baltimore	
<b>PROPERTY USE</b> Open area with bench and table	<b>STRUCTURE(S)</b> Park structures	
<b>REGULATORY DOCUMENT NUMBERS:</b>		

## SUSPECTED CONTAMINATION TYPE/SOURCE:

The site was previously an auto service facility. Given the general nature of automotive fluid use and historical hazardous material storage and handling risk for the industry, there is a potential for hazardous material concerns in the form of soil and/or groundwater contamination.

## SITE HISTORY:

The site is identified in a listing by Environmental Data Resources (EDR) of historical auto service facilities – one listing for Jim's Auto Repair in 1958.

A review of Sanborn Fire Insurance Maps dated 1890 to 1982 shows the site as a coal yard from 1901 to 1914, containing a coal shed and an ice house in 1950 and 1952 and an auto repair shop in 1971.

## SITE RECONNAISSANCE:

The site of Jim's Auto Repair is now a sitting area, with a bench and chairs, in a large open space in front of Masjid-ul-Haqq' Mosque. The pavement outside the property is stained, possibly from the previous auto repair operations.

## CONCLUSIONS:

The site is adjacent to Alternative #2; within 150 to 300 feet of Alternatives #11A and #11B; 2500 feet of Alternatives #3A and #3B; and 3300 feet from Alternative 3 – Option C. There is a low potential that residual contamination may impact Alternatives #2, #11A and #11B.

## SITE PHOTOGRAPH:



View of park taken from Division Street facing north.

<b>SITE IDENTIFICATION #</b> BP-178	<b>STREET ADDRESS</b> 1915 Madison Avenue	<b>PRIORITY RANKING</b> Alternative 2: High Alternative 3A: None Alternative 3B: None Alternative 3C: None Alternative 11A: High Alternative 11B: High
<b>PROPERTY NAME</b> Lafayette Center #22021, C&P Telephone, Verizon	<b>OWNER / OPERATOR</b> Verizon	
<b>PROPERTY USE</b> Verizon Central Office	<b>STRUCTURE(S)</b> Three-story building	
<b>REGULATORY DOCUMENT NUMBERS:</b>		

## SUSPECTED CONTAMINATION TYPE/SOURCE:

The address has had a petroleum-related release with known impact on soil and/or groundwater, requiring monitoring well installation.

## REGULATORY HISTORY:

The site is identified as closed in a listing of historical leaking Underground Storage Tanks (USTs), from 1991, involving monitoring of wells and no active remediation. The site is identified in a listing of cases monitored by Maryland Department of the Environment (MDE)'s Oil Control Program (OCP) for three closed cases, none with records of release or cleanup: One in October 1986, closed in June 1987; one in July 1987, closed in September 1987; and one in March 1991, closed in April 1992.

The site is identified in listings of USTs and historic USTs monitored by MDE for a 6000-gallon steel heating oil (or diesel) tank installed in 1959 and listed as permanently out of use; a 5000-gallon steel diesel fuel tank installed in 1966 and listed as permanently out of use; a 1000-gallon steel diesel fuel tank installed in 1946 and listed as permanently out of use; and a 4000-gallon fiberglass diesel fuel tank, currently in use.

The facility was not shown in the Sanborn Fire Insurance Maps provided by Environmental Data Resources (EDR) for this project.

## SITE RECONNAISSANCE:

This site is a commercial three-story building, currently occupied by Verizon. Opposite the property is an open area with benches.

## CONCLUSIONS:

The site is within 800 feet of Alternative #2, northwest and upgradient; Alternative 11 – Option B runs through the southwest portion of the property and site overlaps with the proposed vent shaft for Alternative 11 – Option A; over 1200 feet from Alternatives #3A and #3B; and 200 feet from Alternative 3 – Option C. This site is considered a high priority for potential hazardous material impacts to Alternatives #2, #11A and #11B, due to known soil and/or groundwater contamination that could migrate offsite.

## SITE PHOTOGRAPH:



View of building from Madison Avenue facing northeast.





## B&P TUNNEL PRELIMINARY SCREENING ASSESSMENT

<b>SITE IDENTIFICATION #</b> BP-179	<b>STREET ADDRESS</b> 1800 Linden Avenue (2000 Linden Avenue)	<b>PRIORITY RANKING</b> Alternative 2: Low Alternative 3A: Low Alternative 3B: Low Alternative 3C: None Alternative 11A: Low Alternative 11B: Low
<b>PROPERTY NAME</b> Minor's Cleaners	<b>OWNER / OPERATOR</b> City of Baltimore	
<b>PROPERTY USE</b>	<b>STRUCTURE(S)</b>	
<b>REGULATORY DOCUMENT NUMBERS:</b>		

### SUSPECTED CONTAMINATION TYPE/SOURCE:

The site was previously a potential dry cleaner. Given the general nature of dry cleaning fluid use and historical hazardous material storage and handling risk for the industry, there is a potential for hazardous material concerns in the form of soil and/or groundwater contamination.

### SITE HISTORY:

The site is identified in a listing by Environmental Data Resources (EDR) of historical cleaners – one listing for Minor's Cleaners in 1958.

The facility was not shown in the Sanborn Fire Insurance Maps provided by EDR for this project.

### SITE RECONNAISSANCE:

Site was not surveyed – outside the 500-foot buffer area and not a high priority.

### CONCLUSIONS:

The site is approximately 1500 feet northwest of Alternative #2; between 700 and 900 feet northwest of Alternatives #11A and #11B; less than 800 feet south of Alternatives #3A and #3B; and more than 1200 feet from Alternative 3 – Option C. There is a low potential that residual contamination may impact Alternatives #2, #11A and #11B.

### SITE PHOTOGRAPH:



## B&P TUNNEL PRELIMINARY SCREENING ASSESSMENT

<b>SITE IDENTIFICATION #</b> BP-180	<b>STREET ADDRESS</b> 735-753 Druid Park Lake Drive	<b>PRIORITY RANKING</b> Alternative 2: None Alternative 3A: None Alternative 3B: None Alternative 3C: Low Alternative 11A: None Alternative 11B: None
<b>PROPERTY NAME</b> Housing and Urban Development	<b>OWNER / OPERATOR</b> Housing Authority of Baltimore City	
<b>PROPERTY USE</b>	<b>STRUCTURE(S)</b>	
<b>REGULATORY DOCUMENT NUMBERS:</b>		

### **SUSPECTED CONTAMINATION TYPE/SOURCE:**

The address has a history of petroleum storage of unknown impact. Given the petroleum use at the site, there is a potential for hazardous material concerns in the form of soil and/or groundwater contamination.

### **SITE HISTORY:**

The site is identified in a listing by Environmental Data Resources (EDR) of Underground Storage Tanks (USTs) for one 6000-gallon heating oil UST, permanently out of use.

The site is identified in a listing of cases monitored by Maryland Department of the Environment (MDE)'s Oil Control Program (OCP) for one case in August 1999, closed in November 1999, with no release and cleanup.

The facility was not shown in the Sanborn Fire Insurance Maps provided by EDR for this project.

### **SITE RECONNAISSANCE:**

Site was not surveyed – outside the 500-foot buffer area and evaluated as a low priority site.

### **CONCLUSIONS:**

The site is 650 feet north of Alternative 3 – Option C.

There is low potential that historic contamination will impact construction of Alternative 3 – Option C.

### **SITE PHOTOGRAPH:**

<b>SITE IDENTIFICATION #</b> BP-181	<b>STREET ADDRESS</b> 2021 Linden Avenue	<b>PRIORITY RANKING</b> Alternative 2: None Alternative 3A: None Alternative 3B: None Alternative 3C: None Alternative 11A: Low Alternative 11B: Low
<b>PROPERTY NAME</b> Baltimore Wrecking Corporation	<b>OWNER / OPERATOR</b> City of Baltimore	
<b>PROPERTY USE</b> School	<b>STRUCTURE(S)</b>	
<b>REGULATORY DOCUMENT NUMBERS:</b>		

**SUSPECTED CONTAMINATION TYPE/SOURCE:**

The address has a history of contamination with unknown impact.

**SITE HISTORY:**

The site is identified in a listing by Environmental Data Resources (EDR) of Resource Conservation and Recovery Act (RCRA)-Conditionally Exempt Small Quantity Generator (CESQG) with no recorded violations.

The facility was not shown in the Sanborn Fire Insurance Maps provided by EDR for this project.

**SITE RECONNAISSANCE:**

The address no longer exists; the site is part of John Eager Howard Elementary School (2011 Linden Avenue).

**CONCLUSIONS:**

The site is 400 feet northwest of the west end of the portal cut of Alternative 3 – Option C.

There is low potential that historic contamination will impact construction of Alternative s 11A and 11B.

**SITE PHOTOGRAPH:**


View of John Eager Howard Elementary School main entrance, facing northeast.

<b>SITE IDENTIFICATION #</b> BP-182	<b>STREET ADDRESS</b> 1711 Druid Hill Avenue	<b>PRIORITY RANKING</b> Alternative 2: Low Alternative 3A: None Alternative 3B: None Alternative 3C: None Alternative 11A: None Alternative 11B: None
<b>PROPERTY NAME</b> Ernest Brooks	<b>OWNER / OPERATOR</b> Paulette Davidge-Hardy	
<b>PROPERTY USE</b> Residence	<b>STRUCTURE(S)</b> Three-story townhouse	
<b>REGULATORY DOCUMENT NUMBERS:</b>		

## SUSPECTED CONTAMINATION TYPE/SOURCE:

The site previously served as a clothing dry cleaning facility. Given the general nature of dry cleaning fluid use and historical hazardous material storage and handling risk for the industry, there is a potential for hazardous-material concerns in the form of soil and/or groundwater contamination.

## SITE HISTORY:

The site is identified in a listing by Environmental Data Resources (EDR) of historical dry cleaner facilities – two listings for Ernest Brooks in 1925 and 1930.

A review of Sanborn Fire Insurance Maps dated 1890 to 1982 identifies the site as an apartment building in all maps.

## SITE RECONNAISSANCE:

Three-story residential townhouse located along the main road of Druid Hill Avenue.

## CONCLUSIONS:

The site is adjacent to Alternative #2; 200 to 400 feet from Alternatives #11A and #11B; 2500 feet from Alternatives #3A and #3B; and over 2300 feet from Alternative 3 – Option C. There is a low potential that residual contamination may impact Alternative #2.

## SITE PHOTOGRAPH:



View of building taken from Druid Hill Avenue facing northeast.



<b>SITE IDENTIFICATION #</b> BP-183	<b>STREET ADDRESS</b> 414 Wilson Street	<b>PRIORITY RANKING</b> Alternative 2: Low Alternative 3A: None Alternative 3B: None Alternative 3C: None Alternative 11A: None Alternative 11B: None
<b>PROPERTY NAME</b> Mitchell Cleaners & Dyers	<b>OWNER / OPERATOR</b> David A Fleming	
<b>PROPERTY USE</b> Dry cleaners	<b>STRUCTURE(S)</b> Two-story brick building	
<b>REGULATORY DOCUMENT NUMBERS:</b>		

**SUSPECTED CONTAMINATION TYPE/SOURCE:**

The site previously served as a dry cleaning facility. Given the general nature of dry cleaning fluid use and historical hazardous material storage and handling risk for the industry, there is a potential for hazardous material concerns in the form of soil and/or groundwater contamination.

**SITE HISTORY:**

The site is identified in a listing by Environmental Data Resources (EDR) of historical dry cleaner facilities – three listings for Mitchell Cleaners & Dyers in 1964, 1999 and 2000.

A review of Sanborn Fire Insurance Maps dated 1890 to 1982 shows the site as an unidentified commercial store in all maps.

**SITE RECONNAISSANCE:**

The site is a two-story brick building occupied by Mitchell Tailors, a dry-cleaners. There is a “CLOSED” sign is on the front door. Materials stacked inside the property were visible from the perimeter of the property. The alley behind the building (same as Site BP-182) has a dumping area with papers, cans, scrap metal and four transformers.

**CONCLUSIONS:**

The site is adjacent to Alternative #2; 300 to 500 feet from Alternatives #11A and #11B; 2500 feet from Alternatives #3A and #3B; and 3100 feet from Alternative 3 – Option C. There is a low potential that residual contamination may impact Alternative #2.

**SITE PHOTOGRAPH:**


View of property taken from Wilson Street facing northwest.

