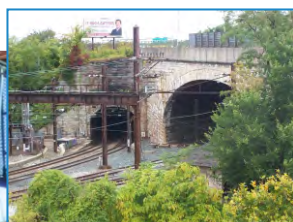


**B&P Tunnel Project
Baltimore, Maryland**

ARCHITECTURAL HISTORIC PROPERTIES EFFECTS ASSESSMENT REPORT

October 2015



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B&P Tunnel Project
Baltimore, Maryland

Architectural Historic Properties
Effects Assessment Report

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EXECUTIVE SUMMARY

The following Architectural Historic Properties Effects Assessment Report was prepared in support of the Baltimore and Potomac (B&P) Tunnel Project, located in Baltimore City, Maryland. RK&K prepared this report as part of the documentation and compliance process under Section 106 of the National Historic Preservation Act (NHPA) of 1966, as amended, and its implementing regulations at 36 CFR Part 800, and the National Environmental Policy Act (NEPA). Section 106 and NEPA require federally funded projects to take into account project effects on historic properties listed in or eligible for listing in the National Register of Historic Places (NRHP). The Federal Railroad Administration (FRA) is acting as the lead federal agency for the project. The Maryland Department of Transportation (MDOT) is the funding grantee, the National Railroad Passenger Corporation (Amtrak) is the B&P Tunnel owner, and the Baltimore City Department of Transportation (BCDOT) is a project partner.

The B&P Tunnel was built in 1873 and is one of the oldest structures on the Northeast Corridor (NEC), operating between Washington, DC and Boston, Massachusetts. The tunnel lies underneath several West Baltimore City neighborhoods between Baltimore Penn Station and the West Baltimore Maryland Area Regional Commuter (MARC) Station. It provides service to Amtrak, Maryland's MARC Commuter Rail passenger trains, and Norfolk Southern Railway freight trains. The existing B&P Tunnel is approaching the end of its useful service life. The FRA awarded High-Speed Intercity Passenger Rail (HSIPR) grant funding to the MDOT, in cooperation with Amtrak, to conduct preliminary engineering and environmental analyses to study improvement options to the B&P Tunnel.

Sixteen preliminary alternatives were initially identified for evaluation. Only Alternative 3 Options A, B, and C remains under consideration and is the focus of this report. The project limits extend along the NEC between Penn Station and the Gwynns Falls Bridge in Baltimore City and call for the construction of a four-track, four-bore tunnel along a new arcing alignment north of the present B&P Tunnel. Related work includes new tunnel approaches, portal and vent plant construction, cut-and-cover work, retaining walls, track work, and modifications to the overhead catenary system support structures. Alternative 3 Options B and C also require new under-grade bridge work.

Eighteen historic properties listed in or eligible for listing in the NRHP were previously identified within the historic architectural area of potential effect (APE) for Alternative 3 Options A, B, and C:

1. Baltimore and Ohio Belt Line Railroad (B-5287)
2. Baltimore and Ohio Belt Line Bridge over Jones Falls Valley (B-5288)
3. Baltimore and Potomac Railroad (Philadelphia, Baltimore & Washington Railroad) (B-5164)
4. Howard Street Bridge (BC 1405) (B-4529)
5. North Avenue Bridge (BC 1208) (B-4521)
6. Reservoir Hill Historic District (B-1379)
7. David Bachrach House (Gertrude Stein House) (B-4098)
8. Carver Vocational-Technical High School (B-5294)
9. Western Maryland Railroad, Owings Mills Division (B-5293)
10. Midtown Edmondson Historic District
11. Bridge BC 2410 (Lafayette Avenue over Amtrak) (B-4553)
12. Atlas Safe Deposit and Storage Company Warehouse Complex (B-5188-2)
13. American Ice Company (B-1040)
14. Greater Rosemont Historic District (B-5112)

15. Edmondson Avenue Historic District (B-5187)
16. Ward Baking Company (B-5112-2)
17. Fire Department Engine House No. 36 (B-5112-4)
18. Pennsylvania Railroad Viaduct (B-5064)

Project effects were assessed by applying the Section 106 criteria of adverse effect (36 CFR 800.5). The effects assessment concluded that all three options under Alternative 3 (Options A, B, and C) would have an **adverse effect** on historic properties. Alternative 3 Option A would have an **adverse effect** on five historic properties, Alternative 3 Option B would have an **adverse effect** on eight historic properties, and Alternative 3 Option C would have an **adverse effect** on ten historic properties. With respect to sections of the NEC taken out of service as a result of the undertaking, including the NRHP-eligible B&P Railroad and the contributing B&P Tunnel, the final disposition of the right of way and tunnel structure have not yet been determined and no assessment of effects is possible at this time.

As project changes or refinements are made, additional assessments of effects may be required and a revised effects document prepared to memorialize changes in the effects determinations. Archeological resources are being addressed separately and are not part of this report.

FRA will continue to consult with MHT, and the additional Section 106 consulting parties, and involve the public as it seeks ways to avoid, minimize, or mitigate the adverse effects (36 CFR Part 800.6(a) and (b)(1)(i)). The Advisory Council on Historic Preservation (ACHP) will be notified of the adverse effect finding (36 CFR Part 800.6(b)). After the Preferred Alternative is selected, an executed Memorandum of Agreement or Programmatic Agreement will serve to document project stipulations in order to resolve adverse effects to historic properties and conclude the Section 106 process.

TABLE OF CONTENTS

i. Executive Summary	i
I. Introduction	1
II. Alternative 3 Options A, B, and C Descriptions	3
1. Alternative 3 Option A	4
2. Alternative 3 Option B	9
3. Alternative 3 Option C.....	12
III. Consultation and Public Coordination	19
IV. Revised Area of Potential Effects.....	20
V. Identified Historic Properties.....	213
VI. Alternative 3 Options A, B, and C Effects Assessment.....	25
1. Alternative 3 Option A	26
2. Alternative 3 Option B	42
3. Alternative 3 Option C.....	53
VII. Effects Assessment Summary	62

LIST OF FIGURES

1. Project Location Map.....	2
2. Alternative 3 Option A Plan and Profile	5
3. Alternative 3 Options A, B, and C North Portal Rendering	6
4. Alternative 3 Option A South Portal Rendering	7
5. Alternative 3 Option A South Portal Detailed Rendering	8
6. Alternative 3 Options A, B, and C Intermediate Vent Plant	10
7. Alternative 3 Option B Plan and Profile	11
8. Alternative 3 Option B South Portal Rendering	13
9. Alternative 3 Option B South Portal Detailed Rendering	14
10. Alternative 3 Option C Plan and Profile	15
11. Alternative 3 Option C South Portal Rendering	17
12. Alternative 3 Option C South Portal Detailed Rendering	18

13. Historic Architectural Area of Potential Effects and Historic Properties:	
<i>Alternative 3 Options A, B, and C Overview</i>	21
14. Historic Architectural Area of Potential Effects and Historic Properties:	
<i>Alternative 3 Options A, B, and C North Portal Vicinity</i>	27
15. Historic Architectural Area of Potential Effects and Historic Properties:	
<i>Overview, Alternative 3 Options A, B, and C South Portal Vicinity</i>	31
16. Historic Architectural Area of Potential Effects and Historic Properties:	
<i>Detail, Alternative 3 Option A South Portal Vicinity</i>	32
17. Historic Architectural Area of Potential Effects and Historic Properties:	
<i>Alternative 3 Options A, B, and C Possible Intermediate Vent Plant Location</i>	35
18. Historic District Boundaries:	
<i>Edmondson Ave, Greater Rosemont, and Midtown Edmondson</i>	39
19. Historic Architectural Area of Potential Effects and Historic Properties:	
<i>Detail, Alternative 3 Option B South Portal Vicinity</i>	45
20. Historic Architectural Area of Potential Effects and Historic Properties:	
<i>Detail, Alternative 3 Option C South Portal Vicinity</i>	55

APPENDICES

Appendix A: Table 1 – Historic Properties Within the Historic Architectural APE

Table 2 – District Contributing Elements Within the Historic Architectural APE (Portals)

Table 3 – District Contributing Elements Within the Historic Architectural APE
(Intermediate Vent Plant)

Table 4 – Direct Effects to Individual Historic Properties and District Contributing Elements

