

DISTRICT DEPARTMENT OF THE ENVIRONMENT

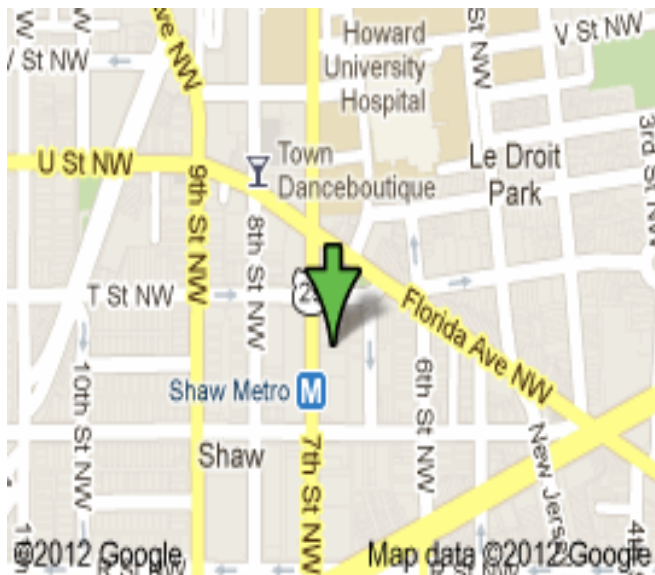


Underground Storage Tank Program Leaking Underground Storage Tank Contaminated Sites LUST Cleanup Success Story

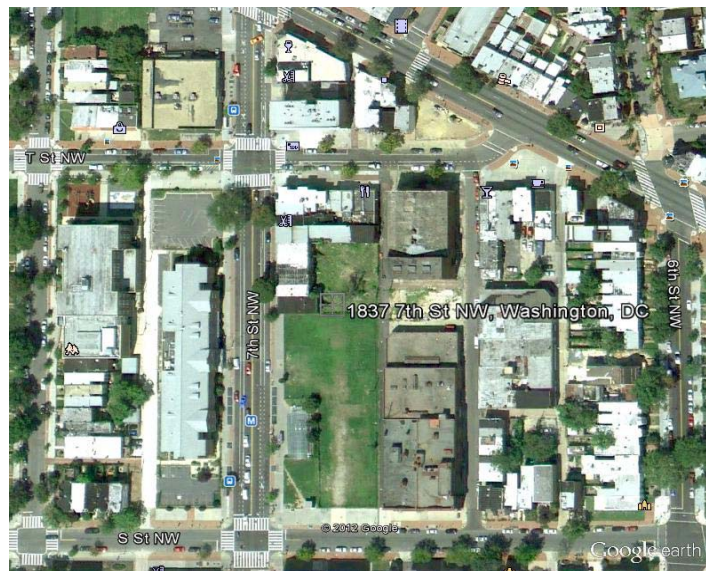
SITE INFORMATION:

Site Name: Progression Place
Site Address: 1837 7th Street NW Washington DC 20001
LUST ID #: 2011005
Facility ID: 91-00086
VRAP Case # V2011-003
Property Owner: Broadcast Residential Partners LLC. /Four Points LLC.
Ward #: 1
Square No.: 0441 **Lot No.:** 0868 **Area:** 50,883 Sq. Ft.

Vicinity Map



Aerial Map



Site Description

Progression Place occupies the block of 7th St. NW between S and T Streets. The latitude and longitude of the site is 38 degrees, 54 minutes, 52 seconds North and 77 degrees, 1 minute, 18 seconds west. Progression Place consists of a mixed use structure including multi-family residential apartments, office, and retail space, and a three story underground parking garage. The north entrance of the Shaw-Howard University metro station of the Green Line occupies the southwest corner of the site and this small plot belongs to the Washington Metropolitan Transit System (WMATA). The WMATA plot was not included in the development plan. This property is zoned as commercial.

