



Lockheed Martin Middle River Complex

What You Need to Know

Site Location

This 160.826-acre Chesapeake Park Plaza properties, including eight separate tax blocks, is located at 103 Chesapeake Park Plaza, Baltimore County, Maryland. The property is also referred to as 2323 Eastern Boulevard and is located in a mixed industrial, commercial, and residential area. Approximately twelve permanent buildings and various smaller buildings and structures are located on the property. To the north of the property are an Exxon gas station, Eastern Boulevard (Route 150) and railroad tracks. To the south is Dark Head Cove. To the east are the Annex Building, Johnson and Tower, Middle River Post Office, and Glenn L. Martin State Airport. To the west are North American Rigging, Cow Pen Creek, Tilley Chemical Company and private residences.

Site History

Lockheed Martin Corporation (LMC) and two principle tenants, Middle River Aircraft Systems (MRAS, a subsidiary of General Electric) and Maritime Systems & Sensors-Littoral Ships & Systems (MS2-LS&S), currently occupy the property. MS2-LS&S was formerly known as Naval Electronics & Surveillance Systems (NE&SS) and Vertical Launch Systems (VLS). At the present time, on-site activities by LMC are limited to facility and building management and maintenance. MRAS conducts the design, manufacturing, fabrication, testing, repair, and maintenance of aeronautical structures, parts, and components for military and commercial applications. Its main product is thrust reversers for jet engines. MS2-LS&S (a division of LMC) conducts the fabrication, assembly, testing, and support of vertical launch systems. Additional tenants currently occupying the property include LM Federal Credit Union, Martin Marietta Magnesia Specialties (an administrative office), and Lockheed Martin Enterprise Information System (a computer network service and support group). All current tenants are located within the same building.

Prior to the 1930s, the property consisted of undeveloped land. From the 1930s until the mid-1990s, LMC (formerly Glenn L. Martin Company and Martin Marietta) used the property for industrial use (aircraft and missile launching systems design, development, maintenance, and sales). In the mid-1990s, Martin Marietta Corporation merged with Lockheed, forming LMC. In 1997, MRAS began operation. The design, development and sales of vertical launch systems is continued by MS2-LS&S.

Over the course of the facility's history, the principal manufacturing operations were conducted in Buildings A, B and C (located in tax block I) and in building D (located in tax block E). Support operations are conducted in the multiple smaller buildings located throughout the subject property on the various blocks.

Environmental Investigations

In February and March 1999, Phase I Environmental Site Investigation Reports were completed for Lots 2, 3, 4A, 6, Waterfront Lot, and the Recreational Area (also known as the athletic field). Various spills have occurred on-site including chromium, oil discharge, sulfuric acid/sodium bichromate solution, and mercury.

In March 1990, 30 gallons of hydrochloric acid was released within a concrete containment area and in December 1996, a fuel overfill entered a storm drain. In both cases, the on-site emergency response team contained and remediated the spills.

Historic documentation indicated that the most notable spills of hazardous substances on the property were reported as occurring between 1985 and 1989. Some spills apparently released various acids or petroleum products into the environment and others released hazardous substances into the storm water sewer or sanitary sewer system. The facility apparently notified the Maryland Department of the Environment (MDE) of all the releases and took corrective action to remediate the spills. The majority of the spill and release cases were subsequently closed by MDE.

The May 1998 Phase I Environmental Site Investigation Report was conducted to assess seven separate blocks on the property. In 1986, seven 1,000-gallon underground storage tanks (USTs) that were located on the Waterfront Lot were abandoned-in-place. Records indicate that 12 USTs were closed under MDE supervision between 1991 and 1994. Two active 500,000-gallon aboveground storage tanks (ASTs) containing No. 2 fuel oil and firewater were located on the former Building D Lot, and one 275-gallon diesel fuel AST was located in one of the pump houses adjacent to the firewater AST.

The May 2003 Phase 1 Environmental Site Assessment Report identified an environmental concern associated with the potential release from on-site underground fuel oil lines and abandoned fuel oil lines. Other recognized environmental concerns were associated with historic releases from on-site USTs, former chemical storage in the basement of Building A, potential leakage of hydraulic fluid from former sub-surface machine mounts, sub-surface impact from potential chemical leakage due to a crack in the concrete floor of the outdoor chemical storage area, and the potential improper storage of chemicals in the basement of the Drop Hammer Building.

Current Status

On September 6, 2005, Lockheed Martin Corporation submitted eight applications to the Voluntary Cleanup Program (VCP) as a responsible person, seeking a No Further Requirements Determination for eight adjacent properties including a total of 160.826 acres. On March 27, 2007, the applications for Block A, Block B, Block D, Block E, Block F, Block G, Block H and Block I, which were accepted for participation into the VCP and the applicant was notified that a response action plan (RAP) must be developed to address contaminants of concern on the properties. A public informational meeting was scheduled upon submittal of the proposed RAPs.

The RAPs addressed contamination detected in the soil, sediment, and groundwater across the Lockheed Martin property. Specifically, heavy metals contamination was detected in the sediments beneath Cow Pen Creek along the western border of the property and PCBs were detected in the sediments beneath Dark Head Cove, beneath the foundation of former building D and in block E along the southern border of the property. Groundwater in certain areas of the property was contaminated with several solvent-based plumes, in particular trichloroethene (TCE) and tetrachloroethene (PCE) and also PCBs. Contamination in the soil consisted of petroleum-based compounds, various heavy metals, PCBs, and semi-volatile organic compounds. Each RAP described the tax block specific remedial action that was implemented to address the elevated levels of contamination detected within that area.

For administrative purposes and so as to include groundwater within the remedial scope, the MDE and Lockheed Martin agreed to implement an Administrative Consent Order in 2015 (ACO-SAR-MDE0746-2015-1-01).

Remedial efforts within the affected tax blocks are ongoing. Lockheed Martin has multiple groundwater, surface water, and soil responses that have and continue to be addressed on the property. Response actions also include Cow Pen Creek, Dark Head Cove, and solvent-based soil vapor within various buildings. In April 2021, Lockheed Martin has scheduled the implementation of PCB removal action in the soil and groundwater within certain areas of tax Block E.

For those who desire additional details on environmental site investigations, remedial actions and newsletters regarding such actions please reference the attached link to the Lockheed Martin website. From the Lockheed Martin website various newsletters as well as reports may be located that provide detailed information to stakeholders and interested parties regarding environmental issues at the facility.

<https://www.lockheedmartin.com/en-us/who-we-are/esh/remediation/middle-river.html>

Three topics are noteworthy:

- Middle River, Maryland | Lockheed Martin
- Middle River Information | Lockheed Martin
- Middle River Document Archive | Lockheed Martin