Table 5 – Effects on Historic Properties Summary

Appendix B: Preparers' Resumes

Appendix C: Consultation

Appendix D: Photographs

I. INTRODUCTION

This report documents the Section 106 effects assessment for the Baltimore and Potomac (B&P) Tunnel Project located in the west-central portion of Baltimore City, Maryland. Alternative 3 Options A, B, and C remain the only alternative options under consideration. Alternatives 2 and 11 Options A and B will not advance further and are not assessed as part of this report. The project limits extend along the Northeast Corridor (NEC) in a north-south direction between Baltimore's Pennsylvania Station (Penn Station) and the Amtrak Gwynns Falls Bridge (historically the Pennsylvania Railroad Viaduct) (see **Figure 1**). The B&P Tunnel was built in 1873 and is one of the oldest structures on the NEC, operating between Washington, DC and Boston, Massachusetts. The tunnel lies underneath several West Baltimore neighborhoods between Penn Station and the West Baltimore Maryland Area Regional Commuter (MARC) Station. It provides service to Amtrak, Maryland's MARC Commuter Rail passenger trains, and Norfolk Southern Railway freight trains. The existing B&P Tunnel is approaching the end of its useful service life. The Federal Railroad Administration (FRA) awarded High-Speed Intercity Passenger Rail (HSIPR) grant funding to the Maryland Department of Transportation (MDOT), in cooperation with the National Railroad Passenger Corporation (Amtrak), to conduct preliminary engineering and environmental analyses to study improvements to the B&P Tunnel.

The following effects assessment report is part of the documentation and compliance process under Section 106 of the National Historic Preservation Act (NHPA) of 1966, as amended, and its implementing regulations at 36 CFR Part 800, and the National Environmental Policy Act (NEPA). FRA is the lead federal agency, taking into account the effects of the B&P Tunnel Project undertaking on historic properties. MDOT is the funding grantee, Amtrak is the B&P tunnel owner, and the Baltimore City Department of Transportation (BCDOT) is a project partner.

Eighteen historic properties listed in or eligible for listing in the National Register of Historic Places (NRHP) were identified within the historic architectural area of potential effects (APE) (see **Appendix A, Table 1**). Project effects on historic properties were assessed by applying the Advisory Council on Historic Preservation's (ACHP's) criteria of adverse effect (36 CFR Part 800.5). All three remaining alternatives, Alternative 3 Options A, B, and C, would result in an adverse effect on historic properties (see **Appendix A, Table 5** for a summary). They would involve some demolition or damage to historic properties, including contributing elements of historic districts. There would also be changes to physical features within the historic properties' settings that contribute to their significance, and new visual, atmospheric, and audible elements would be introduced. Archeological resources are being addressed separately and are not part of this report.

The principal investigators for this effects assessment report meet or exceed the Secretary of Interior's *Professional Qualification Standards* for History and Architectural History (48 FR 44716, September 29, 1983) and authored the report. Current resumes are located in **Appendix B**. RK&K staff member Elizabeth Fagan prepared the Section 106 maps and revised the tables. Other members of the B&P Tunnel project team produced the alternatives descriptions, alternatives figures, and computer-generated renderings. Eric Almquist served as overall project manager and peer reviewed the document.



II. ALTERNATIVE 3 OPTIONS A, B, AND C DESCRIPTIONS

Alternative 3 consists of three options, all of which would extend in a wide arc north of the existing B&P Tunnel. Each option provides universal interlocking to the NEC mainline and avoids the Metro Subway while servicing the West Baltimore MARC Station. Alternative 3 options would result in a four-track alignment in four individual tunnel bores through the study area to accommodate high frequency, high speed passenger rail and double stack container freight cars. Each includes “duck under” alignments to facilitate conflict free operations. To properly align the tracks, the Southbound (SB) MARC commuter train track would duck under the two Amtrak tracks to align as the west track at the SB platform of the West Baltimore MARC Station. All of these options would demolish and/or relocate a pier of the CSX (formerly Baltimore and Ohio [B&O]) Bridge Number 3. NEC service would continue through the existing tunnel while the new alignment of Alternative 3 options would be under construction. As the Alternative 3 options would be in a new location, each would include consideration for disposition of the existing tunnel.

Alternative 3 was developed, in part, as a way to bypass the tight curves that slow train traffic through the existing B&P Tunnel while still maintaining the existing platforms at Penn Station, which are situated nearly perpendicular to the overall orientation of the NEC. This is achieved by creating a wide, continuous arc so that trains can travel through the study area at higher speeds.

Alternative 3 Option A is nearly identical to the Great Circle Passenger Tunnel concepts originally envisioned through previous studies and the project’s Preliminary Alternatives Screening Report. As the alternative underwent additional design and study, it was determined that the overall travel time between the Amtrak Gwynns Falls Bridge and Penn Station under Option A would remain restricted by an existing tight curve at the West Baltimore MARC Station (referred to as Curve 381). Moreover, by building Option A, the project would effectively preclude any future measures to straighten Curve 381 for the life of the new tunnel. Options B and C were therefore developed to retain the basic conceptual alignment of Option A while lessening the radius and alleviating the speed restrictions imposed by Curve 381. This is achieved by shifting the alignment trajectory east (Option B) or west (Option C).

Each option under Alternative 3 would involve surface track work between the existing Penn Station platforms and an existing retaining wall adjacent to the MTA North Avenue Baltimore Light Rail (LRT) station. Each alignment would pierce the retaining wall to pass below the LRT tracks and station before entering into bored tunnels at the north portal.

Tracks in four separate tunnel bores extend between the north and south portals. The alignments would remain below ground until exiting through the south portals, where the tracks would transition back to the surface. Each option for Alternative 3 would involve open cut and cut-and-cover sections to bring the tracks back up to the surface after exiting the south mining portals. Tracks would pass through the south mining portals then through a cut-and-cover section, followed by an open cut (trench) section prior to tie-in with the existing NEC alignment.

Three ventilation (vent) plants would be required to ensure proper ventilation of the proposed tunnels for Alternative 3. Two of the vent plants would be located near the north and south mining portals. A third intermediate tunnel vent plant would be connected to the bored portion of the tunnels.

Additionally, emergency egresses would also be required, but the locations for each alignment option have yet to be determined.

1. Alternative 3 Option A

Alternative 3 Option A would result in a total travel distance of 3.66 miles between Penn Station and the Amtrak Gwynns Falls Bridge (as an average of the four tracks). The tunnel segment of the alignment comprises 1.91 miles of this total length. An overview of Alternative 3 Option A, including the horizontal alignment and vertical profile, is shown in **Figure 2**.

a. North Portal

Alternative 3 Option A follows the existing railroad mainline tracks in the Jones Falls valley under the Howard Street Bridge to just before North Avenue, where the alternative diverges from the existing track alignment (see **Figure 3**). The alignment continues above-ground until it reaches its north portal at the retaining wall next to the MTA North Avenue LRT Station. The alignment would travel through this wall to begin its descent below ground. The north portal would include tunnel construction techniques that allow the four tracks to pass below the LRT facilities. The segment of the alignment below the MTA North Avenue LRT Station would require specialized construction such as ground improvement in advance of tunneling.

b. Tunnel Segment

Alternative 3 Option A continues below ground in a gradual arc for 1.91 miles, traversing below primarily residential city blocks in the neighborhoods of Reservoir Hill, Penn North, Sandtown-Winchester, Bridgeview/Greenlawn, Midtown-Edmondson, and Penrose/Fayette. From the north portal, the alignment crosses under I-83 (Jones Falls Expressway) north of the intersection of Reservoir Street and Mount Royal Terrace. The alignment then continues in a gradual curve north of Reservoir and Ducatel Streets, and south of the east-west portion of Whitelock Street. The alignment continues to curve southwest, crossing Whitelock Street and then the intersection of North and Pennsylvania Avenues. The alignment begins to curve more directly to the south, as the western side of the alignment runs tangent to the east side of the Carver Vocational-Technical High School athletic field boundary. Through the bored tunnel segment, the depth of the alignment would reach up to 185 feet, with an average depth of 130 feet (from ground level to top of tunnel).

c. South Portal

Alternative 3 Option A would include a south portal located at the existing P. Flanigan and Sons Asphalt plant, roughly a third of a mile west of the existing B&P Tunnel south portal (see **Figures 4 and 5**). The cut-and-cover and open cut sections would be located between the P. Flanigan and Sons property and Lafayette Avenue, with some additional at-grade track work located between Lafayette and Edmondson Avenues. Further at-grade track work within Amtrak right-of-way would be located between Mulberry Street and the Amtrak Gwynns Falls Bridge. A new "Fulton" Interlocking would be constructed south of the permanent south portal. No modifications to the West Baltimore MARC Station would be required; consequently, no high level platform for level boarding at the Station would be provided.