Prepared by: Mr. Rasathurai Thinakaran, DDOE UST Ward 1 Inspector

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Environmental Assessments, Investigations and Remediation

A Phase I Environmental Site Assessment (ESA) (CCJM, 2006) included a history of the site based on a review of historical air photos and Sanborn Maps. The first signs of scattered dwellings and businesses on and around the site appeared on the 1888 Sanborn map. By 1928, the area had been built up with row houses and a gasoline station at the southwest portion of the site. Another gasoline station was present at the corner of the site by 1959. From a review of the 1977 map, most of the row houses, except for the one that was



Foundation Work



Tank Removal

Immediately adjacent to the gas station at the northeast corner of the site, and the gasoline stations had been demolished. This solitary building was present until 1988 when the whole site became vacant. Between 1988 and 1992, the lot was used as a parking lot for automobiles. The parcel remained vacant until 1992, when the entrance and elevator to the subway was constructed. Since then, the site use has not changed. There have been several previous environmental investigations of the site. In support of the acquisition of the row house properties in the northern half of the site, URS Corporation performed a collection and analysis of samples for lead paint and asbestos, and an evaluation of whether known or suspect environmental conditions exist that might adversely affect the use of the site.

This investigation determined that the groundwater had been affected by chlorinated solvents, although no residual contamination was detected in the soils. The CCJM Phase I ESA (2006) concluded that the presence of chlorinated solvent in the groundwater (URS, 2005b), and the past use of the southern portion of the site for gasoline and auto repair stations constituted recognized environmental concerns (REC) at the site. However, an evaluation of the risk posed by these RECs indicates very low risk. There are no users of the groundwater beneath the site, and practically no routes of exposure to the contamination in their present states. Therefore, aggressive remediation was not warranted at this site. **Based on the results of this ESA, the environmental conditions at the site, and the development plans for the site, CCJM recommended that remediation be integrated into the development plan for the site; namely, to have environmental monitoring and oversight during any demolition, excavation and construction activities to monitor for worker and environmental exposure to lead, ACMs and chlorinated solvents contamination. Worker protection and contaminant segregation and proper disposal during development would be the most effective and economical approach to the conditions at this site.**

In 2010, the Dominion Due Diligence Group performed a Phase I ESA of the entire project site. They found recognized environmental conditions on the site including historic gas stations, historic automotive repair shops, and historic dry cleaners. They also noted asbestos containing materials and lead based paint in the buildings on the northern portion of the project based on the URS investigations. They recommended a Phase II ESA be

performed, a construction health and safety plan be developed that specifically addressed the possibility of hazardous materials, and a vapor intrusion screening according to ASTM E2600-08.

The recommendations of the Phase II ESA were:

During the excavation for the underground parking garage, three tanks that were in capacity of 1-1000 Gal gasoline and 2-1000 Gl. diesel were encountered. Several smaller tanks (less than 1000 gallons) that were old heating oil tanks also encountered. These smaller tanks are not regulated, but they were removed at the same time as the three regulated tanks. A Lust Case was opened (Lust Case \$ 2011005). As previously mentioned there were also smaller tanks that were less than 1000 gallons in capacity. The first step was the removal of the tank contents. Because of the high concentrations of Benzene in UST 1 and high concentrations of organics in UST's 4 and 5, the contents were hazardous waste and it was necessary to obtain a hazardous waste generator identification number from the DDOE. The tanks were removed on March 7, 2011. Initial assessment of the extent of contamination soil samples were collected from beneath the tanks and analyzed. All soil samples were within DC Contaminated soil standards except for the sample collected beneath UST 4. Additional soil was removed from this area and samples then collected at the bottom of the excavation on March 24, 2011. Gasoline and diesel range organic concentrations were below the limit of detection and only trace amounts of benzene, and toluene were measured, well below DC soil Standards. Over 1250 tons of contaminated soil was removed from the site between 3/30/11 and 4/4/11. The contaminated soil was shipped to Soil Safe. Four (4) dewatering wells on-site were sampled on February 10, 2011. Only trace amounts of contamination were detected.

An Underground Tank Closure Report was submitted to DDOE on July 8, 2011 and a No Further Action (Case Closure) letter was issued on September 30, 2011.

Present Site Condition

The building is in near completion as shown. The building for offices will be opened in October 2012, and residential, retail units will be opened in April 2013.



Please feel free to contact our office at telephone 202-535-2600, fax 202-535-1383 or email ust.ddoe@dc.gov for additional information.