

**United States General Services Administration**

533 2<sup>nd</sup> Avenue, Section of Block 675, Lot 1, Brooklyn, NY  
f/k/a GSA Fleet Management Motor Pool Parcel  
Phase I ESA Report



FINAL

# Phase I Environmental Site Assessment Report

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## **Former GSA Fleet Management Motor Pool Parcel**

533 2<sup>nd</sup> Ave., Section Block 675 lot 1 (Corner of 32<sup>nd</sup> Street & 2<sup>nd</sup> Avenue)  
f/k/a GSA Fleet Management Motor Pool Parcel  
Contract No. GS-10F-0076K

Prepared For:

### **United States General Services Administration**

Office of Real Property Utilization and Disposal (1PZ)  
One World Trade Center, 55<sup>th</sup> Floor  
New York, New York 10007

Prepared By:

### **Tetra Tech, Inc.**

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March 19, 2019

Tetra Tech Project No: 103G6126.001

Date of Site Visit: November 29, 2018

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Jimmy Kehs  
Project Manager

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Jeremy B. Travis  
Program Manager

## **EXECUTIVE SUMMARY**

**Former GSA Fleet Management Motor Pool Parcel  
533 2<sup>nd</sup> Ave, Section Block 675 Lot 1  
(Corner of 32<sup>nd</sup> Street and 2<sup>nd</sup> Ave)  
Borough of Brooklyn, County of Kings, New York 11232**

Tetra Tech, Inc. (Tetra Tech) has completed a Phase I Environmental Site Assessment (ESA) of the former GSA Fleet Management Motor Pool Parcel located at 533 2<sup>nd</sup> Ave Section Block 675 Lot 1 (Corner of 32<sup>nd</sup> Street and 2<sup>nd</sup> Avenue in the Borough of Brooklyn, County of Kings, New York (Site)), for the benefit of the United States (U.S.) General Services Administration (GSA). The project scope-of-work was designed and executed to assess the potential for recognized environmental conditions (REC) associated with the Site.

The environmental assessment was conducted based on the methods and procedures described in the ASTM International (ASTM) Standard Practice for Environmental Site Assessments: Phase I Environmental Site Assessment Process (E 1527-13) modified to meet GSA-specific standards.

The Site consists of an approximate 0.991-acre parcel improved with one building and an asphalt parking lot. The building on the Site is a 13,630-square foot fleet management building which consists of a garage area and limited office space. The Site is accessed via a driveway on 2<sup>nd</sup> Avenue; a second entrance was located on 32<sup>nd</sup> Street, but this entry point is now fenced and inaccessible. The Site is surrounded by parking lots and retail/commercial entities to the northeast; asphalt parking lot followed by 3<sup>rd</sup> Avenue and the Gowanus Expressway to the east; 32<sup>nd</sup> street followed by retail/commercial and storage operations to the south; 2<sup>nd</sup> Avenue, followed by parking lots, the South Brooklyn Marine Terminal and the Upper New York Bay to the west; and parking lots, followed by a recycling facility, to the north. The Site was previously used as a GSA fleet management facility, and after being deemed excess, the Site was deeded by the Department of Health and Human Services to Overcoming-Love Ministries for Homeless Assistance in 2011. The facility was never converted to its intended use of temporary housing and homeless assistance and fell into disrepair. A Notice to Reverter was filed in the King's County Registry of deeds in which title reverted back to the United States in 2015.

The Phase I ESA identified the following findings at the Site:

### *Recognized Environmental Conditions (RECs)*

- Review of historic topographic maps indicated that in the late 1800s, the Site area did not contain land and was part of the nearby bay. As such, it is anticipated that non-native fill materials were used to create land in preparation for development. The presence of fill materials was confirmed in soil borings collected during past investigations, as reported in documentation provided to Tetra Tech by the GSA. Cobbles and bricks were noted in soil borings; asphalt was noted in soils surrounding the USTs and identified impacts are suggestive of fill materials.