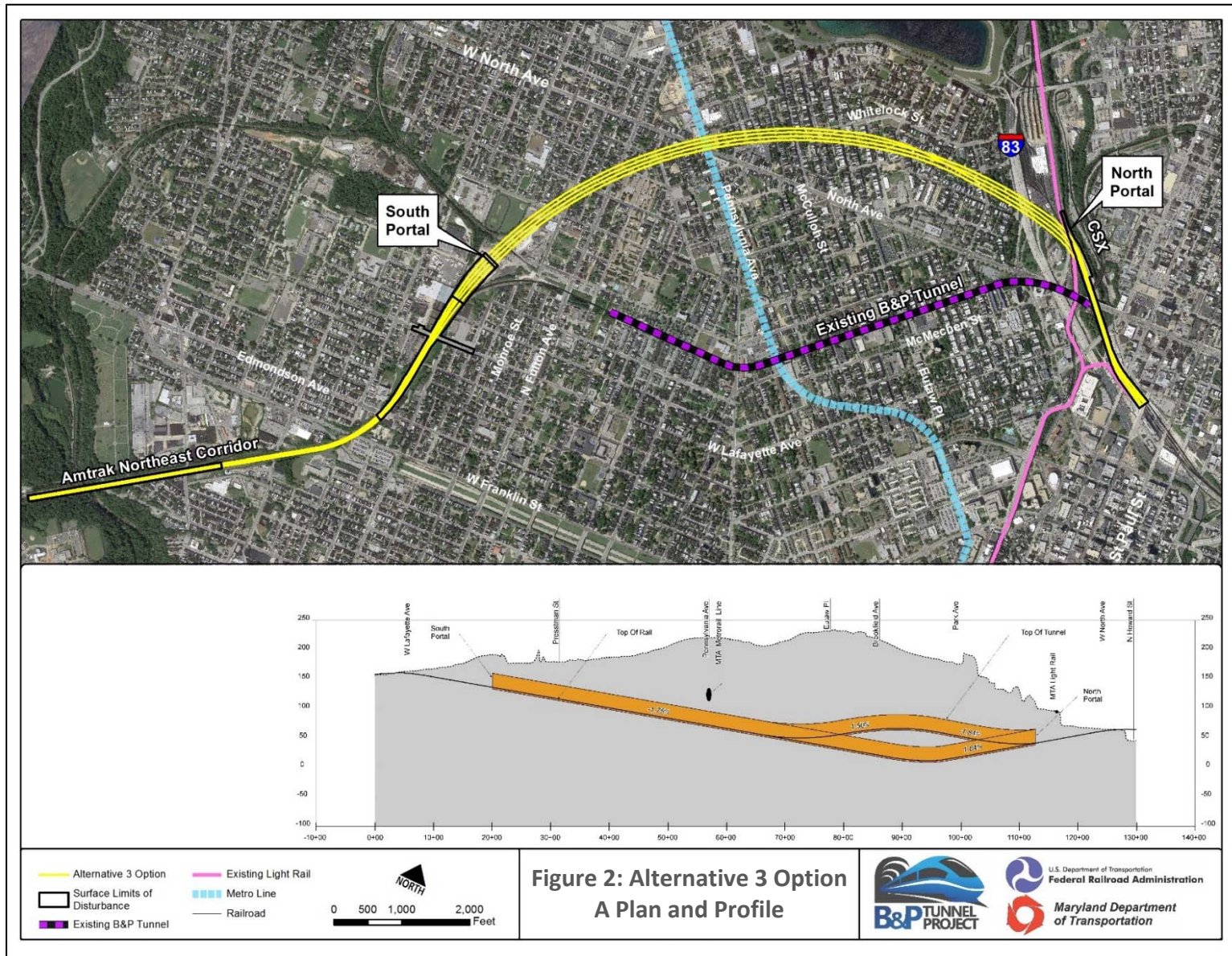




Figure 3: Alternative 3 Options A, B, and C North Portal Rendering

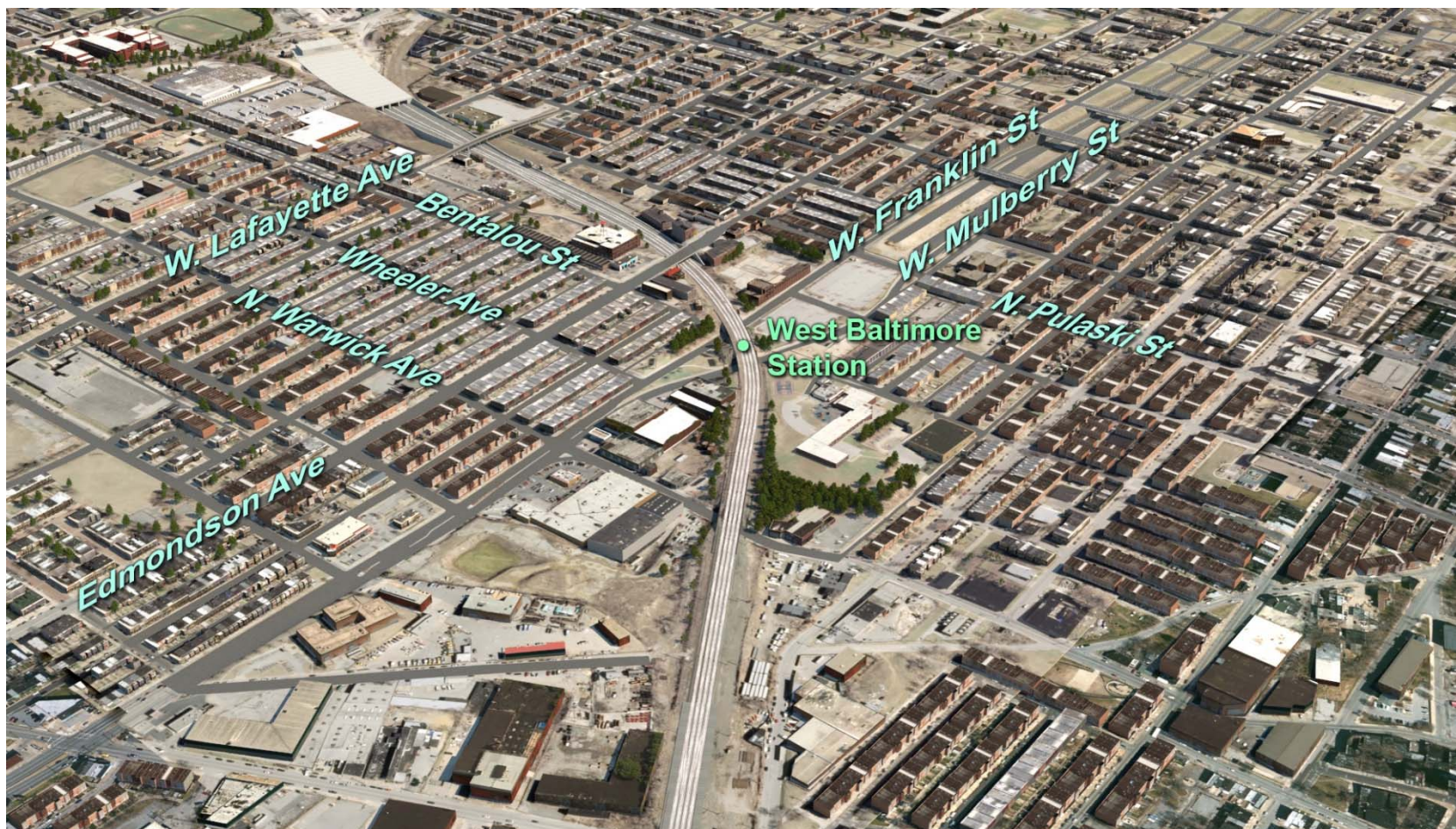


Figure 4: Alternative 3 Option A South Portal Rendering



Figure 5: Alternative 3 Option A South Portal Detailed Rendering

d. Ventilation Plants

Three vent plants would be required to ensure proper ventilation of the proposed tunnels. Two of the vent plants would be located at the north and south portals atop the cut-and-cover sections. A third intermediate vent plant would be located at street level, connected to the bored portion of the tunnels, splitting the tunnel into two unequal lengths in such a way as to balance anticipated transit times in each portion. An area suitable for locating an intermediate tunnel vent plant has been identified as part of the preliminary engineering (see **Figure 6**). The area identified is roughly bounded by Whitelock Street to the north, Ducatel Street to the south, Brookfield Avenue to the east, and Morris Street to the west. The vent plant would consist of a building, approximately 100 feet by 200 feet by 55 feet high (or smaller) housing the vent fan equipment and connected to the tunnel bores via vertical shafts.