<b>SITE IDENTIFICATION #</b> BP-184	<b>STREET ADDRESS</b> 1820 Eutaw Place	<b>PRIORITY RANKING</b> Alternative 2: High Alternative 3A: None Alternative 3B: None Alternative 3C: None Alternative 11A: High Alternative 11B: High
<b>PROPERTY NAME</b> Midtown Development Corporation, Van Grieken Property	<b>OWNER / OPERATOR</b> Van Grieken Property	
<b>PROPERTY USE</b> Residence	<b>STRUCTURE(S)</b> Three-story building	
<b>REGULATORY DOCUMENT NUMBERS:</b>		

**SUSPECTED CONTAMINATION TYPE/SOURCE:**

The address has a heating oil-related release and cleanup, of unknown duration and with unknown impact.

**REGULATORY HISTORY:**

The site is identified in a listing of cases monitored by Maryland Department of the Environment (MDE)'s Oil Control Program (OCP) for one heating oil tank closure case in September 2006. The site was closed February 2007, with a record of release and cleanup. The site is identified in a listing of Underground Storage Tanks (USTs) monitored by MDE for two steel heating oil tanks, 1000-gallon and 275-gallon, both listed as permanently out of use and with unknown installation dates.

The facility was not shown in the Sanborn Fire Insurance Maps provided by Environmental Data Resources (EDR) for this project.

**SITE RECONNAISSANCE:**

The site is the brownstone building in the site photograph. The building appears to be an occupied residential property located along Eutaw Place.

**CONCLUSIONS:**

The site is within 600 feet of Alternative #2, northwest and upgradient; within the limits of disturbance for Alternative 11 – Option A; adjacent to Alternative 11 – Option B; 1500 feet from Alternatives #3A and #3B; and over 2100 feet from Alternative 3 – Option C. This site is considered a high priority for potential hazardous material impacts to Alternative #2, #11A and #11B, due to the known release of unknown duration that could migrate offsite.

**SITE PHOTOGRAPH:**


View of building from intersection of Robert Street and Eutaw Place.

<b>SITE IDENTIFICATION #</b> BP-185	<b>STREET ADDRESS</b> 1815 Madison Avenue	<b>PRIORITY RANKING</b> Alternative 2: High Alternative 3A: None Alternative 3B: None Alternative 3C: None Alternative 11A: Medium Alternative 11B: Medium
<b>PROPERTY NAME</b> Residence	<b>OWNER / OPERATOR</b> Shawn O’Conor	
<b>PROPERTY USE</b> Residence	<b>STRUCTURE(S)</b> Three-story building	
<b>REGULATORY DOCUMENT NUMBERS:</b>		

## SUSPECTED CONTAMINATION TYPE/SOURCE:

The address has a petroleum-related release of unknown quantity and impact.

## REGULATORY HISTORY:

The site is identified in a listing of cases monitored by Maryland Department of the Environment (MDE)'s Oil Control Program (OCP) for one case in November 2001. The site was closed in April 2002, with a record of an aboveground tank release without cleanup.

The facility was not shown in the Sanborn Fire Insurance Maps provided by Environmental Data Resources (EDR) for this project.

## SITE RECONNAISSANCE:

This site is a three-story residential property located along Madison Avenue.

## CONCLUSIONS:

The site is within 500 feet of Alternative #2, northwest and upgradient; within the vent shaft footprint of Alternative 11 – Option A; less than 400 feet south of Alternative 11 – Option B; 200 feet from Alternative 3 – Option A and #3B; and over 2300 feet from Alternative 3 – Option C. This site is considered a high priority for potential hazardous material impacts to Alternative #2, due to its location upgradient and known petroleum release without cleanup. This site is considered a medium priority for potential hazardous material impacts to Alternatives #11A and #11B, due to its location downgradient and the known petroleum release.

## SITE PHOTOGRAPH:



View of building (white door) from Madison Avenue facing east.

<b>SITE IDENTIFICATION #</b> BP-186	<b>STREET ADDRESS</b> 1711 McCulloh Street (1709 McCulloh Street)	<b>PRIORITY RANKING</b> Alternative 2: Medium Alternative 3A: None Alternative 3B: None Alternative 3C: None Alternative 11A: Medium Alternative 11B: Medium
<b>PROPERTY NAME</b> Druid Heights Community Development Corporation	<b>OWNER / OPERATOR</b> Druid House Limited	
<b>PROPERTY USE</b> Multi-unit residence	<b>STRUCTURE(S)</b> Two-story apartment building	
<b>REGULATORY DOCUMENT NUMBERS:</b>		

## SUSPECTED CONTAMINATION TYPE/SOURCE:

The property has a history of petroleum storage and handling with an unknown impact.

## REGULATORY HISTORY:

The site is identified in a listing of cases monitored by Maryland Department of the Environment (MDE)'s Oil Control Program (OCP) for one case, a motor/lube oil tank closure in January 2000. The case was closed in March 2000 with no record of release or cleanup. The site is identified in a listing of Underground Storage Tanks (USTs) monitored by MDE for one 1000-gallon gasoline tank, permanently out of use. The site is identified in a listing by Environmental Data Resources (EDR) of historical auto service facilities – one listing for McCulloh Garage Inc. in 1930.

A review of Sanborn Fire Insurance Maps dated 1890 to 1982 show the site as residences and offices since 1890.

## SITE RECONNAISSANCE:

The site is an apartment building near Eutaw-Marshburn Elementary School (BP-195). There is a stormwater drain outside the property.

## CONCLUSIONS:

The site is adjacent to Alternative #2, northwest and upgradient; 150 to 360 feet southeast of Alternatives #11A and #11B; over 2000 feet from Alternatives #3A and #3B; and over 2800 feet from Alternative 3 – Option C. This site is considered a medium priority for Alternatives #2, #11A and #11B due to potential hazardous material impacts from potential release of motor oil that could migrate offsite and its history as an automotive facility.

## SITE PHOTOGRAPH:



View of building taken from McCulloh Street facing northeast.



<b>SITE IDENTIFICATION #</b> BP-187	<b>STREET ADDRESS</b> 1501 Division Street	<b>PRIORITY RANKING</b> Alternative 2: Low Alternative 3A: None Alternative 3B: None Alternative 3C: None Alternative 11A: None Alternative 11B: None
<b>PROPERTY NAME</b> Total Health Care	<b>OWNER / OPERATOR</b> West Baltimore Community	
<b>PROPERTY USE</b> Health care center and parking lot and parking lot	<b>STRUCTURE(S)</b> Single-story building	
<b>REGULATORY DOCUMENT NUMBERS:</b>		

## SUSPECTED CONTAMINATION TYPE/SOURCE:

The address has a history of petroleum storage of unknown impact.

## SITE HISTORY:

The site is identified in a listing of cases monitored by Maryland Department of the Environment (MDE)'s Oil Control Program (OCP) for one case in December 1995. The tank was closed on the same day, with no record of release or cleanup. The site is identified in a listing of Underground Storage Tanks (USTs) monitored by MDE, for one 10,000-gallon heating oil tank, permanently out of use.

The facility was not shown in the Sanborn Fire Insurance Maps provided by Environmental Data Resources (EDR) for this project.

## SITE RECONNAISSANCE:

This site is a health care center and adjacent parking lot. Behind the building, steam or smoke was coming from a pipe on top of the building. Three large electrical equipment units and two large dumpsters are located behind property. The perimeter of the property is fenced with bricks.

## CONCLUSIONS:

The site is approximately 350 feet southeast of the Alternative #2; 800 to 100 feet southeast of Alternatives #11A and #11B; over 3000 feet from Alternatives #3A and #3B; and over 4000 feet from Alternative 3 – Option C. There is a low potential that a large onsite UST would provide a possible source of contamination that may impact Alternative #2.

## SITE PHOTOGRAPH:



View of property taken from Division Street facing east.



## B&P TUNNEL PRELIMINARY SCREENING ASSESSMENT

<b>SITE IDENTIFICATION #</b> BP-188	<b>STREET ADDRESS</b> 1929 Linden Avenue (1917 Linden Avenue)	<b>PRIORITY RANKING</b> Alternative 2: None Alternative 3A: None Alternative 3B: None Alternative 3C: None Alternative 11A: Low Alternative 11B: Low
<b>PROPERTY NAME</b> Horwitz Oscar	<b>OWNER / OPERATOR</b>	
<b>PROPERTY USE</b>	<b>STRUCTURE(S)</b>	
<b>REGULATORY DOCUMENT NUMBERS:</b>		

### SUSPECTED CONTAMINATION TYPE/SOURCE:

The site has served as a historical dry cleaners. Given the general nature of dry cleaning fluid use, there is a potential for hazardous material concerns in the form of soil and/or groundwater contamination.

### SITE HISTORY:

The site is identified in a listing by Environmental Data Resources (EDR) of historical dry cleaner facilities with one listing for Horwitz Oscar in 1925.

The facility was not shown in the Sanborn Fire Insurance Maps provided by EDR for this project.

### SITE RECONNAISSANCE:

Site was not surveyed – outside the 500-foot buffer area and evaluated as a low priority site.

### CONCLUSIONS:

The site is 400 feet northwest of the west end of the portal cut of Alternative 3 – Option C.

There is low potential that historic contamination will impact construction of Alternative s 11A and 11B.

### SITE PHOTOGRAPH:



## B&P TUNNEL PRELIMINARY SCREENING ASSESSMENT

<b>SITE IDENTIFICATION #</b> BP-189	<b>STREET ADDRESS</b> 717 Druid Park Lake Drive	<b>PRIORITY RANKING</b> Alternative 2: None Alternative 3A: None Alternative 3B: None Alternative 3C: Low Alternative 11A: None Alternative 11B: None
<b>PROPERTY NAME</b> Lakeview Tower	<b>OWNER / OPERATOR</b> Housing Authority of Baltimore City	
<b>PROPERTY USE</b>	<b>STRUCTURE(S)</b>	
<b>REGULATORY DOCUMENT NUMBERS:</b>		

### SUSPECTED CONTAMINATION TYPE/SOURCE:

The address has a history of petroleum storage of unknown impact. Given the petroleum use at the site, there is a potential for hazardous material concerns in the form of soil and/or groundwater contamination

### SITE HISTORY:

The site is identified in a listing by Environmental Data Resources (EDR) of historic Underground Storage Tanks (USTs) for one 15,000-gallon heating oil UST, currently in use. The site is identified in a listing of USTs for one 15,000-gallon heating oil UST, currently in use.

The facility was not shown in the Sanborn Fire Insurance Maps provided by EDR for this project.

### SITE RECONNAISSANCE:

Site was not surveyed – outside the 500-foot buffer area and evaluated as a low priority site.

### CONCLUSIONS:

The site is 400 feet northwest of the west end of the portal cut of Alternative 3 – Option C.

There is low potential that historic contamination will impact construction of Alternative 3 – Option C.

### SITE PHOTOGRAPH:



## B&P TUNNEL PRELIMINARY SCREENING ASSESSMENT

<b>SITE IDENTIFICATION #</b> BP-190	<b>STREET ADDRESS</b> 818 West North Avenue	<b>PRIORITY RANKING</b> Alternative 2: None Alternative 3A: None Alternative 3B: None Alternative 3C: None Alternative 11A: Low Alternative 11B: Low
<b>PROPERTY NAME</b> Barron, Thomas J	<b>OWNER / OPERATOR</b>	
<b>PROPERTY USE</b>	<b>STRUCTURE(S)</b>	
<b>REGULATORY DOCUMENT NUMBERS:</b>		

### **SUSPECTED CONTAMINATION TYPE/SOURCE:**

The site has served as a historical automobile station. Given the general nature of automotive fluid use, there is a potential for hazardous material concerns in the form of soil and/or groundwater contamination.

### **SITE HISTORY:**

The site is identified in a listing by Environmental Data Resources (EDR) of historical automotive stations with one listing for Barron Thomas J in 1964.

The facility was not shown in the Sanborn Fire Insurance Maps provided by EDR for this project.

### **SITE RECONNAISSANCE:**

The site was not surveyed.

### **CONCLUSIONS:**

There is low potential that historic contamination will impact construction of Alternative s 11A and 11B.

### **SITE PHOTOGRAPH:**



<b>SITE IDENTIFICATION #</b> BP-191	<b>STREET ADDRESS</b> 1513 Druid Hill Avenue	<b>PRIORITY RANKING</b> Alternative 2: Medium Alternative 3A: None Alternative 3B: None Alternative 3C: None Alternative 11A: None Alternative 11B: None
<b>PROPERTY NAME</b> Valentine Residence	<b>OWNER / OPERATOR</b> Gail C. Johnson	
<b>PROPERTY USE</b> Residence	<b>STRUCTURE(S)</b> Two-story building	
<b>REGULATORY DOCUMENT NUMBERS:</b>		

## SUSPECTED CONTAMINATION TYPE/SOURCE:

The address has a petroleum release and cleanup of unknown impact.