- Review of aerial photographs and fire insurance maps suggest that a rail spur once ran along the southern property boundary, while a second rail line crossed the property from the eastern property boundary to the northern property boundary. The potential exists for the rail lines to remain on the Site; for impacted bedding materials to have been placed on the Site in preparation for the rail lines; and/or for oils and/or herbicides to have been sprayed to manage vegetation along the rail lines; however, no documentation of the use of these items in association with the rail spur was provided.
- During the Site reconnaissance, evidence of a suspected former hydraulic automobile lift was observed, and based on observation, it is suspected that the sub-grade piston may still be present and may still contain oil which has the potential to discharge to the environment.
- Historic use of the Site as an automotive fleet maintenance garage suggests that petroleum products, antifreeze, greases, fuel oils, lubricants and other materials may have been used, handled, stored and/or disposed of on-site. No visible evidence of impacts from former operations was observed.
- A drainage system was observed in the building. Three (3) floor drains were observed in the garage, which are suspected to discharge to a sump pit in the boiler room. A second sump pit is located in a former storage room on the northeastern corner of the building. It is anticipated that the sump pits likely discharge to the public sewer system. An additional pit was located in the boiler room, but it is unconfirmed at this time if the pit is associated with the on-site drainage system. A storm drain is located outside of the garage door on the northern side of the building. It is anticipated that this drain would discharge to the public sewer system. The Site area is serviced via a combined sewer system

#### Historical Recognized Environmental Conditions (HRECs)

- Visible observation and review of available data suggests that there are three (3) 20,000-gallon fuel oil underground storage tanks (UST) located, at least in part, on the Site. Past investigations identified contaminant concentrations in the vicinity of the USTs, however, it was determined that the identified impacts are more likely the result of fill materials placed on the Site than from a discharge from the USTs. The current USTs were installed in 1994 and reportedly replaced three (3) other USTs in the same location which had been installed at some time between 1930 and 1960. Documentation provided by the New York Department of Environmental Conservation indicated the Site contained up to 10 petroleum tanks; however, no information was provided documenting additional USTs outside the current UST enclosure or UST closure. At the time of the most recent investigation conducted on the property completed by Mactec Engineering & Consulting,

Inc. (MACTEC) dated November 2008, two (2) tanks were reportedly empty, while the other contained 4,500-5,000-gallons of fuel oil. The current heating system at the building is fueled by natural gas and the USTs have reportedly obtained regulatory closure indicating the likelihood of petroleum present in the USTs to be low. Based on the documented status of regulatory closure of the USTs from the New York Department of Environmental Conservation, Tech considers the USTs to be a HREC.

- Spills were reported for the Site in 1993, 1994 and 1999. Review of available information suggests that the 1993 (#9304694) and 1994 cases may have been associated with the closure of USTs and may have been duplicate listings. The 1999 spill report was associated with the failure of a tank tightness test. As documentation at the New York Department of Environmental Conservation (NYDEC) did not confirm what ultimately was the conclusion of the 1993/1994 spill cases, the 1999 spill case was associated with the original 1993 UST discharge report. An investigation conducted by Langan Engineering and Environmental Services, Inc. (Langan) identified regulatory exceedances of volatile organic compounds (VOC), polycyclic aromatic hydrocarbons (PAH), and metals. An investigation conducted by Mactec Engineering & Consulting, Inc. (MACTEC) in 2008 confirmed VOC and PAH concentrations present around the tanks, but at levels below applicable regulatory standards. Of the contaminants identified in groundwater, only one PAH was noted to be above a regulatory standard. Based on the results of the investigations, MACTEC concluded that the impacts in soil and groundwater were more likely the result of the fill materials placed on the Site and not the result of a discharge from the USTs.

#### Conditional Recognized Conditions (CRECs)

No CRECs were identified in association with the Site.

#### De Minimis Environmental Conditions

- A small amount of cleaning products, construction materials (paints, spackle), compressed gas cylinders and automotive batteries were observed in the building.
- An area of debris was noted on the Site, off the exterior of the southeastern corner of the on-site structure.

#### Other Environmental Conditions

- Asbestos assessment is not in the scope of work or ASTM standard and was not conducted as part of this investigation. However, during the inspection, a limited visual survey for suspect asbestos-containing materials (ACM) was performed (no sampling was conducted). ACMs were used in the construction of structures prior to 1980, when use gradually was reduced in the United States. Tetra Tech observed suspect ACM (vinyl floor tiles, mastic and

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insulation materials) in the on-site structure. Tetra Tech considers the presence of ACM on the Site a Business Environmental Risk (BER).

- A lead-based paint (LBP) survey was not conducted as part of this investigation. LBP is not an ASTM scope item. LBP was mainly used prior to 1980, when use began to decline in the United States. Tetra Tech did not observe potential evidence of damaged paint (as indicated by peeling, chipping, or flaking paint) at the time of the ESA Site visit. However, given the age of the structure, Tetra Tech considers the presence of LBP at the Site a BER.