2. Alternative 3 Option B

Alternative 3 Option B would result in a total travel distance of 3.66 miles between Penn Station and the Amtrak Gwynns Falls Bridge (as an average of the four tracks). The tunnel segment of the alignment comprises 2.03 miles of this total length. An overview of Alternative 3 Option B, including the horizontal alignment and vertical profile, is shown in **Figure 7**.

Alternative 3 Option B differs from Option A primarily in the location of the southern portal and the southern tie-in with existing tracks. The Option B alignment modifies the existing speed-limiting curve (referred to as Curve 381) located south of the existing B&P Tunnel along the existing NEC. This is achieved by shifting the existing NEC corridor east between Edmondson and Riggs Avenues in the vicinity of Pulaski and Payson Streets and slightly west in the vicinity of Franklin and Mulberry Streets.

a. North Portal

Alternative 3 Option B is the same as Alternative 3 Option A at the north portal (see **Figure 3**).

b. Tunnel Segment

Alternative 3 Option B continues below ground in a gradual arc for 2.03 miles, traversing below primarily residential city blocks in the neighborhoods of Reservoir Hill, Penn North, Sandtown-Winchester, Bridgeview/Greenlawn, Midtown-Edmondson, and Penrose/Fayette. From the north portal, the alignment crosses under I-83 (Jones Falls Expressway) north of the intersection of Reservoir Street and Mount Royal Terrace. The alignment then continues in a gradual curve north of Reservoir and Ducatel Streets, and south of the east-west portion of Whitelock Street. The alignment continues to curve southwest, crossing the northeast-southwest portion of Whitelock Street and then the intersection of North and Pennsylvania Avenues. The alignment continues to curve southwest, running under the center of the P. Flanigan and Sons Asphalt plant; as opposed to Option A, the Option B alignment is shifted further east, away from the Carver Vocational-Technical High School athletic field. The alignment continues to curve more directly to the south, crossing under the Amtrak NEC railroad curve at North Payson Street. Through the bored tunnel segment, the depth of the alignment reaches up to 185 feet, with an average depth of 130 feet (from ground level to top of tunnel).

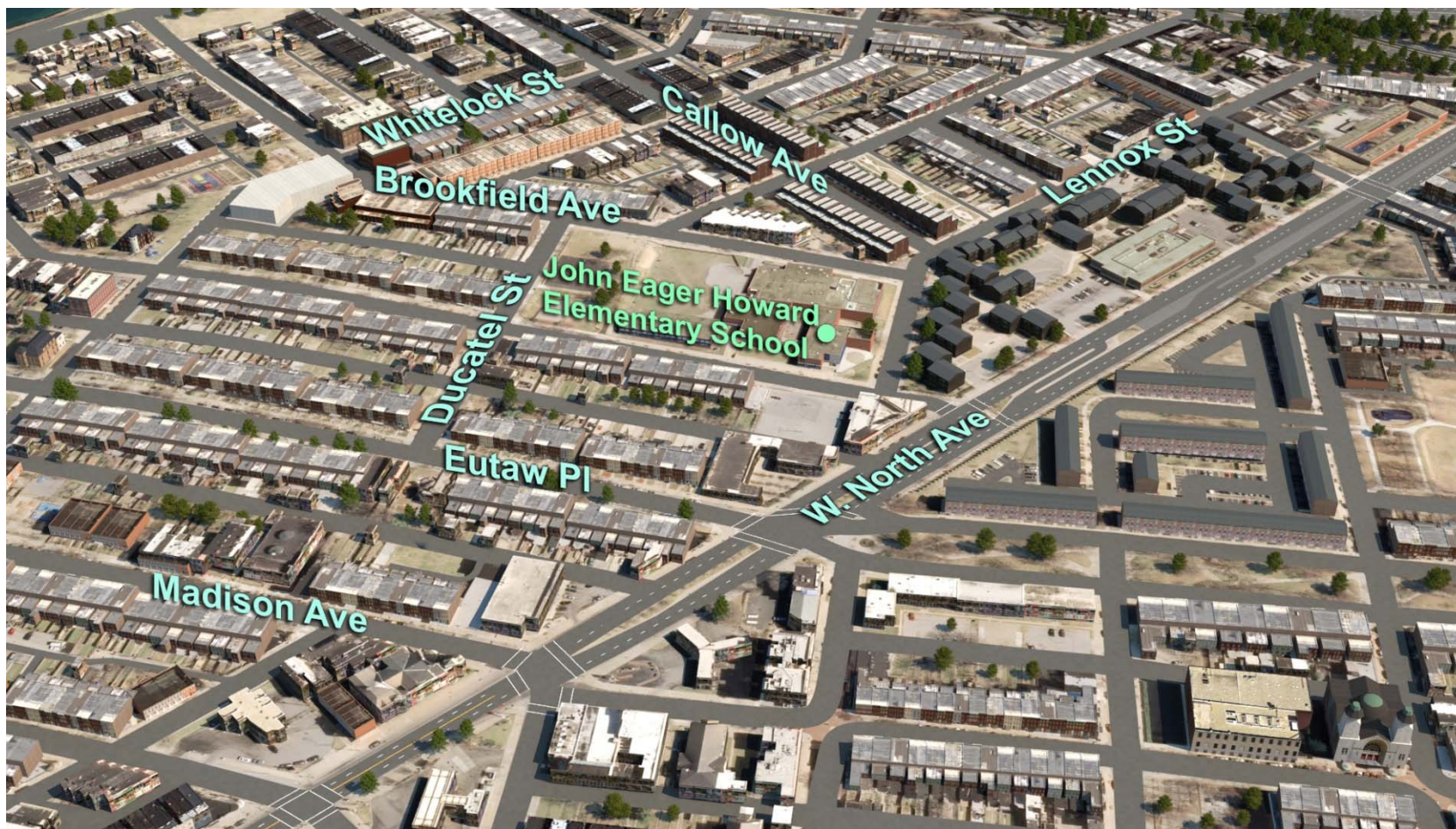


Figure 6: Alternative 3 Options A, B, and C Intermediate Vent Plant



c. South Portal

Alternative 3 Option B would include a south portal located southeast of the P. Flanigan and Sons Asphalt plant, and approximately 200 feet east of the Option A south portal (see **Figures 8 and 9**). The cut-and-cover and open cut sections would be located adjacent to the existing NEC, between the proposed south portal and Edmondson Avenue, returning to the existing NEC right-of-way in the vicinity of Edmondson Avenue. At-grade track work within Amtrak right-of-way would occur between Edmondson Avenue and the Amtrak Gwynns Falls Bridge. An additional segment of track work within Amtrak right-of-way would occur just south of the Gwynns Falls Bridge. A new "Fulton" Interlocking would be constructed south of the permanent south portal. The West Baltimore MARC Station would be relocated slightly east to align with the new tracks. Some neighborhood streets in the vicinity of the new portal would be closed at the new rail right-of-way and others re-established after construction.

d. Ventilation Plants

As with Alternative 3 Option A, three vent plants would be required to ensure proper ventilation of the proposed Alternative 3 Option B tunnels. Two of the vent plants would be located near the north and south mining portals. A third intermediate vent plant would be connected to the bored portion of the tunnels, splitting the tunnel into two unequal lengths in such a way as to balance the anticipated transit times in each portion. The area suitable for locating an intermediate tunnel vent plant for Alternative 3 Option B is the same as for Alternative 3 Option A (see **Figure 6**).