## REGULATORY HISTORY:

The site is identified in a listing of cases monitored by Maryland Department of the Environment (MDE)'s Oil Control Program (OCP) for one case in December 1996, resulting from a transfer accident. The case was closed in January 1997, with a record of release and cleanup of motor/lube oil.

The facility was not shown in the Sanborn Fire Insurance Maps provided by Environmental Data Resources (EDR) for this project.

## SITE RECONNAISSANCE:

This site is a residential townhouse on Druid Hill Avenue. The property is the well maintained brown brick building shown in the site photograph.

## CONCLUSIONS:

The site is approximately 600 feet southeast and upgradient of Alternative #2; within 900 and 1000 feet of Alternatives #11A and #11B; over 3000 feet from Alternatives #3A and #3B; and over 3500 feet from Alternative 3 – Option C. This site is considered a medium priority for potential hazardous material impacts to Alternative #2, due to the known release of an unknown quantity of petroleum that could migrate offsite.

## SITE PHOTOGRAPH:



View of building taken from Druid Hill Avenue facing northeast (building with black door).

<b>SITE IDENTIFICATION #</b> BP-192	<b>STREET ADDRESS</b> 705 Whitelock Street	<b>PRIORITY RANKING</b> Alternative 2: None Alternative 3A: None Alternative 3B: None Alternative 3C: Low Alternative 11A: None Alternative 11B: None
<b>PROPERTY NAME</b> Beres Michael	<b>OWNER / OPERATOR</b>	
<b>PROPERTY USE</b> Empty lot	<b>STRUCTURE(S)</b>	
<b>REGULATORY DOCUMENT NUMBERS:</b>		

## SUSPECTED CONTAMINATION TYPE/SOURCE:

The site has served as a historical dry cleaners. Given the general nature of dry cleaning fluid use, there is a potential for hazardous material concerns in the form of soil and/or groundwater contamination.

## SITE HISTORY:

The site is identified in a listing by Environmental Data Resources (EDR) of historical dry cleaner facilities with one listing for Beres Michl in 1925.

The facility was not shown in the Sanborn Fire Insurance Maps provided by EDR for this project.

## SITE RECONNAISSANCE:

The site is an empty paved lot next to Tune-Up City (701 and 703 Whitelock Street). During site reconnaissance, there was a Voluntary Cleanup Program (VCP) public posting on the fence, stating that Tune-Up City has applied to participate in the VCP.

## CONCLUSIONS:

The site is 400 feet northwest of the west end of the portal cut of Alternative 3 – Option C.

There is low potential that historic contamination will impact construction of Alternative 3 – Option C.

## SITE PHOTOGRAPH:



View of site entrance, with VCP announcement, facing northeast.



## B&P TUNNEL PRELIMINARY SCREENING ASSESSMENT

<b>SITE IDENTIFICATION #</b> BP-193	<b>STREET ADDRESS</b> 2220 Park Avenue	<b>PRIORITY RANKING</b> Alternative 2: None Alternative 3A: None Alternative 3B: None Alternative 3C: Low Alternative 11A: None Alternative 11B: None
<b>PROPERTY NAME</b> White Park Apartments	<b>OWNER / OPERATOR</b>	
<b>PROPERTY USE</b>	<b>STRUCTURE(S)</b>	
<b>REGULATORY DOCUMENT NUMBERS:</b>		

### SUSPECTED CONTAMINATION TYPE/SOURCE:

The address has a history of contamination with unknown impact.

### SITE HISTORY:

The site is identified in a listing by Environmental Data Resources (EDR) of cases monitored by Maryland Department of the Environment (MDE)'s Oil Control Program (OCP) for one case opened in August 1992 and closed in July 1994 with no reported release and cleanup.

The facility was not shown in the Sanborn Fire Insurance Maps provided by EDR for this project.

### SITE RECONNAISSANCE:

Site was not surveyed – outside the 500-foot buffer area and evaluated as a low priority site.

### CONCLUSIONS:

The site is 400 feet northwest of the west end of the portal cut of Alternative 3 – Option C.

There is low potential that historic contamination will impact construction of Alternative 3 – Option C.

### SITE PHOTOGRAPH:

<b>SITE IDENTIFICATION #</b> BP-194	<b>STREET ADDRESS</b> 701 Whitelock Street	<b>PRIORITY RANKING</b> Alternative 2: None Alternative 3A: Low Alternative 3B: Low Alternative 3C: Medium Alternative 11A: None Alternative 11B: None
<b>PROPERTY NAME</b> Tune Up City, Inc.	<b>OWNER / OPERATOR</b> Tune Up City, Inc.	
<b>PROPERTY USE</b> Automotive repair	<b>STRUCTURE(S)</b> Two-story brick building	
<b>REGULATORY DOCUMENT NUMBERS:</b>		

## SUSPECTED CONTAMINATION TYPE/SOURCE:

The site has operated as an automotive facility. Given the historical hazardous material storage and handling risk for the industry, there is a potential for hazardous material concerns in the form of soil and/or groundwater contamination.

## SITE HISTORY:

The site is identified in listings of Resource Conservation and Recovery Act (RCRA)-Small Quantity Generator (SQG) for metals, benzene and tetrachloroethylene. The site had no recorded violations.

The site is identified in a listing by Environmental Data Resources (EDR) of historical automotive stations for three listings: Unknown facility in 1930 and Zito Buick Service in 1958 and 1964.

A review of Sanborn Fire Insurance Maps dated 1890 to 1971 shows the site as a parking garage for a dance hall in 1915 and 1928 and as an automobile sales and services facility in 1950, 1953 and 1963.

## SITE RECONNAISSANCE:

The site is a two-story brick building with multiple doors, an attached garage and a garage bay door that leads through the building to a large warehouse facility built onto the back of the brick building. The front of the building is maintained and has signage for foreign and domestic automotive tune ups. Much of the property is blocked from view by fencing and brick walls surrounding the property.

## CONCLUSIONS:

The site is on Alternative 3 – Option C; 125 feet north of Alternatives #3A and #3B; less than 1000 feet from Alternative 11 – Option B; approximately 1100 feet from Alternative 11 – Option A; and 1800 feet from Alternative #2. There is a medium potential that residual contamination may impact Alternative 3 – Option C and low potential impacts to Alternatives #3A and #3B.

## SITE PHOTOGRAPH:



View of building taken from Whitelock Street facing south.



<b>SITE IDENTIFICATION #</b> BP-195	<b>STREET ADDRESS</b> 1624 Eutaw Place	<b>PRIORITY RANKING</b> Alternative 2: High Alternative 3A: None Alternative 3B: None Alternative 3C: None Alternative 11A: None Alternative 11B: None
<b>PROPERTY NAME</b> Eutaw-Marshburn Elementary School	<b>OWNER / OPERATOR</b> City of Baltimore	
<b>PROPERTY USE</b> Elementary School	<b>STRUCTURE(S)</b> Two- and three-story buildings	
<b>REGULATORY DOCUMENT NUMBERS:</b>		

## SUSPECTED CONTAMINATION TYPE/SOURCE:

The address has had a large heating oil Underground Storage Tank (UST), with a closed case of unknown impact. There is a potential for hazardous material concerns in the form of soil and/or groundwater contamination due to a possible petroleum release.

## REGULATORY HISTORY:

Records for the site identified a series of emissions inspections with no violations. The site is identified in a listing of USTs monitored by Maryland Department of the Environment (MDE) for one 10,000-gallon heating oil tank, installed by January 1967 and listed as permanently out of use. The site is identified in a listing of cases monitored by MDE's Oil Control Program (OCP) for a case in December 1988, closed in June 1994 with no record of release or cleanup.

A review of Sanborn Fire Insurance Maps dated 1890 to 1982 identifies the site as a block of residences from 1890 to 1952 and as the current school structure since 1971.

## SITE RECONNAISSANCE:

The school consists of multiple two- and three-story brick buildings with an entrance on Eutaw Place. The school grounds and building appear well maintained. There is a playground and trash dumpsters behind the school.

## CONCLUSIONS:

The northwest side of the site overlaps Alternative #2. The site is considered a high priority for potential hazardous material impacts to Alternative #2, due to the historical onsite UST use providing a potential source of petroleum contamination.

## SITE PHOTOGRAPH:



View of school field taken from McMechen Street facing north.

<b>SITE IDENTIFICATION #</b> BP-196	<b>STREET ADDRESS</b> 405 McMechen Street	<b>PRIORITY RANKING</b> Alternative 2: Medium Alternative 3A: None Alternative 3B: None Alternative 3C: None Alternative 11A: None Alternative 11B: None
<b>PROPERTY NAME</b> Baltimore City Fire Station #13	<b>OWNER / OPERATOR</b> City of Baltimore	
<b>PROPERTY USE</b> Baltimore City Fire Station	<b>STRUCTURE(S)</b> Single-story building	
<b>REGULATORY DOCUMENT NUMBERS:</b>		

## SUSPECTED CONTAMINATION TYPE/SOURCE:

The address has a motor/lube oil-related release with an unknown impact. The address has a history of petroleum storage and handling with long-time use of Underground Storage Tanks (USTs), with unknown impact.

## REGULATORY HISTORY:

The site is identified in a listing of cases monitored by Maryland Department of the Environment (MDE)'s Oil Control Program (OCP) for a May 1999 motor/lube oil tank closure. The case was closed in October 1999, with a record of release and cleanup. The site is identified in a listing of historic USTs monitored by MDE; two 275-gallon diesel fuel USTs removed from the site and one 33-year old 275-gallon gasoline UST listed as permanently out of use. Finally, the site is identified in a July 1999 MDE UST database report for one 300-gallon gasoline tank, also listed as permanently out of use.

A review of Sanborn Fire Insurance Maps dated 1890 to 1982 shows the site was a residences from 1890 to 1952 and the current fire station since 1971.

## SITE RECONNAISSANCE:

This site is a Baltimore City fire station. During the site inspection, a salt box for de-icing was noted at the front garage of the building. The adjacent property, about 10 feet west, is residential with one dumpster for residential trash of the side the building.

## CONCLUSIONS:

The site overlaps Alternative 3 – Option C; within 350 feet of Alternative #2, southeast and upgradient; within 750 to 1000 feet from Alternatives #11A and #11B; almost 3000 feet from Alternatives #3A and #3B. The site is considered a medium priority for potential hazardous material impacts to the Alternative #2, due to the number of historical onsite USTs, with at least two closed in place that provide a potential source for future contamination.

## SITE PHOTOGRAPH:



View of Fire Station taken from McMechen Street facing southeast.

<b>SITE IDENTIFICATION #</b> BP-197	<b>STREET ADDRESS</b> 737 Lennox Street (850 West North Avenue)	<b>PRIORITY RANKING</b> Alternative 2: None Alternative 3A: None Alternative 3B: None Alternative 3C: None Alternative 11A: Low Alternative 11B: Low
<b>PROPERTY NAME</b> Dailey's Auto Repair & Parts	<b>OWNER / OPERATOR</b>	
<b>PROPERTY USE</b> Apartment building	<b>STRUCTURE(S)</b>	
<b>REGULATORY DOCUMENT NUMBERS:</b>		

## SUSPECTED CONTAMINATION TYPE/SOURCE:

The site has served as a historical automobile station. Given the general nature of automotive fluid use, there is a potential for hazardous material concerns in the form of soil and/or groundwater contamination.

## SITE HISTORY:

The site is identified in a listing by Environmental Data Resources (EDR) of historical automotive stations with one listing for Dailey's Auto Repair & Parts in 2001.

The facility was not shown in the Sanborn Fire Insurance Maps provided by EDR for this project.

## SITE RECONNAISSANCE:

The site is a three-story apartment building within a fenced complex located between Lennox Street and North Avenue.

## CONCLUSIONS:

The site is 400 feet northwest of the west end of the portal cut of Alternative 3 – Option C.

There is low potential that historic contamination will impact construction of Alternative s 11A and 11B.

## SITE PHOTOGRAPH:



View of site, from Lennox Avenue, facing southeast.