3. Alternative 3 Option C

Alternative 3 Option C would result in a total travel distance of 3.83 miles between Penn Station and the Amtrak Gwynns Falls Bridge (as an average of the four tracks). The tunnel segment of the alignment comprises 2.23 miles of this total length. An overview of Alternative 3 Option C, including the horizontal alignment and vertical profile, is shown in **Figure 10**.

Alternative 3 Option C differs from Options A and B in the location of the southern portal and tie-in and the alignment of the underground tunnels. The Option C alignment would modify the existing speed-limiting curve (Curve 381) located at the West Baltimore MARC Station. This would be achieved by shifting up to approximately 100 feet west of the existing NEC corridor between Lafayette and Warwick Avenues. The underground tunnel portion of the alignment would be shifted west relative to the other options under Alternative 3.

a. North Portal

Alternative 3 Option B is the same as Alternative 3 Option A at the north portal (see **Figure 3**).

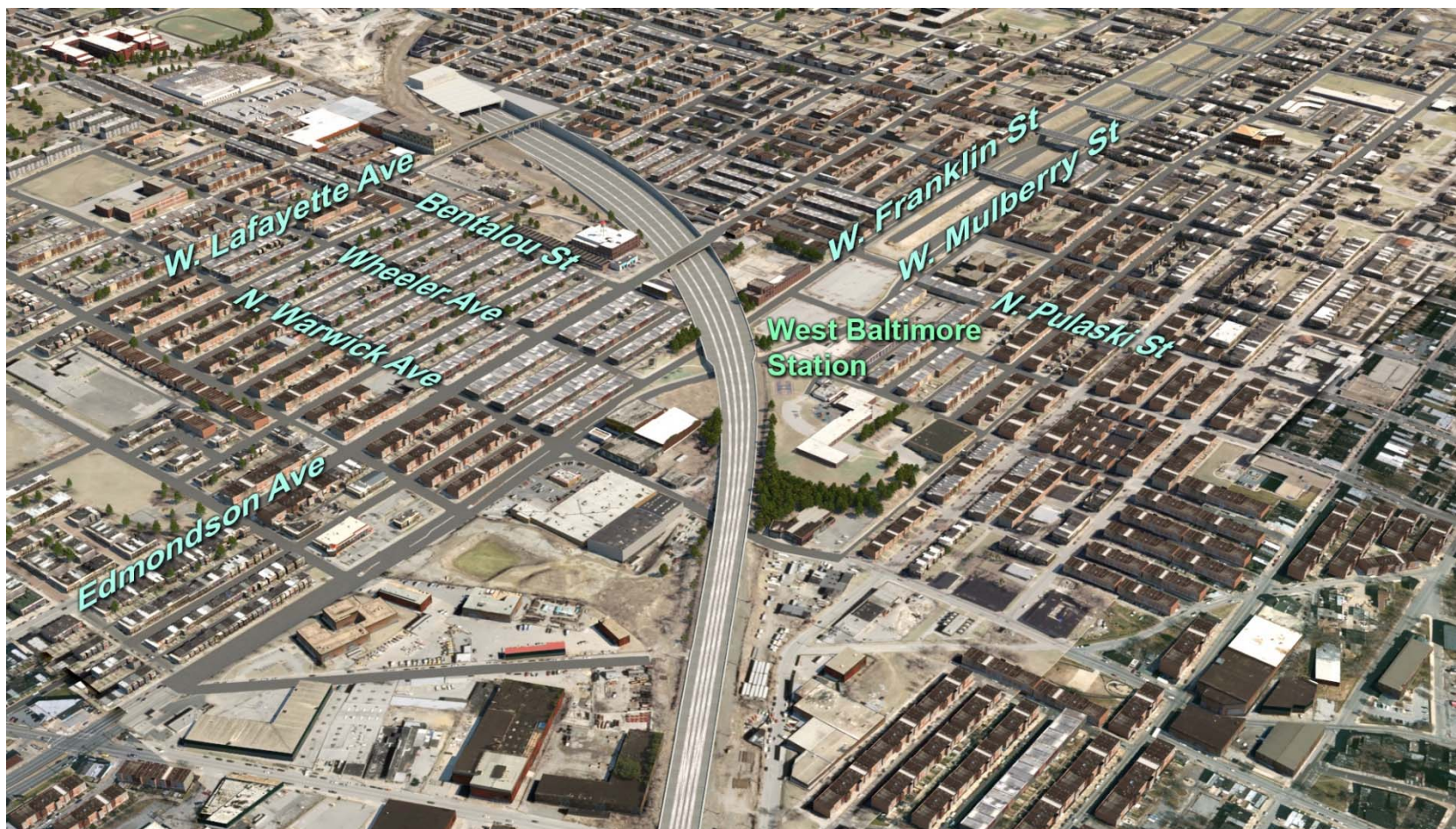


Figure 8: Alternative 3 Option B South Portal Rendering

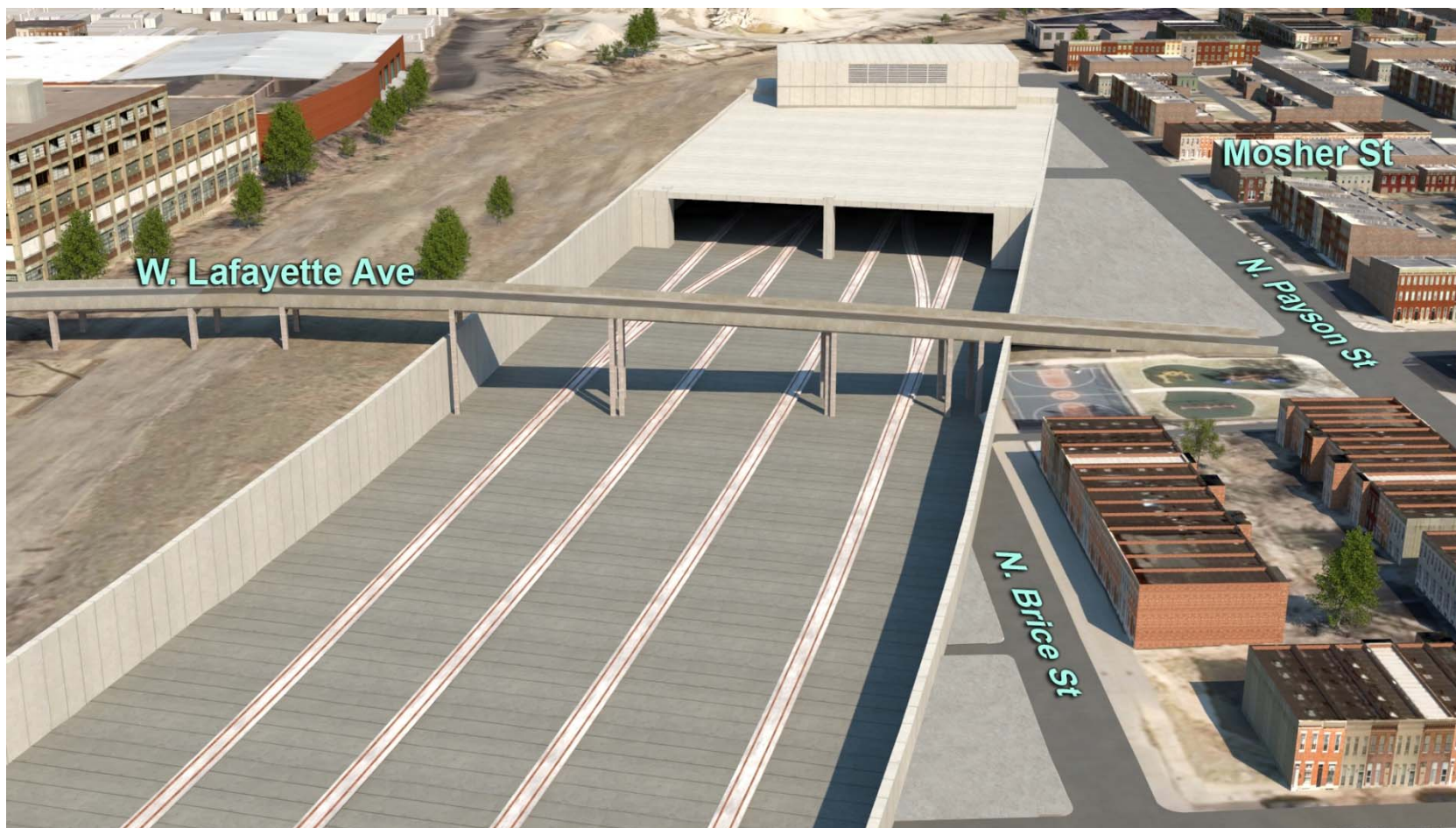
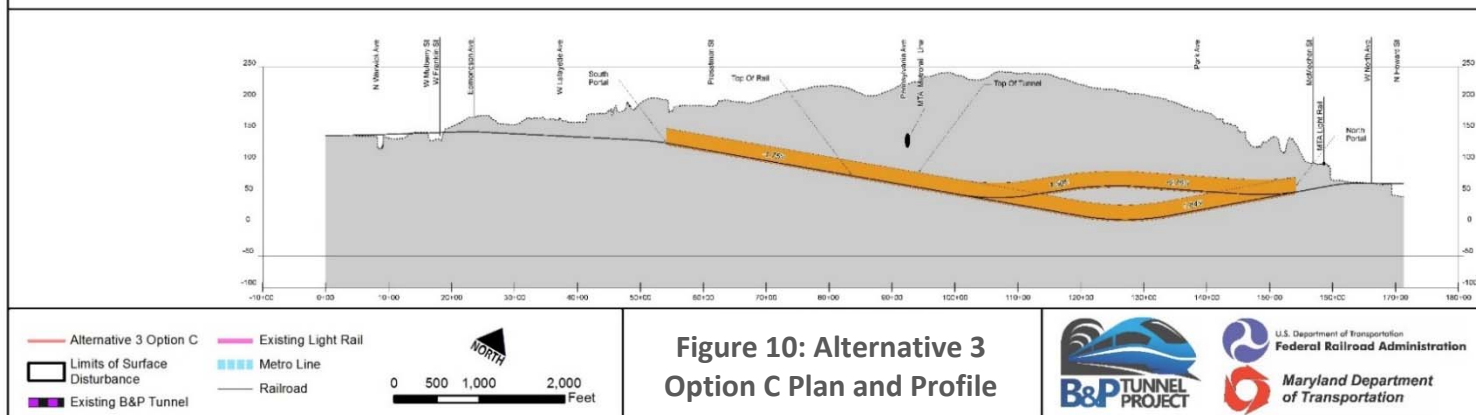
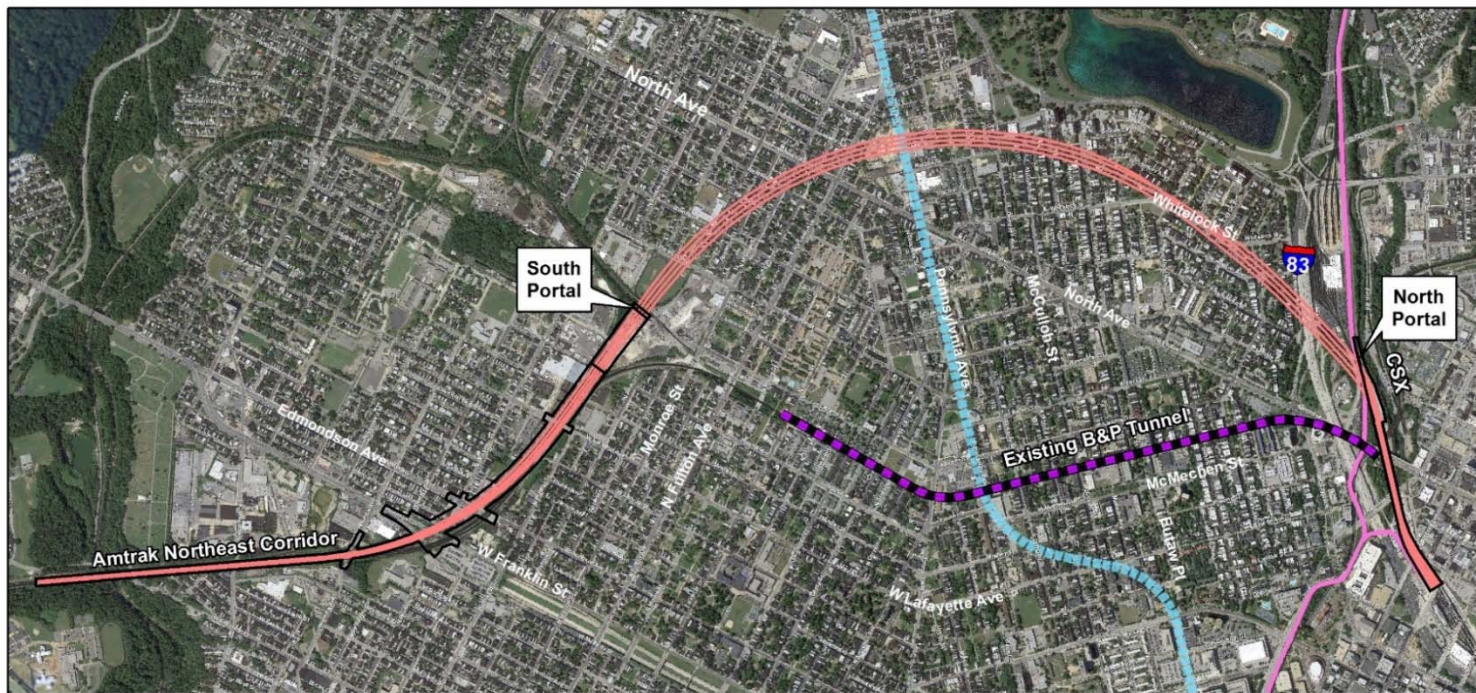


Figure 9: Alternative 3 Option B South Portal Detailed Rendering



b. Tunnel Segment

Alternative 3 Option C continues below ground in a gradual arc for 2.23 miles, traversing below primarily residential city blocks in the neighborhoods of Reservoir Hill, Penn North, Easterwood, Bridgeview/Greenlawn, Midtown-Edmondson, and Penrose/Fayette. From the north portal, the alignment crosses under I-83 (Jones Falls Expressway) north of the intersection of Reservoir Street and Mount Royal Terrace. The alignment's crossing under I-83 is located further to the north of the intersection than either Option A or Option B. The alignment continues in a gradual curve south of Chauncey Avenue and north of Newington Avenue and Whitelock Street. At the intersection of Madison Avenue and Brooks Lane, the alignment begins to arc to the southwest, running roughly in between Clifton Avenue and Retreat Street. The alignment curves more directly to the south, traveling below the intersection of Payson and Baker Streets. Before entering the south portal, Alternative 3 Option C runs fully under the center of the Carver Vocational-Technical High School athletic field. Through the bored tunnel segment, the depth of the alignment reaches up to 170 feet, with an average depth of 140 feet.

c. South Portal

Alternative 3 Option C would include a south portal located at the P. Flanigan and Sons 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 (see **Figures 11 and 12**). The cut-and-cover and open cut sections would be located on the western edge of the P. Flanigan and Sons property, traveling south in a cut-and-cover section and returning to existing Amtrak right-of-way near Lafayette Avenue. The alignment continues in an open-cut section shifted west of the NEC south of Lafayette Avenue. The alignment would return to ground level and pass above Franklin and Mulberry streets on a structure, before rejoining the NEC near Warwick Avenue. At-grade track work within Amtrak right-of-way would occur between Warwick Avenue and the Amtrak Gwynns Falls Bridge. An additional segment of track work within Amtrak right-of-way would occur just south of the Gwynns Falls Bridge. A new "Fulton" Interlocking would be constructed south of the permanent south portal. The West Baltimore MARC Station platforms would be relocated west to align with the new tracks. Some neighborhood streets in the vicinity of the new portal would be closed at the new rail right-of-way and others re-established after construction.

d. Ventilation Plants

Three vent plants would be required for Alternative 3 Option C to ensure proper ventilation of the proposed tunnels. Two of the vent plants would be located near the north and south mining portals. A third intermediate tunnel vent plant would be located at street level, connected to the bored portion of the tunnels, splitting the tunnels into two unequal lengths in such a way as to balance the anticipated transit times in each portion. An area suitable for locating an intermediate tunnel vent plant has been identified as part of the preliminary engineering (see **Figure 6**). The area suitable for locating an intermediate tunnel ventilation plant for Alternative 3 Option C is the same as for Alternative 3 Option A.