## B&P TUNNEL PRELIMINARY SCREENING ASSESSMENT

<b>SITE IDENTIFICATION #</b> BP-198	<b>STREET ADDRESS</b> 727 West North Avenue	<b>PRIORITY RANKING</b> Alternative 2: None Alternative 3A: None Alternative 3B: None Alternative 3C: None Alternative 11A: Low Alternative 11B: Low
<b>PROPERTY NAME</b> Reddy Cleaners	<b>OWNER / OPERATOR</b>	
<b>PROPERTY USE</b> Park	<b>STRUCTURE(S)</b>	
<b>REGULATORY DOCUMENT NUMBERS:</b>		

### SUSPECTED CONTAMINATION TYPE/SOURCE:

The site has served as a historical dry cleaners. Given the general nature of dry cleaning fluid use, there is a potential for hazardous material concerns in the form of soil and/or groundwater contamination.

### SITE HISTORY:

The site is identified in a listing by Environmental Data Resources (EDR) of historical dry cleaner facilities with listings for Reddy Cleaners in 1964.

The facility was not shown in the Sanborn Fire Insurance Maps provided by EDR for this project.

### SITE RECONNAISSANCE:

Address no longer exists. The site is a grassy park with concrete walking trails, just off North Avenue.

### CONCLUSIONS:

The site is 400 feet northwest of the west end of the portal cut of Alternative 3 – Option C.

There is low potential that historic contamination will impact construction of Alternative s 11A and 11B.

### SITE PHOTOGRAPH:



View of site from walking path, facing northeast.



<b>SITE IDENTIFICATION #</b> BP-199	<b>STREET ADDRESS</b> 711 West North Avenue (1758 Park Avenue)	<b>PRIORITY RANKING</b> Alternative 2: None Alternative 3A: None Alternative 3B: None Alternative 3C: None Alternative 11A: Low Alternative 11B: Low
<b>PROPERTY NAME</b> Washington Cleaners & Dyers Inc.	<b>OWNER / OPERATOR</b>	
<b>PROPERTY USE</b> Unoccupied commercial/residential	<b>STRUCTURE(S)</b>	
<b>REGULATORY DOCUMENT NUMBERS:</b>		

**SUSPECTED CONTAMINATION TYPE/SOURCE:**

The site has served as a historical dry cleaners. Given the general nature of dry cleaning fluid use, there is a potential for hazardous material concerns in the form of soil and/or groundwater contamination.

**SITE HISTORY:**

The site is identified in a listing by Environmental Data Resources (EDR) of historical dry cleaner facilities with listings for Washington Cleaners & Dyers in 1925 and 1930.

The facility was not shown in the Sanborn Fire Insurance Maps provided by EDR for this project.

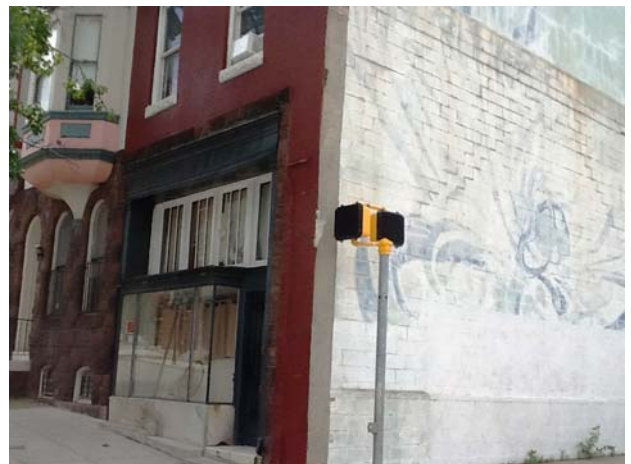
**SITE RECONNAISSANCE:**

The site is a three-story brick building. During site reconnaissance, the first floor appeared unoccupied with potential residences on the upper floors.

**CONCLUSIONS:**

The site is 400 feet northwest of the west end of the portal cut of Alternative 3 – Option C.

There is low potential that historic contamination will impact construction of Alternatives 11A and 11B.

**SITE PHOTOGRAPH:**


View of site from North Avenue, facing southwest.



## B&P TUNNEL PRELIMINARY SCREENING ASSESSMENT

<b>SITE IDENTIFICATION #</b> BP-200	<b>STREET ADDRESS</b> 1631 Park Avenue (1625 Park Avenue)	<b>PRIORITY RANKING</b> Alternative 2: Medium Alternative 3A: None Alternative 3B: None Alternative 3C: None Alternative 11A: None Alternative 11B: None
<b>PROPERTY NAME</b> B & E Properties	<b>OWNER / OPERATOR</b> H. Jeffrey Epstein	
<b>PROPERTY USE</b> Multi-unit residence	<b>STRUCTURE(S)</b> Five-story building	
<b>REGULATORY DOCUMENT NUMBERS:</b>		

### SUSPECTED CONTAMINATION TYPE/SOURCE:

The address has had a petroleum-related release of unknown impact.

### REGULATORY HISTORY:

The site is identified in a listing of cases monitored by Maryland Department of the Environment (MDE)'s Oil Control Program (OCP) for a case in October 1998, closed in March 1999, with a record of release and cleanup. The site is identified in listings of Underground Storage Tanks (USTs) and historic USTs monitored by MDE for one 2000-gallon tank of heating oil, permanently out of use.

A review of Sanborn Fire Insurance Maps dated 1890 to 1982 identifies the site as being operated as an apartment complex from 1915 onward.

### SITE RECONNAISSANCE:

The site is a five-story brick apartment building at the corner of Wilson Street and Park Avenue. The building and sidewalks appeared well maintained. Behind the property is a residential trash dumpster and transformer on an adjacent road.

### CONCLUSIONS:

The site within the limit of disturbance of Alternative #2; 650 to 850 feet from Alternatives #11A and #11B; 1300 feet from Alternatives #3A and #3B; and over 1200 feet from Alternative 3 – Option C. There is a medium potential that residual contamination due to a known petroleum release may impact Alternative #2.

### SITE PHOTOGRAPH:



View of building taken from Wilson Street facing southeast.



## B&P TUNNEL PRELIMINARY SCREENING ASSESSMENT

<b>SITE IDENTIFICATION #</b> BP-201	<b>STREET ADDRESS</b> 415 West North Avenue (120 McMechen Street)	<b>PRIORITY RANKING</b> Alternative 2: High Alternative 3A: None Alternative 3B: None Alternative 3C: None Alternative 11A: Medium Alternative 11B: Medium
<b>PROPERTY NAME</b> Ditch Bowers & Taylor, Inc.	<b>OWNER / OPERATOR</b> Maryland Institute College	
<b>PROPERTY USE</b> Open	<b>STRUCTURE(S)</b> Cement structure	
<b>REGULATORY DOCUMENT NUMBERS:</b>		

### SUSPECTED CONTAMINATION TYPE/SOURCE:

The address has a history of petroleum storage and handling and has had petroleum release and cleanup, with unknown impacts.

### REGULATORY HISTORY:

The site is identified in a listing of cases monitored by Maryland Department of the Environment (MDE)'s Oil Control Program (OCP) for a motor/lube oil tank closure case in July 1999. The case was closed November 1999, with a record of release and cleanup. The site is identified in a listing of Underground Storage Tanks (USTs) monitored by MDE for eight tanks of unknown storage use, all steel with a 4000-gallon capacity, and listed as permanently out of use.

A review of Sanborn Fire Insurance Maps dated 1890 to 1982 identifies the site as a livery stable from 1890 to 1901, the Ditch Bowers & Taylor auto repair and garage in 1914. Ditch Bowers & Taylor was subdivided into a battery and metal storage center and an adjacent oil burner service facility in 1950, with the battery center becoming an oil storage site and the oil burner facility becoming an automotive upholstery facility by 1971.

### SITE RECONNAISSANCE:

The site consists of open space surrounded by a high fence and is located adjacent to Bolton House Apartment Complex along the corridor of West North Avenue. The site was inaccessible; limited information was obtained. The cement structure covers the open B&P Amtrak railroad.

### CONCLUSIONS:

The site is within Alternative #2; 400 to 650 feet south of Alternatives #11A and #11B; and over 750 feet south of Alternatives #3A, #3B and #3C. This site is considered a high priority for potential hazardous material impact to Alternative #2 and medium priority to Alternatives #11A and #11B, due to the number of historical onsite Underground Storage Tanks (USTs) providing a potential source and the known release of petroleum that could migrate offsite.

### SITE PHOTOGRAPH:



Property from parking lot of 1600 West Mt Royal Avenue facing north.

<b>SITE IDENTIFICATION #</b> BP-202	<b>STREET ADDRESS</b> 1600 West Mount Royal Avenue	<b>PRIORITY RANKING</b> Alternative 2: Medium Alternative 3A: None Alternative 3B: None Alternative 3C: None Alternative 11A: Medium Alternative 11B: Medium
<b>PROPERTY NAME</b> Bolton House North Apartments	<b>OWNER / OPERATOR</b> Bolton North, LLC	
<b>PROPERTY USE</b> Multi-unit residence	<b>STRUCTURE(S)</b> Fifteen-story residential building	
<b>REGULATORY DOCUMENT NUMBERS:</b>		

## SUSPECTED CONTAMINATION TYPE/SOURCE:

The address has had petroleum-related Underground Storage Tank (UST) storage of unknown impact.

## REGULATORY HISTORY:

The site is identified in a listing of cases monitored by Maryland Department of the Environment (MDE)'s Oil Control Program (OCP) for a case in April 1993. The case was closed in August 1994, with no record of release or cleanup. The site is identified in listings of USTs and historic USTs monitored by MDE for one 550-gallon (or 500-gallon) tank of diesel fuel oil, installed by 1977 and permanently out of use.

A review of Sanborn Fire Insurance Maps dated 1890 to 1982 identifies the site as residential and a church from 1901 to 1952.

## SITE RECONNAISSANCE:

The site is a fifteen-story apartment building with a parking lot and resident trash dumpster in the parking lot. MTA Light Rail tracks are located along West North Avenue about 200 feet east of the building.

## CONCLUSIONS:

The site is adjacent to Alternative #2; 600 to 800 feet south of Alternatives #11A and #11B; and about 900 feet south of Alternatives #3A, #3B and #3C. There is a medium potential that contamination from long-term UST use exists that may impact Alternatives #2, #11A and #11B.

## SITE PHOTOGRAPH:



View of building taken from McMechen Street facing northwest.



<b>SITE IDENTIFICATION #</b> BP-203	<b>STREET ADDRESS</b> 344 West North Avenue	<b>PRIORITY RANKING</b> Alternative 2: Medium Alternative 3A: Medium Alternative 3B: Medium Alternative 3C: Medium Alternative 11A: Medium Alternative 11B: Medium
<b>PROPERTY NAME</b> MTA Light Rail Maintenance Facility (Central Light Rail Line)	<b>OWNER / OPERATOR</b> MTA	
<b>PROPERTY USE</b> Light Rail maintenance facility	<b>STRUCTURE(S)</b>	
<b>REGULATORY DOCUMENT NUMBERS:</b>		

## SUSPECTED CONTAMINATION TYPE/SOURCE:

The site is a public rail transportation maintenance facility. Given the general nature of railway fluid use and historical hazardous material storage and handling risk for the industry, there is a potential for hazardous material concerns in the form of soil and/or groundwater contamination.

## REGULATORY HISTORY:

The site is identified in listings of Resource Conservation and Recovery Act (RCRA)-Small Quantity Generator (SQG) for chlorinated solvents, cadmium, mercury and benzene. The site had no recorded violations. The site is identified in a listing of a case monitored by Maryland Department of the Environment (MDE)'s Oil Control Program (OCP) opened in April 1991. The case was closed in May 1991, with no record of release or cleanup.

A review of Sanborn Fire Insurance Maps dated 1890 to 1982 identifies the site as a rail yard area since 1915, with no significant structures on the southern part of the property.

## SITE RECONNAISSANCE:

The site is an MTA Light Rail maintenance facility and station with an adjacent parking lot. Large capacity electrical equipment units are on the site, as well as high voltage electrical wires located about 200 feet after exiting the Light Rail tunnel and approaching the station. Site BP-208 is about 200 feet southwest of this property.

## CONCLUSIONS:

The site is within the limit of disturbance of the east end of Alternative #2; the north/east sides of the site are along Alternative 11 – Option A and #11B; and the northeast side of the site overlaps Alternative 3 – Option A, #3B and #3C. This site is considered a medium priority for potential hazardous material impacts to all Alternatives, due to long-term industrial use of the property, which included the handling and storage of hazardous materials.

## SITE PHOTOGRAPH:



View of station tracks taken from parking lot facing east.



## B&P TUNNEL PRELIMINARY SCREENING ASSESSMENT

<b>SITE IDENTIFICATION #</b> BP-204	<b>STREET ADDRESS</b> 121 McMechen Street	<b>PRIORITY RANKING</b> Alternative 2: Low Alternative 3A: None Alternative 3B: None Alternative 3C: None Alternative 11A: Low Alternative 11B: Low
<b>PROPERTY NAME</b> Mount Royal Elementary School	<b>OWNER / OPERATOR</b> City of Baltimore	
<b>PROPERTY USE</b> School	<b>STRUCTURE(S)</b> Three-story building	
<b>REGULATORY DOCUMENT NUMBERS:</b> EPA Registry ID: 110001795086		

### **SUSPECTED CONTAMINATION TYPE/SOURCE:**

The address has a history of petroleum storage of unknown impact.

### **SITE HISTORY:**

The site is identified in a listing of cases monitored by Maryland Department of the Environment (MDE)'s Oil Control Program (OCP) for one case in July 1998. The case was closed in January 1999, with no record of release or cleanup. The site is identified in a listing of Underground Storage Tanks (USTs) monitored by MDE, for one 10,000-gallon heating oil tank, permanently out of use. The site is identified in a listing of Resource Conservation and Recovery Act (RCRA) conditionally exempt small quantity generators (CESQG). The site has no recorded violations.

A review of Sanborn Fire Insurance Maps dated 1890 to 1982 shows the site as an unidentified store from 1918 through 1952 and as part of a school ground since 1971.

### **SITE RECONNAISSANCE:**

This site is the Mount Royal Elementary/Middle School with a playground facility at the center of the school field. A trash collection area, with six trash bins, is located behind the school in an alley where five transformers run parallel to the property.

### **CONCLUSIONS:**

The site is within 400 feet southeast of Alternative #2; between 1000 and 1200 feet south of Alternatives #11A and #11B; and 1000 feet south of Alternatives #3A, #3B and #3C. There is a low potential that the onsite use of a large UST would provide a possible source of contamination that may impact Alternatives #2, #11A and #11B.

### **SITE PHOTOGRAPH:**



View of school building taken from Mosher Street facing northwest.



## B&P TUNNEL PRELIMINARY SCREENING ASSESSMENT

<b>SITE IDENTIFICATION #</b> BP-205	<b>STREET ADDRESS</b> 2600 Sisson Street	<b>PRIORITY RANKING</b> Alternative 2: None Alternative 3A: Low Alternative 3B: Low Alternative 3C: Low Alternative 11A: None Alternative 11B: None
<b>PROPERTY NAME</b> Sisson Realty Company/Sun Cab	<b>OWNER / OPERATOR</b> Sisson Realty Company	
<b>PROPERTY USE</b>	<b>STRUCTURE(S)</b>	
<b>REGULATORY DOCUMENT NUMBERS:</b>		

### SUSPECTED CONTAMINATION TYPE/SOURCE:

The address has a history of petroleum storage of unknown impact. Given the petroleum use at the site, there is a potential for hazardous material concerns in the form of soil and/or groundwater contamination.

The site has historical petroleum releases with potential impacts to soil and groundwater.

### SITE HISTORY:

The site is identified in a listing by Environmental Data Resources (EDR) of cases monitored by Maryland Department of the Environment (MDE)'s Oil Control Program (OCP); one case opened in April 1989, closed in February 2008 with release and cleanup; and one case opened in July 1989, closed in March 1998 with release and cleanup.

The site is identified in a listing by EDR of historic Underground Storage Tanks (USTs) for one 8000-gallon UST with unknown contents, removed; one 2000-gallon UST with unknown contents, removed; two 500-gallon USTs with unknown contents, removed; three 4000-gallon gasoline USTs, removed; four 10,000-gallon gasoline USTs, removed; four gasoline USTs of unknown capacity, removed; and 12,000-gallon gasoline UST, temporarily out of use.

The site is identified in a listing by EDR of USTs for one 8000-gallon UST with unknown contents, removed; four 10,000-gallon gasoline USTs, permanently out of use; four gasoline USTs of unknown capacity, permanently out of use; 12,000-gallon gasoline UST, permanently out of use; two 2000-gallon USTs with other substance, permanently out of use; two 1000-gallon gasoline USTs, permanently out of use; three 1000-gallon heating oil USTs, permanently out of use; three 250-gallon USTs, permanently out of use; one 1000-gallon used oil, permanently out of use; 500-gallon UST with other substance, permanently out of use; 500-gallon used oil UST, permanently out of use; and three 4000-gallon gasoline USTs, permanently out of use.

The facility was not shown in the Sanborn Fire Insurance Maps provided by EDR for this project.

### SITE RECONNAISSANCE:

Site was not surveyed – outside the 500-foot buffer area and evaluated as a low priority site.

### CONCLUSIONS:

The site is 400 feet northwest of the west end of the portal cut of Alternative 3 – Option C.

There is low potential that historic contamination will impact construction of Alternatives 3A, 3B and 3C.

### SITE PHOTOGRAPH:



## B&P TUNNEL PRELIMINARY SCREENING ASSESSMENT

<b>SITE IDENTIFICATION #</b> BP-206	<b>STREET ADDRESS</b> 560 West North Avenue	<b>PRIORITY RANKING</b> Alternative 2: Medium Alternative 3A: Medium Alternative 3B: Medium Alternative 3C: Medium Alternative 11A: Medium Alternative 11B: Medium
<b>PROPERTY NAME</b> Baltimore City Department of Public Works Highway Maintenance Garage	<b>OWNER / OPERATOR</b> City of Baltimore	
<b>PROPERTY USE</b> Abandoned highway maintenance/service facility	<b>STRUCTURE(S)</b> Two abandoned one-story brick buildings, a one-story concrete building, a two-story wooden warehouse/garage and miscellaneous wooden storage outbuildings	
<b>REGULATORY DOCUMENT NUMBERS:</b>		

### **SUSPECTED CONTAMINATION TYPE/SOURCE:**

The site has served as a highway service facility. Given the general nature of automotive fluid use and historical hazardous material storage and handling risk for the industry, there is a potential for hazardous material concerns in the form of soil and/or groundwater contamination.

### **REGULATORY HISTORY:**

The site is identified in a listing of Resource Conservation and Recovery Act (RCRA)-Conditionally Exempt Small Quantity Generator (CESQG) with no recorded violations. The site is identified in a listing of a case monitored by Maryland Department of the Environment (MDE)'s Oil Control Program (OCP) opened and closed in September 1985, with no record of release or cleanup.

A review of Sanborn Fire Insurance Maps dated 1890 to 1982 identifies the site as containing storage buildings with paving supplies and offices from 1915 to 1982.

### **SITE RECONNAISSANCE:**

The site consists of abandoned buildings with trash, tires and construction debris. It appears the City still uses the parking area for City trucks. One of the brick buildings appears to be a former vehicle maintenance garage with three large bay doors now boarded up. Four Baltimore City snow plows were parked in front of the building during the site visit. This vehicle maintenance building may contain vehicle service areas and equipment, including hydraulic lifts, however there was no access to the interiors of the building. The parking areas around the buildings include concrete pavement, brick, asphalt and gravel pavement in poor condition with large repaired and patched areas. An area of the concrete pavement has been excavated in an L shape with the concrete rubble placed back into, and over, the excavation. Rubber cones surround the excavation. There are tire remains, paper, cans and scrap metal lying inside the property. During the site inspection, about ten 10-gallon drums were seen at the site. The MTA Light Rail Station and service facility are approximately 150 feet adjacent to this property.



**CONCLUSIONS:**

The south side of the site is in the right of way Alternative #2. Alternatives #3A, #3B, #3C, #11A and #11B all overlap the site. This site is considered a medium priority for potential hazardous material impacts to the projects Alternatives, due to long-term industrial use of the property, which included the handling and storage of hazardous materials.

**SITE PHOTOGRAPH:**

View of abandoned buildings taken from parking area of building facing west.



## B&P TUNNEL PRELIMINARY SCREENING ASSESSMENT

<b>SITE IDENTIFICATION #</b> BP-207	<b>STREET ADDRESS</b> 140 West Lafayette Avenue (1400 John Street)	<b>PRIORITY RANKING</b> Alternative 2: Medium Alternative 3A: None Alternative 3B: None Alternative 3C: None Alternative 11A: None Alternative 11B: None
<b>PROPERTY NAME</b> Golden Touch Care Center	<b>OWNER / OPERATOR</b> The Maryland Institute	
<b>PROPERTY USE</b>	<b>STRUCTURE(S)</b>	
<b>REGULATORY DOCUMENT NUMBERS:</b>		

### SUSPECTED CONTAMINATION TYPE/SOURCE:

The address has had petroleum-related releases of unknown impact and a history of large onsite Underground Storage Tanks (USTs) of heating oil.

### REGULATORY HISTORY:

The site is identified in a listing of cases monitored by Maryland Department of the Environment (MDE)'s Oil Control Program (OCP) for a case in February 1991. The case was closed in December 1997, with a record of release, but none for cleanup. An additional case in November 1986 was closed in April 1987, without record of release or cleanup. The site is identified in listings of Underground Storage Tanks (USTs) and historic USTs monitored by MDE for two 12,000-gallon tanks of heating oil, permanently out of use, and one 10,000-gallon tank of heating oil, currently in use.

The facility was not shown in the Sanborn Fire Insurance Maps provided by Environmental Data Resources (EDR) for this project.

### SITE RECONNAISSANCE:

Site was not surveyed – outside the 500-foot buffer area and not a high priority.

### CONCLUSIONS:

The site is approximately 750 feet south/southeast of Alternative #2; 1400 to 1600 feet south of Alternative 11 – Option A and #11B; over 1500 feet south of Alternatives #3A and #3B; and 1300 feet from Alternative 3 – Option C. The site is considered a medium priority for potential hazardous material impacts Alternative #2, due to a known petroleum release and the onsite use of large USTs providing a possible source of contamination.

### SITE PHOTOGRAPH:

<b>SITE IDENTIFICATION #</b> BP-208	<b>STREET ADDRESS</b> 401 West North Avenue	<b>PRIORITY RANKING</b> Alternative 2: Medium Alternative 3A: Low Alternative 3B: Low Alternative 3C: Low Alternative 11A: Low Alternative 11B: Low
<b>PROPERTY NAME</b> Baltimore Fire Department, Aerial Tower 111	<b>OWNER / OPERATOR</b> City of Baltimore	
<b>PROPERTY USE</b> Baltimore Fire Department	<b>STRUCTURE(S)</b> Two-story building	
<b>REGULATORY DOCUMENT NUMBERS:</b>		

**SUSPECTED CONTAMINATION TYPE/SOURCE:**

The address has had petroleum-related use of unknown impact.

**REGULATORY HISTORY:**

The site is identified in a listing of cases monitored by Maryland Department of the Environment (MDE)'s Oil Control Program (OCP) for a tank closure case in May 1999. The case was closed in October 1999, with no record of release or cleanup. The site is identified in listings of Underground Storage Tanks (USTs) and historic USTs monitored by MDE for one 300-gallon (or 275-gallon) tank of gasoline permanently out of use, and one 275-gallon tank of diesel fuel and two 275-gallon tanks of heating oil of unknown status.

A review of Sanborn Fire Insurance Maps dated 1890 to 1982 identifies the site as being operated as a fire department from 1915 onward.

**SITE RECONNAISSANCE:**

The site is currently a Baltimore City Fire Station located along West North Avenue, just before the ramp onto I-83 south. The MTA Light Rail tracks are behind the property approximately 200 feet.

**CONCLUSIONS:**

The northeast side of the site is in the limit of disturbance of Alternative #2; 500 feet south of Alternatives #11A and #11B; and 00 feet south of Alternatives #3A, #3B and #3C. There is a medium to low potential that residual contamination from UST use may impact the project Alternatives.

**SITE PHOTOGRAPH:**


View of building taken from West North Avenue facing south.



## B&P TUNNEL PRELIMINARY SCREENING ASSESSMENT

<b>SITE IDENTIFICATION #</b> BP-209	<b>STREET ADDRESS</b> 401 West 26th Street	<b>PRIORITY RANKING</b> Alternative 2: None Alternative 3A: Low Alternative 3B: Low Alternative 3C: Low Alternative 11A: None Alternative 11B: None
<b>PROPERTY NAME</b> Southern Fuel Company	<b>OWNER / OPERATOR</b> David R. Shapiro	
<b>PROPERTY USE</b>	<b>STRUCTURE(S)</b>	
<b>REGULATORY DOCUMENT NUMBERS:</b>		

### **SUSPECTED CONTAMINATION TYPE/SOURCE:**

The address has a history of petroleum storage of unknown impact. Given the petroleum use at the site, there is a potential for hazardous material concerns in the form of soil and/or groundwater contamination.