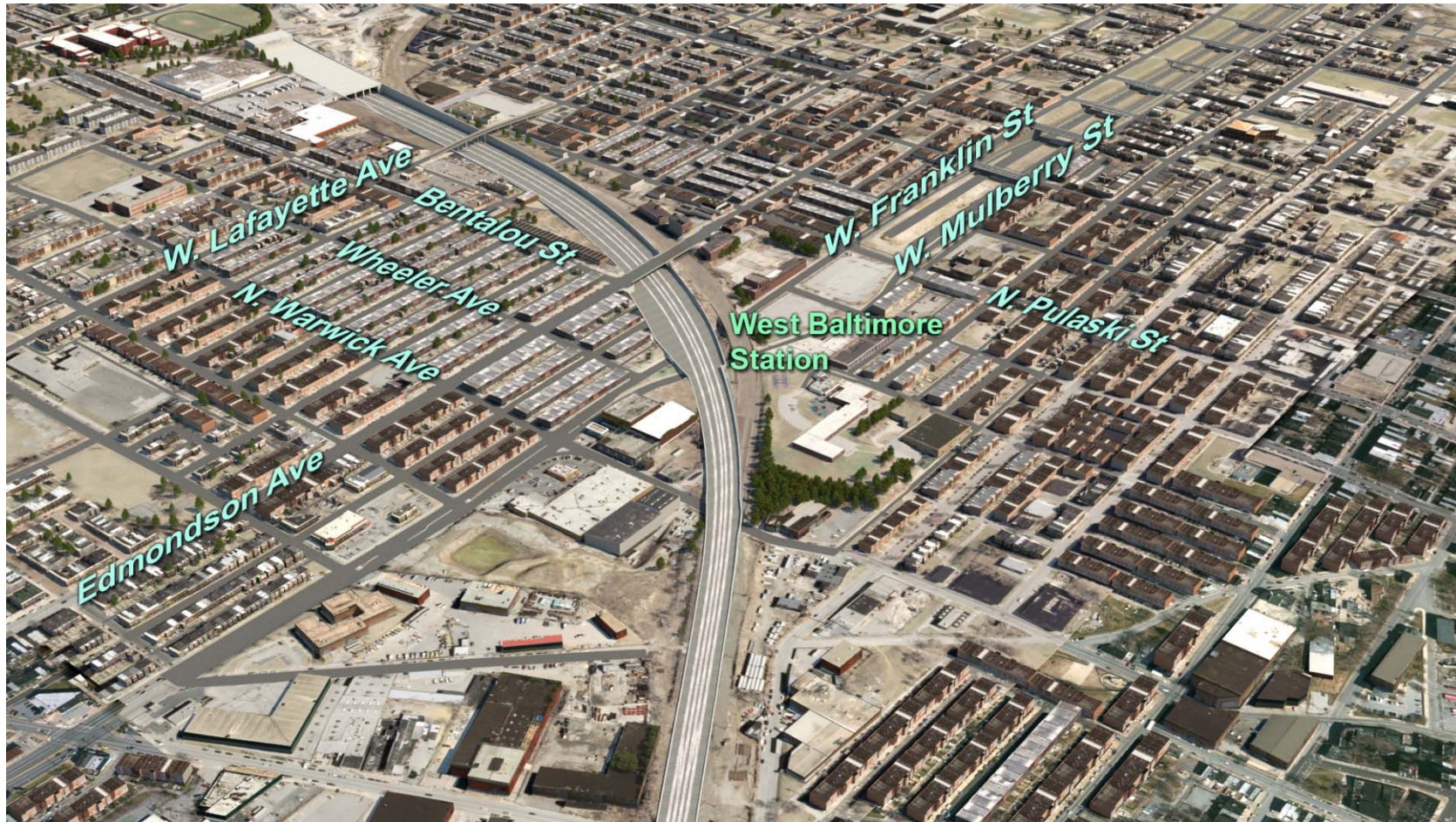


Figure 11: Alternative 3 Option C South Portal Rendering



Figure 12: Alternative 3 Option C South Portal Detailed Rendering

III. CONSULTATION AND PUBLIC COORDINATION

FRA is consulting with the Maryland State Historic Preservation Officer, namely the Maryland Historical Trust (MHT), and additional consulting parties throughout the B&P Tunnel Project Section 106 process (see **Appendix C** for consultation records). FRA initiated EIS and Section 106 review with MHT and other agencies by letter on June 11, 2014. MHT responded on August 4, 2014. FRA, MDOT, and the Maryland Transit Administration then met with MHT on February 4, 2015, to discuss the project and path forward for site documentation of historic properties.

FRA invited parties entitled to be consulting parties, including local government, to participate in the Section 106 compliance process for the project (36 CFR Part 800.2(c)(5) and 800.3(f)). Eleven respondents agreed to participate as additional consulting parties: 1) Baltimore City Commission for Historical and Architectural Preservation, 2) Baltimore City Planning, 3) Baltimore Heritage, 4) Baltimore Heritage Area Association, Inc., 5) Delaware Tribe of Indians, 6) Historic Mount Royal Terrace Association, 7) Maryland Commission on Indian Affairs, 8) Midtown Edmondson Improvement Association, 9) Mount Royal Improvement Association, 10) Preservation Maryland, and 11) Shawnee Tribe. An Architectural Historic Properties Survey report and a Phase IA Archeological Study report were submitted to MHT and the additional consulting parties for their review on July 31, 2015; an addendum of 12 additional Determination of Eligibility (DOE) Forms were submitted on September 11, 2015. Concurrence and comments were received from MHT for the reports on September 8, 2015 and the addendum on September 24, 2015. No comments were received from other consulting parties.

Meetings with consulting parties have taken place to discuss identified historic properties and preliminarily address effects on July 16, August 5, and September 28, 2015.

Consulting parties provided the following comments regarding historic properties at the three meetings:

- **3A, 3B, and 3C:** Concerns about effects to the 1873 B&P Railroad (MIHP# B-5164) tunnel, a contributing element, as the result of this undertaking.
- **3A, 3B, and 3C:** The potential location and size of the intermediate tunnel vent plant in the Reservoir Hill Historic District (B-1379). They emphasized the importance of considering the streetscape and visibility in the placement and design of the plant building, and taking the whole district into consideration. Potential setbacks were suggested.
- The high historic integrity of the Reservoir Hill Historic District.
- **3A and 3C:** Concern for the loss of the American Stores Company Warehouse, a contributing element of the Midtown Edmondson Historic District.
- The historic importance of the Ward Baking Company (B-5112-2).
- **3B:** Concern for the loss of a large number of contributing elements in the Midtown Edmondson Historic District.
- **3B:** Concern of the potential large size of the south portal vent plant in the Midtown Edmondson Historic District.

- The great importance of the American Ice Company (B-1040), for its historic significance, visual presence, and value to the community.
- The historic and civic importance of the Fire Department Engine House No. 36 (B-5112-4).

An additional meeting is anticipated during the week of October 19, 2015 to discuss this effects assessment, views for resolving adverse effects, and final opinions on a Preferred Alternative.

FRA is also seeking and considering the views of the public as part of the process.