The site has historical petroleum releases with potential impacts to soil and groundwater.

### **SITE HISTORY:**

The site is identified in a listing by Environmental Data Resources (EDR) of cases monitored by Maryland Department of the Environment (MDE)'s Oil Control Program (OCP) for one case opened in April 1989, closed in February 2008 with release and cleanup.

The site is identified in a listing by EDR of historic Underground Storage Tanks (USTs) for eight 20,000-gallon heating oil USTs, currently in use; two 30,000-gallon heating oil USTs, currently in use; one 10,000-gallon diesel UST, currently in use; one 10,000-gallon gasoline UST, currently in use; and one 10,000-gallon kerosene UST, currently in use.

The site is identified in a listing by EDR of USTs for one 20,000-gallon heating oil UST, permanently out of use; three 10,000-gallon diesel USTs, permanently out of use; one 10,000-gallon kerosene UST, permanently out of use; one 4000-gallon used oil use, permanently out of use; one 1000-gallon heating oil UST, permanently out of use; 300-gallon used oil, permanently out of use; six 20,000-gallon heating oil USTs, permanently out of use; and two 30,000-gallon heating oil USTs, permanently out of use.

The facility was not shown in the Sanborn Fire Insurance Maps provided by EDR for this project.

### **SITE RECONNAISSANCE:**

Site was not surveyed – outside the 500-foot buffer area and evaluated as a low priority site.

### **CONCLUSIONS:**

The site is 400 feet northwest of the west end of the portal cut of Alternative 3 – Option C.

There is low potential that historic contamination will impact construction of Alternative s 3A, 3B and 3C.

### **SITE PHOTOGRAPH:**





## B&P TUNNEL PRELIMINARY SCREENING ASSESSMENT

<b>SITE IDENTIFICATION #</b> BP-210	<b>STREET ADDRESS</b> 410-422 West North Avenue	<b>PRIORITY RANKING</b> Alternative 2: Low Alternative 3A: Low Alternative 3B: Low Alternative 3C: Low Alternative 11A: Low Alternative 11B: Low
<b>PROPERTY NAME</b> Lincoln Motor	<b>OWNER / OPERATOR</b> Pennsylvania Lines, LLC	
<b>PROPERTY USE</b> North Avenue Light Rail station parking lot	<b>STRUCTURE(S)</b> Electrical substation	
<b>REGULATORY DOCUMENT NUMBERS:</b>		

### SUSPECTED CONTAMINATION TYPE/SOURCE:

The site was an auto service facility. Given the general nature of automotive fluid use and historical hazardous material storage and handling risk for the industry, there is a potential for hazardous material concerns in the form of soil and/or groundwater contamination.

### SITE HISTORY:

The site is identified in a listing by Environmental Data Resources (EDR) of historical auto services facilities with two listings for Lincoln Motor service station and Minter & Bradley, Inc. automotive repair in 1930.

A review of Sanborn Fire Insurance Maps dated 1890 to 1971 shows the site as the Mount Royal Pumping Station in 1901 with fuel oil storage tanks.

### SITE RECONNAISSANCE:

The site is a parking lot for the MTA light rail station. It contains a large new electrical substation building marked with “danger high voltage keep out” signs. The light rail tunnel passes adjacent to the property approximately 50 feet to the north. There is a bus stop on the main road (West North Avenue) of this property.

### CONCLUSIONS:

The site overlaps Alternative 3 – Option C and the south side of the site overlaps the north end of Alternative #2; Alternatives #3A, #3B, #11A, and #11B traverse the site. There is a low potential that residual contamination may impact the project Alternatives.

### SITE PHOTOGRAPH:



View of West North Avenue taken from McMechen Street (MTA parking area) facing southeast.



## B&P TUNNEL PRELIMINARY SCREENING ASSESSMENT

<b>SITE IDENTIFICATION #</b> BP-211	<b>STREET ADDRESS</b> 1401 West Mount Royal Avenue	<b>PRIORITY RANKING</b> Alternative 2: Low Alternative 3A: Low Alternative 3B: Low Alternative 3C: Low Alternative 11A: Low Alternative 11B: Low
<b>PROPERTY NAME</b> AAA Mid-Atlantic Inc.	<b>OWNER / OPERATOR</b>	
<b>PROPERTY USE</b>	<b>STRUCTURE(S)</b>	
<b>REGULATORY DOCUMENT NUMBERS:</b>		

### SUSPECTED CONTAMINATION TYPE/SOURCE:

The address has a history of petroleum storage of unknown impact. Given the petroleum use at the site, there is a potential for hazardous material concerns in the form of soil and/or groundwater contamination.

### SITE HISTORY:

The site is identified in a listing by Environmental Data Resources (EDR) of Underground Storage Tanks (USTs) for one 10,000-gallon gasoline UST, removed.

The facility was not shown in the Sanborn Fire Insurance Maps provided by EDR for this project.

### SITE RECONNAISSANCE:

Site was not surveyed – outside the 500-foot buffer area and evaluated as a low priority site.

### CONCLUSIONS:

The site is 400 feet northwest of the west end of the portal cut of Alternative 3 – Option C.

There is low potential that historic contamination associated with this site will impact all the project Alternatives.

### SITE PHOTOGRAPH:

<b>SITE IDENTIFICATION #</b> BP-212	<b>STREET ADDRESS</b> 1341 Dickson Street (1301 Mt Royal Avenue and 1300 Mt Royal Avenue)	<b>PRIORITY RANKING</b> Alternative 2: Medium Alternative 3A: Low Alternative 3B: Low Alternative 3C: Low Alternative 11A: Low Alternative 11B: Low
<b>PROPERTY NAME</b> Maryland Institute College of Art - Fox Building	<b>OWNER / OPERATOR</b> Maryland Institute College of Art	
<b>PROPERTY USE</b> Art school	<b>STRUCTURE(S)</b> One four-story brick building	
<b>REGULATORY DOCUMENT NUMBERS:</b>		

## SUSPECTED CONTAMINATION TYPE/SOURCE:

The address has long-term heating oil Underground Storage Tanks (USTs), with no record of closure or removal.

## REGULATORY HISTORY:

The site is identified in a listing of USTs monitored by Maryland Department of the Environment (MDE) for heating oil tanks, including one 6000-gallon steel tank installed by January 1971 and one 5000-gallon steel heating oil tank, both listed as currently in use. The site is identified in a listing of cases monitored by MDE's Oil Control Program (OCP) for a case opened and closed in March 2002, with no record of release or cleanup. The site is identified in a listing of Resource Conservation and Recovery Act (RCRA)-Conditionally Exempt Small Quantity Generator (CESQG). The site had no recorded violations. The site is identified in a listing of PA Manifests for the disposal of 400 pounds, 220 gallons, and 1 cubic yard of various total chemicals in 2013; 730 pounds, 996 gallons and 7 cubic yards of various total chemicals in 2012; and 110 gallons and 1 cubic yard of various total chemicals in 2011.

A review of Sanborn Fire Insurance Maps dated 1890 to 1982 shows the site as stone contractors and residences from 1901 to 1952. Shoe manufacturer began in 1950 and offices for Automobile Club of Maryland replaced the residences in 1971. The college is first shown in the former shoe plant in 1982.

## SITE RECONNAISSANCE:

The property is a Maryland Institute College of Art building. Railway tracks are behind the northeast side of the building. There is a control panel for one 6,000 gallon diesel UST and one transformer unit behind the building.

## CONCLUSIONS:

The site is 500 feet south of Alternative #2; 700 feet southwest of the end of Alternatives #3A, #3B, #3C, #11A and #11B. The site is considered a medium to low priority for potential hazardous material impacts to project Alternatives due to the number of historical, aged USTs onsite with no record of closure, providing a potential source for contamination.

## SITE PHOTOGRAPH:



View of building from West Lafayette Avenue facing northeast.

<b>SITE IDENTIFICATION #</b> BP-213	<b>STREET ADDRESS</b> 80 West Oliver Street	<b>PRIORITY RANKING</b> Alternative 2: Low Alternative 3A: Low Alternative 3B: Low Alternative 3C: Low Alternative 11A: Low Alternative 11B: Low
<b>PROPERTY NAME</b> Bolton Yard	<b>OWNER / OPERATOR</b> BA Bolton Yards, LLC	
<b>PROPERTY USE</b> Barnes & Noble	<b>STRUCTURE(S)</b> Five-story building	
<b>REGULATORY DOCUMENT NUMBERS:</b>		

**SUSPECTED CONTAMINATION TYPE/SOURCE:**

Historically, the Bolton Yard property was a freight station rail yard with associated warehousing structures. The address has a resulting history of petroleum and metals impact to soil.

**SITE HISTORY:**

The site is identified in a listing of Maryland Department of the Environment (MDE)'s Voluntary Control Program (Voluntary Cleanup Program (VCP)) for an application by BA Bolton Yards, LLC in November 2007, seeking a Certificate of Completion as an inculcable person. Maryland Department of the Environment (MDE) accepted the property into the Voluntary Cleanup Program (VCP) in February 2008. A proposed response action plan (RAP) was submitted in March 2008 and approved in June 2008. Maryland Department of the Environment (MDE) determined that the implementation and completion of the RAP met its requirements and issued a Certificate of Completion in October 2011. For these actions, the site is identified in a listing of Maryland Department of the Environment (MDE)'s Land Restoration Program sites.

The facility was not shown in the Sanborn Fire Insurance Maps provided by Environmental Data Resources (EDR) for this project.

**SITE RECONNAISSANCE:**

This site is a five-story building with Barnes and Noble Signage on the ground level. The building is located along West Oliver Street with a parking lot behind the building. Street light poles are located along the sidewalk. The U.S Postal Service Vehicle Maintenance Facility (Site BP-217) is approximately 70 feet east of the building.

**CONCLUSIONS:**

The site is approximately 850 feet southeast of the east end of Alternatives #2; 300 feet from the east end of Alternatives #3A, #3B, #3C, #11A and #11B. There is a low potential that residual contamination exist that may impact the project Alternatives.

**SITE PHOTOGRAPH:**


View of building taken from West Oliver Street facing northwest.





## B&P TUNNEL PRELIMINARY SCREENING ASSESSMENT

<b>SITE IDENTIFICATION #</b> BP-214	<b>STREET ADDRESS</b> 151 West Oliver Street	<b>PRIORITY RANKING</b> Alternative 2: Low Alternative 3A: Medium Alternative 3B: Medium Alternative 3C: Medium Alternative 11A: Medium Alternative 11B: Medium
<b>PROPERTY NAME</b> Amtrak/Jones Falls Substation	<b>OWNER / OPERATOR</b> State of Maryland	
<b>PROPERTY USE</b>	<b>STRUCTURE(S)</b>	
<b>REGULATORY DOCUMENT NUMBERS:</b>		

### **SUSPECTED CONTAMINATION TYPE/SOURCE:**

The site was part of a public rail transportation facility. Given the general nature of railway fluid use and historical hazardous material storage and handling risk for the industry and the documented contamination at the site, there is a potential for hazardous material concerns in the form of soil and/or groundwater contamination.

### **SITE HISTORY:**

The site is identified in a listing of cases monitored by Maryland Department of the Environment (MDE)'s Oil Control Program (OCP) for one case in June 2009 for soil contamination, closed in April 2010, with a record of release and cleanup.

The facility was not shown in the Sanborn Fire Insurance Maps provided by Environmental Data Resources (EDR) for this project.

### **SITE RECONNAISSANCE:**

Site was not surveyed – outside the 500-foot buffer area and not a high priority.

### **CONCLUSIONS:**

The site is approximately 1700 feet from the east end of Alternative #2, to the southeast; and less than 700 feet from the east end of Alternatives #3A, #3B, 33C, #11A and #11B, to the south. There is a low to medium potential that residual contamination may impact project Alternatives.

### **SITE PHOTOGRAPH:**



## B&P TUNNEL PRELIMINARY SCREENING ASSESSMENT

<b>SITE IDENTIFICATION #</b> BP-215	<b>STREET ADDRESS</b> 113 West North Avenue	<b>PRIORITY RANKING</b> Alternative 2: None Alternative 3A: Low Alternative 3B: Low Alternative 3C: Low Alternative 11A: Low Alternative 11B: Low
<b>PROPERTY NAME</b> Maryland Institute College of Art	<b>OWNER / OPERATOR</b> Maryland Institute College of Art	
<b>PROPERTY USE</b> Educational building	<b>STRUCTURE(S)</b> Five-story building	
<b>REGULATORY DOCUMENT NUMBERS:</b>		

### SUSPECTED CONTAMINATION TYPE/SOURCE:

The facility has operated with oil storage on-site. Given the documented release, there is a potential for hazardous material concerns in the form of soil and/or groundwater contamination.

### SITE HISTORY:

The site is identified in a listing of cases monitored by Maryland Department of the Environment (MDE)'s Oil Control Program (OCP) for one tank closure case opened in June 2011 and closed in August 2011, with release and cleanup reported.

The facility was not shown in the Sanborn Fire Insurance Maps provided by Environmental Data Resources (EDR) for this project.

### SITE RECONNAISSANCE:

The site consists of a five-story brick building identified as the Fred Lazarus IV Center (education center). The main road (West North Avenue) has three lampposts and two trash cans on the pavement in front of the building. The parking area behind the building has two dumpsters and three pole-mounted transformers.

### CONCLUSIONS:

The site is less than 200 feet from Alternative 3 – Option C; within 600 feet of the east end of Alternative #2; within 250 feet of the #3A and #3B track centerlines and approximately 900 feet from the portal cuts; and within 250 feet of the #11A and #11B track centerlines and approximately 650 to 750 feet from the portal cuts. There is a low potential that documented contamination may impact the Alternatives #3A, #3B, #3C, #11A and #11B.

### SITE PHOTOGRAPH:



View of building taken from West North Avenue facing south.

<b>SITE IDENTIFICATION #</b> BP-216	<b>STREET ADDRESS</b> 1734 Maryland Avenue	<b>PRIORITY RANKING</b> Alternative 2: None Alternative 3A: Low Alternative 3B: Low Alternative 3C: Low Alternative 11A: Low Alternative 11B: Low
<b>PROPERTY NAME</b> Maryland Community Resource Center	<b>OWNER / OPERATOR</b> Maryland Community Resource Center	
<b>PROPERTY USE</b> Community Center for drug and mental rehabilitation	<b>STRUCTURE(S)</b> Three-story building	
<b>REGULATORY DOCUMENT NUMBERS:</b>		

**SUSPECTED CONTAMINATION TYPE/SOURCE:**

The facility has operated with oil storage on-site. Given the documented release, there is a potential for hazardous material concerns in the form of soil and/or groundwater contamination.

**SITE HISTORY:**

The site is identified in a listing of cases monitored by Maryland Department of the Environment (MDE)'s Oil Control Program (OCP) for a documented surface spill from an Underground Storage Tank (UST) with no record of the contents or capacity of the tank. The case was opened in January 1999 and closed in March 1999 with a release and cleanup reported.

The facility was not shown in the Sanborn Fire Insurance Maps provided by Environmental Data Resources (EDR) for this project.

**SITE RECONNAISSANCE:**

The structure at the site has been redeveloped into the Maryland Community Resource Center. There is a pole-mounted transformer behind the building and rail tracks approximately fifty feet behind the building on Falls Road.

**CONCLUSIONS:**

The site is approximately 50 feet from Alternative 3 – Option C; within 900 feet of the east end of Alternative #2; within 400 feet of the #3A and #3B track centerlines and approximately 2000 feet from the portal cuts; and within 400 feet of the #11A and #11B track centerlines and approximately 950 to 1050 feet from the portal cuts. There is a low potential that documented contamination at the site may impact Alternatives #3A, #3B, #3C, #11A and #11B.

**SITE PHOTOGRAPH:**


View of building taken from Maryland Avenue facing southwest.

<b>SITE IDENTIFICATION #</b> BP-217	<b>STREET ADDRESS</b> 60 West Oliver Street	<b>PRIORITY RANKING</b> Alternative 2: Low Alternative 3A: Medium Alternative 3B: Medium Alternative 3C: Medium Alternative 11A: Medium Alternative 11B: Medium
<b>PROPERTY NAME</b> Baltimore Postal Service Vehicle Maintenance	<b>OWNER / OPERATOR</b> U.S. Postal Service	
<b>PROPERTY USE</b> Vehicle maintenance	<b>STRUCTURE(S)</b> Single-story building	
<b>REGULATORY DOCUMENT NUMBERS:</b> EPA Registry ID: 110055095070		

**SUSPECTED CONTAMINATION TYPE/SOURCE:**

The address has a history of petroleum storage of unknown impact.

**SITE HISTORY:**

The site is identified in a listing of cases monitored by Maryland Department of the Environment (MDE)'s Oil Control Program (OCP) for one tank closure case in March 1999, closed in July 1999, with a record of release and cleanup and for one case in July 1992, closed in December 1994, with no record of release or cleanup. The site is identified in a listing of historic Underground Storage Tanks (USTs) monitored by MDE, for seven tanks, five permanently removed – two 5000-gallon gasoline, 5000-gallon diesel fuel, two 550-gallon with unknown product – and two currently in use – one 5000-gallon gasoline and one 10,000-gallon diesel fuel. The site is identified in a federal listing of Comprehensive Environmental Response, Compensation (CERC) - No Further Remedial Action Planned (NFRAP) sites that have been removed and archived from the inventory of Comprehensive Environmental Response, Compensation, and Liability Information System (CERCLIS) sites, with no further remedial action planned.

The facility was not shown in the Sanborn Fire Insurance Maps provided by Environmental Data Resources (EDR) for this project.

**SITE RECONNAISSANCE:**

This site maintains its historic current use as the U.S Postal Service Vehicle Maintenance Facility. The property is located along West Oliver Street and is adjacent to the Barnes & Noble building (Site BP-213). There is a high gate at the entrance of the building with a sign "Authorized Vehicle and Personnel Only".

**CONCLUSIONS:**

The site is over 1100 feet southeast of the east end of Alternative #2; 250 feet from the east end of Alternatives #3A, #3B, #3C, #11A and #11B, to the southwest. There is a low potential for Alternative #2 and a medium potential for Alternatives #3A, #3B, #3C, #11A and #11B that the onsite use of numerous large USTs would provide a possible source of contamination that may impact the project Alternatives.

**SITE PHOTOGRAPH:**


View of building taken from West Oliver Street facing north.



<b>SITE IDENTIFICATION #</b> BP-218	<b>STREET ADDRESS</b> 1716 Maryland Avenue	<b>PRIORITY RANKING</b> Alternative 2: Low Alternative 3A: Low Alternative 3B: Low Alternative 3C: Low Alternative 11A: Low Alternative 11B: Low
<b>PROPERTY NAME</b> Penn Esso Station	<b>OWNER / OPERATOR</b>	
<b>PROPERTY USE</b> Railroad tracks	<b>STRUCTURE(S)</b>	
<b>REGULATORY DOCUMENT NUMBERS:</b>		

**SUSPECTED CONTAMINATION TYPE/SOURCE:**

The site has served as a historical automobile station. Given the general nature of automotive fluid use, there is a potential for hazardous material concerns in the form of soil and/or groundwater contamination.

**SITE HISTORY:**

The site is identified in a listing by Environmental Data Resources (EDR) of historical automotive stations with listings for Penn Esso Station in 1964.

The facility was not shown in the Sanborn Fire Insurance Maps provided by EDR for this project.

**SITE RECONNAISSANCE:**

The address no longer exists; the site is part of the current Amtrak railroad system.

**CONCLUSIONS:**

The former boundaries of this address could not be discerned. Its location has been estimated using historic records.

The site is 400 feet northwest of the west end of the portal cut of Alternative 3 – Option C.

There is low potential that historic contamination will impact all the project Alternatives.

**SITE PHOTOGRAPH:**


View of former site's location, facing northwest.

<b>SITE IDENTIFICATION #</b> BP-219	<b>STREET ADDRESS</b> 1731 Maryland Avenue	<b>PRIORITY RANKING</b> Alternative 2: Medium Alternative 3A: Medium Alternative 3B: Medium Alternative 3C: Medium Alternative 11A: Medium Alternative 11B: Medium
<b>PROPERTY NAME</b> Maryland Community Resource Center/Sterling Auto Radiator Works	<b>OWNER / OPERATOR</b>	
<b>PROPERTY USE</b> Resource Center	<b>STRUCTURE(S)</b>	
<b>REGULATORY DOCUMENT NUMBERS:</b>		

## **SUSPECTED CONTAMINATION TYPE/SOURCE:**

The site has served as a historical automobile station. Given the general nature of automotive fluid use, there is a potential for hazardous material concerns in the form of soil and/or groundwater contamination.

## **SITE HISTORY:**

The site is identified in a listing by Environmental Data Resources (EDR) of cases monitored by Maryland Department of the Environment (MDE)'s Oil Control Program (OCP) for one case opened in January 1999 and closed in March 1999, with release and cleanup.

The site is identified in a listing by EDR of historical automotive stations with listings for Bill's Automatic Transmission Service in 1958; Sterling Auto Radiator Works in 1958, 1964 and 1999.

The facility was not shown in the Sanborn Fire Insurance Maps provided by EDR for this project.

## **SITE RECONNAISSANCE:**

The site is a one- to two-story that houses the Maryland Community Resource Center. The site is located at the corner of Maryland Avenue and Falls Road.

## **CONCLUSIONS:**

The site is 400 feet northwest of the west end of the portal cut of Alternative 3 – Option C.

There is medium potential that historic contamination associated with this site will impact all project Alternatives.

## **SITE PHOTOGRAPH:**



View of Resource Center main building, with site in the background, facing north.

<b>SITE IDENTIFICATION #</b> BP-220	<b>STREET ADDRESS</b> 6 West Lanvale Street	<b>PRIORITY RANKING</b> Alternative 2: Low Alternative 3A: Low Alternative 3B: Low Alternative 3C: Low Alternative 11A: Low Alternative 11B: Low
<b>PROPERTY NAME</b> Atlantic Automobile Repairs	<b>OWNER / OPERATOR</b>	
<b>PROPERTY USE</b> Auto Service	<b>STRUCTURE(S)</b>	
<b>REGULATORY DOCUMENT NUMBERS:</b>		

## SUSPECTED CONTAMINATION TYPE/SOURCE:

The site has served as a historical automobile station. Given the general nature of automotive fluid use, there is a potential for hazardous material concerns in the form of soil and/or groundwater contamination.

## SITE HISTORY:

The site is identified in a listing by Environmental Data Resources (EDR) of historical automotive stations with listings for Atlantic Automobile Repairs in 1999 and 2000; and Atlantic Auto Service in 2007 through 2012.

The site is identified in a listing by EDR of Resource Conservation and Recovery Act (RCRA)-Small Quantity Generator (SQG) for ignitable waste, cadmium, chromium, lead, benzene, chlorobenzene, 1,4-dichlorobenzene, tetrachloroethylene and trichloroethylene, with no recorded violations.

The facility was not shown in the Sanborn Fire Insurance Maps provided by EDR for this project.

## SITE RECONNAISSANCE:

The site is a one-story brick building that houses Daniel's Auto Service. During site reconnaissance, there were cars on the front lot and side alley. There are two bays with drains sloping to the alley from a large interior garage. There are seven pole-mounted transformers along the side of the building.

## CONCLUSIONS:

The site is 400 feet northwest of the west end of the portal cut of Alternative 3 – Option C.

There is low potential that historic contamination associated with this site will impact all the project Alternatives.

## SITE PHOTOGRAPH:



<b>SITE IDENTIFICATION #</b> BP-221	<b>STREET ADDRESS</b> 1700 North Charles Street	<b>PRIORITY RANKING</b> Alternative 2: Medium Alternative 3A: Medium Alternative 3B: Medium Alternative 3C: Medium Alternative 11A: Medium Alternative 11B: Medium
<b>PROPERTY NAME</b> Metro Laundry & Cleaners/La La Auto Repair Inc./Atlantic Auto Service	<b>OWNER / OPERATOR</b> Shin Young K	
<b>PROPERTY USE</b> Art gallery	<b>STRUCTURE(S)</b>	
<b>REGULATORY DOCUMENT NUMBERS:</b>		

## SUSPECTED CONTAMINATION TYPE/SOURCE:

The site has served as a historical dry cleaners. The site has served as a historical automobile station. The address has a history of petroleum storage of unknown impact. Given the dry-cleaning fluid, automotive fluid and petroleum use at the site, there is a potential for hazardous material concerns in the form of soil and/or groundwater contamination.

## SITE HISTORY:

The site is identified in a listing by Environmental Data Resources (EDR) of historical dry cleaner facilities with listings for Metro Laundry & Cleaners in 1999, 2000, 2001 and 2002; Metro Cleaners in 2005, 2006, 2007, 2008, 2011 and 2012. The site is identified in a listing by EDR of historical automotive stations with listings for La La Auto Repair Inc. in 2002 through 2012.

The site is identified in a listing by EDR of Underground Storage Tanks (USTs) for one 300-gallon gasoline UST, permanently out of use. The site is identified in listings by EDR of Resource Conservation and Recovery Act (RCRA)-Small Quantity Generator (SQG) for ignitable waste, chromium, lead, tetrachloroethylene and halogenated solvents, with no recorded violations.

The site is identified in a listing by EDR of cases monitored by Maryland Department of the Environment (MDE)'s Oil Control Program (OCP) for one case opened in April 2003 and closed in May 2004, with no release or cleanup.

The facility was not shown in the Sanborn Fire Insurance Maps provided by EDR for this project.

## SITE RECONNAISSANCE:

The site is a three-story brick building that houses the Metro Gallery.

## CONCLUSIONS:

The site is 400 feet northwest of the west end of the portal cut of Alternative 3 – Option C.

There is medium potential that historic contamination associated with this site will impact all project Alternatives.

## SITE PHOTOGRAPH:



View of site's store front, facing northeast.



<b>SITE IDENTIFICATION #</b> BP-222	<b>STREET ADDRESS</b> 2 East Lanvale Street	<b>PRIORITY RANKING</b> Alternative 2: Low Alternative 3A: Low Alternative 3B: Low Alternative 3C: Low Alternative 11A: Low Alternative 11B: Low
<b>PROPERTY NAME</b> Binswanger, Sylvan W	<b>OWNER / OPERATOR</b>	
<b>PROPERTY USE</b> Restaurant	<b>STRUCTURE(S)</b>	
<b>REGULATORY DOCUMENT NUMBERS:</b>		

**SUSPECTED CONTAMINATION TYPE/SOURCE:**

The site has served as a historical automobile station. Given the general nature of automotive fluid use, there is a potential for hazardous material concerns in the form of soil and/or groundwater contamination.

**SITE HISTORY:**

The site is identified in a listing by Environmental Data Resources (EDR) of historical automotive stations with listings for Binswanger Sylvan W in 1930.

The facility was not shown in the Sanborn Fire Insurance Maps provided by EDR for this project.

**SITE RECONNAISSANCE:**

The site is a three- to four-story building that houses the Pen & Quill (P & Q) restaurant.

**CONCLUSIONS:**

The former boundaries of this address could not be discerned. Its location has been estimated using historic records.

The site is 400 feet northwest of the west end of the portal cut of Alternative 3 – Option C.

There is low potential that historic contamination associated with this site will impact all the project Alternatives.

**SITE PHOTOGRAPH:**


View of site from Charles Street, facing northeast.



## B&P TUNNEL PRELIMINARY SCREENING ASSESSMENT

<b>SITE IDENTIFICATION #</b> BP-223	<b>STREET ADDRESS</b> 1801 North Charles Street	<b>PRIORITY RANKING</b> Alternative 2: Medium Alternative 3A: Medium Alternative 3B: Medium Alternative 3C: Medium Alternative 11A: Medium Alternative 11B: Medium
<b>PROPERTY NAME</b> Vincent Gulf Service Station/Hess	<b>OWNER / OPERATOR</b> Marathon Petroleum Company LP	
<b>PROPERTY USE</b> Gas station	<b>STRUCTURE(S)</b>	
<b>REGULATORY DOCUMENT NUMBERS:</b>		

### **SUSPECTED CONTAMINATION TYPE/SOURCE:**

The site has served as a historical automobile station. Given the general nature of automotive fluid use, there is a potential for hazardous material concerns in the form of soil and/or groundwater contamination.

The address has a history of petroleum storage of unknown impact. Given the petroleum use at the site, there is a potential for hazardous material concerns in the form of soil and/or groundwater contamination.

### **SITE HISTORY:**

The site is identified in a listing by Environmental Data Resources (EDR) of cases monitored by Maryland Department of the Environment (MDE)'s Oil Control Program (OCP); case opened in June 2009 and closed in February 2010, with no release or cleanup; case opened in August 2010 with no closure and no reported release or cleanup; case opened in April 2011 and closed in August 2011, with release and cleanup; case opened in March 1996 and closed in May 2009, with release and cleanup.

The site is identified in a listing by EDR of historical automotive stations with listings for Vincent Gulf Service Station in 1964 and Merit Gas Station in 1999, 2000, 2001, 2002, 2003 and 2004.

The site is identified in a listing by EDR of historic Underground Storage Tanks (USTs) two 6000-gallon gasoline USTs, currently in use; four 10,000-gallon gasohol USTs, currently in use; one 550-gallon used oil UST, permanently out of use; one 8000-gallon diesel UST, permanently out of use; one 2000-gallon gasoline UST, permanently out of use; and one 550-gallon used oil UST, currently in use.

The site is identified in a listing by EDR of USTs for one 6000-gallon kerosene UST, permanently out of use; two 8000-gallon gasoline USTs, currently in use; one 6000-gallon kerosene UST, currently use; two 550-gallon USTs with unknown substance, permanently out of use; and one 1500-gallon gasoline UST, permanently out of use.

The site is identified as an open historical USTs with no active remediation.

The facility was not shown in the Sanborn Fire Insurance Maps provided by EDR for this project.

### **SITE RECONNAISSANCE:**

The site is a Hess gas station located at the corner of Lafayette and North Charles Street. There are three gasoline USTs, one waste oil UST, one diesel UST and one water recycling UST. During site reconnaissance, there were three drums labelled non-hazardous and one small dumpster.

**CONCLUSIONS:**

The site is 400 feet northwest of the west end of the portal cut of Alternative 3 – Option C.

There is medium potential that historic contamination associated with this site will impact all project Alternatives.

**SITE PHOTOGRAPH:**

View of site's Charles Street entrance, with fuel dispensers on the right, facing north.

<b>SITE IDENTIFICATION #</b> BP-224	<b>STREET ADDRESS</b> 1500 North Charles Street	<b>PRIORITY RANKING</b> Alternative 2: High Alternative 3A: High Alternative 3B: High Alternative 3C: High Alternative 11A: High Alternative 11B: High
<b>PROPERTY NAME</b> Amtrak Pennsylvania Station	<b>OWNER / OPERATOR</b> National Railroad Passenger Corporation	
<b>PROPERTY USE</b> Train station	<b>STRUCTURE(S)</b>	
<b>REGULATORY DOCUMENT NUMBERS:</b>		

## SUSPECTED CONTAMINATION TYPE/SOURCE:

The address has a history of petroleum storage of unknown impact. Given the petroleum use at the site, there is a potential for hazardous material concerns in the form of soil and/or groundwater contamination.

## SITE HISTORY:

The site is identified in a listing by Environmental Data Resources (EDR) of cases monitored by Maryland Department of the Environment (MDE)'s Oil Control Program (OCP); one case opened in June 1998 and closed in August 1998, with release and cleanup; one case opened in August 1993 and closed in September 1993, with no report of release and cleanup; and one case opened and closed in December 1994, with no report of release and cleanup.

The site is identified in a listing by EDR of Resource Conservation and Recovery Act (RCRA)-Small Quantity Generator (SQG) for ignitable waste, corrosive waste, cadmium, lead, spent non-halogenated solvents, and non-halogenated solvents with no recorded violations.

The site is identified in a listing by EDR of Underground Storage Tanks (USTs) for two 10,000-gallon heating oil USTs, currently in use; one 10,000-gallon gasoline UST, permanently out of use; one 10,000-gallon diesel UST, permanently out of use; two 1000-gallon diesel USTs, permanently out of use; and one 610-gallon diesel UST, currently in use.

The facility was not shown in the Sanborn Fire Insurance Maps provided by EDR for this project.

## SITE RECONNAISSANCE:

The site is Penn Station, a three-story stone building.

## CONCLUSIONS:

The site is 400 feet northwest of the west end of the portal cut of Alternative 3 – Option C.

There is high potential that historic contamination associated with this site will impact all project Alternatives.

## SITE PHOTOGRAPH:



View of site's main entrance, facing northwest.



<b>SITE IDENTIFICATION #</b> BP-225	<b>STREET ADDRESS</b> 9 East Lanvale Street (1 East Lanvale Street)	<b>PRIORITY RANKING</b> Alternative 2: Low Alternative 3A: Low Alternative 3B: Low Alternative 3C: Low Alternative 11A: Low Alternative 11B: Low
<b>PROPERTY NAME</b> National Auto Radiator and Fender Company Inc.	<b>OWNER / OPERATOR</b>	
<b>PROPERTY USE</b> Parking lot	<b>STRUCTURE(S)</b>	
<b>REGULATORY DOCUMENT NUMBERS:</b>		

## **SUSPECTED CONTAMINATION TYPE/SOURCE:**

The site has served as a historical automobile station. Given the general nature of automotive fluid use, there is a potential for hazardous material concerns in the form of soil and/or groundwater contamination.

## **SITE HISTORY:**

The site is identified in a listing by Environmental Data Resources (EDR) of historical automotive stations with listings for National Auto Radiator and Fender Company Inc. in 1920.

The facility was not shown in the Sanborn Fire Insurance Maps provided by EDR for this project.

## **SITE RECONNAISSANCE:**

The site is a large, fenced, surface parking lot located behind Penn Station.

## **CONCLUSIONS:**

The site is 400 feet northwest of the west end of the portal cut of Alternative 3 – Option C.

There is low potential that historic contamination associated with this site will impact all the project Alternatives.

## **SITE PHOTOGRAPH:**



View of former site's location, facing south, with Penn Station in the background.

<b>SITE IDENTIFICATION #</b> BP-226	<b>STREET ADDRESS</b> 340 West North Avenue	<b>PRIORITY RANKING</b> Alternative 2: High Alternative 3A: High Alternative 3B: High Alternative 3C: High Alternative 11A: High Alternative 11B: High
<b>PROPERTY NAME</b> Norfolk Railway Yard (Hollin Yard), RSI Leasing	<b>OWNER / OPERATOR</b> Maryland Transit Administration	
<b>PROPERTY USE</b> Light rail yard	<b>STRUCTURE(S)</b> Light rail yard operations	
<b>REGULATORY DOCUMENT NUMBERS:</b>		

## SUSPECTED CONTAMINATION TYPE/SOURCE:

The site is a rail yard facility. Given the historical hazardous material storage and handling risk for the industry, there is a potential for hazardous material concerns in the form of soil and/or groundwater contamination. The address has a history of petroleum storage and handling, with unknown impacts.

## REGULATORY HISTORY:

The site is identified in a listing of cases monitored by Maryland Department of the Environment (MDE)'s Oil Control Program (OCP) for a case in January 1988. The case was closed the same day, with no record of release or cleanup. A second case, in June 2005, involved a transfer accident of motor/lube oil that was closed in March 2007, with release and cleanup. The site is identified in listings of Underground Storage Tanks (USTs) and historic USTs monitored by MDE for two 10,000-gallon diesel fuel tanks, installed in 1943 and listed as permanently out of use.

A review of Sanborn Fire Insurance Maps dated 1915 to 1982 identifies the site as a rail yard since 1915, with a structure for freight storage and offices on the south side of the property.

## SITE RECONNAISSANCE:

The property maintains its historic use as an MTA rail yard. Site reconnaissance occurred from I-83/Jones Falls Expressway, located above and adjacent to, the property. There is a large rail car maintenance facility at one end of the rail yard. The site has multiple electrical equipment boxes, rail track and transformers. Five Light Rail trains were parked on the site. A large AST, with concrete secondary containment, is next to a yard service building in the middle foreground of the site photograph.

## CONCLUSIONS:

The site is adjacent to the east end of Alternative #2; the southeast end overlaps Alternatives #3A, #3B, #3C, #11A and #11B. This site is considered a high priority for potential hazardous material impacts to all of the project Alternatives, due to the large, historical onsite USTs providing a potential source for petroleum contamination.

## SITE PHOTOGRAPH:



View of rail yard from I-83 & US-1 facing south.