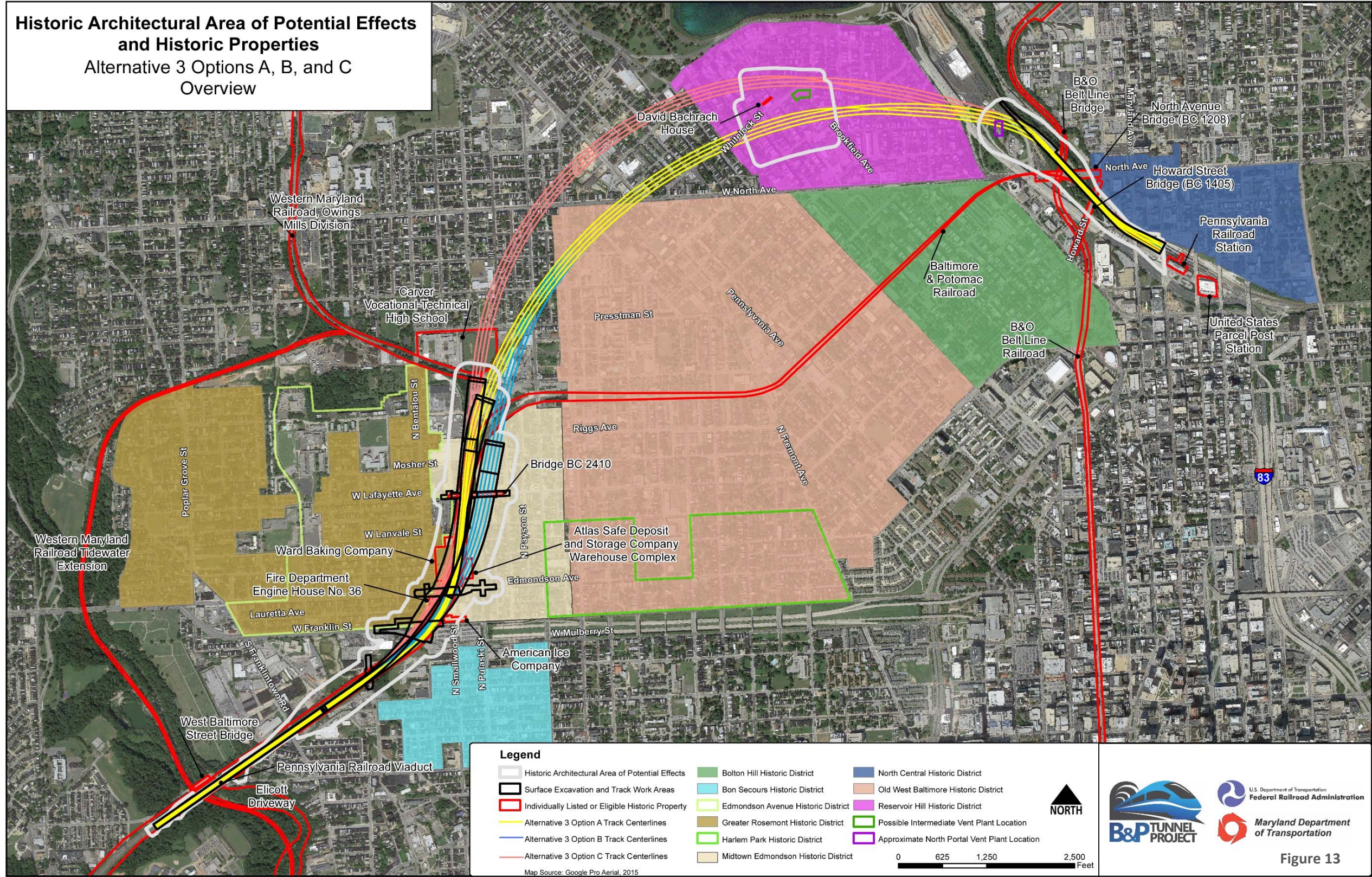
IV. REVISED AREA OF POTENTIAL EFFECTS

Historic Architectural APE: The original historic architectural APE for Alternative 3 Options A, B, and C and Alternative 11 Options A and B was prepared in the spring of 2015 and documented in the July 2015 historic architectural technical report (see **Figure 13**). The APE is defined as the geographic area or areas within which an undertaking may directly or indirectly cause alterations in the character or use of historic properties (36 CFR Part 800.16(d)). Indirect alterations could be based on visual, atmospheric, and audible potentials of the undertaking. The APE was determined and documented (36 CFR Part 800.4(a)(1)) using information gathered from field visits and from studying maps. Since all construction activities along the alternative tunnel routes would be well beneath the surface, with little to no potential for surface impacts anticipated, these areas were not included within the APE.

The historic architectural APE is delineated as 200 feet around the outer boundaries of the north and south portal area limits of disturbance (LOD). The exceptions to this APE width are at the ends of the portal areas where the undertaking is confined to track work within the existing railroad right-of-way. The APE was deemed more than inclusive within a heavily developed urban setting that already includes numerous other transportation networks, including railroads, highways, and roads. The APE is 100 feet around the outer limits of the potential intermediate vent plant area. The vent plant would have a footprint up to 200 feet by 100 feet, with a height up to 55 feet, and would include a new audible element. The APE for the intermediate vent plant area considered these factors, but also takes into consideration that the vent location is not confirmed.

Updates to the Historic Architectural APE: While the methodology for delineating the APE generally remains the same, APE updates were made to reflect project changes to the LOD for Alternative 3 Options A, B, and C and eliminated Alternative 11 Options A and B from consideration:

- North Portal: The north portal now avoids cut-and-cover construction and associated disruptions and the new design allows for direct boring beneath the MTA North Avenue LRT Station, therefore reducing the north portal. In addition, a possible North Portal vent plant location has been selected.
- Intermediate Vent Plant: A possible intermediate vent plant location has also been selected that is located at the southwest corner of Whitelock Street and Brookfield Avenue, and is the same for all three options. Due to the tentative nature of this location the original APE still remains in place for the intermediate vent plant.



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- South Portal: Most of the south portal LOD expansion is within the right-of-way of existing roadways; in some cases, this right-of-way is work associated with Bridge BC 2410 (Lafayette Avenue over Amtrak) and Bridge BC 2405 (Edmondson Avenue over Amtrak). Due to the temporary nature of the work limited to the roadway right-of-way, the APE is 100 feet from the outer limits of the LOD.
- South Portal: An LOD expansion at Alternative 3 Option C includes expansion to the west from N. Bentalou Street between Edmondson Avenue and W. Franklin Street. Consistent with the approach used at other south portal areas, the APE was expanded 200 feet from the outer limits of the LOD at these locations to account for potential visual, atmospheric, and audible effects.

The APE will be revised, as the vent areas become more refined and if there are other project changes that warrant revision.

V. IDENTIFIED HISTORIC PROPERTIES

Historic properties are properties listed in or determined eligible for listing in the National Register of Historic Places (NRHP) by applying the NRHP Criteria for Evaluation. To be eligible for inclusion in the NRHP, a historic property must demonstrate that:

the quality of significance in American history, architecture, archeology, engineering, and culture is present in districts, sites, buildings, structures, and objects that possess integrity of location, design, setting, materials, workmanship, feeling, and association, and:

- A. That are associated with events that have made a significant contribution to the broad patterns of our history; or
- B. That are associated with the lives of significant persons in or past; or
- C. That embody the distinctive characteristics of a type, period, or method of construction, or that represent the work of a master, or that possess high artistic values, or that represent a significant and distinguishable entity whose components may lack individual distinction; or
- D. That have yielded or may be likely to yield, information important in history or prehistory.

Criteria A, B, and C typically apply to historic architectural properties, and Criterion D applies primarily to archeological sites.

If a property is determined to possess historic significance, its integrity is evaluated by applying the Seven Aspects of Integrity to determine the property's ability to convey its significance:

Location is the place where the historic property was constructed or the place where the historic event occurred.

Design is the combination of elements that create the form, plan, space, structure, and style of a property.

Setting is the physical environment of a historic property.

Materials are the physical elements that were combined or deposited during a particular period of time and in a particular pattern or configuration to form a historic property.

Workmanship is the physical evidence of the crafts of a particular culture or people during any given period in history or prehistory.

Feeling is a property's expression of the aesthetic or historic sense of a particular period of time.

Association is the direct link between an important historic event or person and a historic property.

If a property possesses historic significance under one or more Criteria and retains integrity, it is found to be eligible for the NRHP during Section 106 review.

Six newly identified properties were documented in the Architectural Historic Properties Survey report (July 2015) using MHT DOE Forms and Short Forms for Ineligible Resources (Short Forms). After consultation with MHT, two new historic properties were determined eligible for listing in the NRHP: 1) Baltimore and Ohio (B&O) Belt Line Railroad (MIHP# B-5287, Criteria A and C) and 2) Baltimore and Ohio (B&O) Belt Line Bridge over Jones Falls Valley (B-5288, Criteria A and C). The remaining four evaluated properties were found not eligible for listing in the NRHP: 1) Baltimore Department of Transportation (DOT) North Avenue Facility Maintenance Yard (Short Form), 2) Baltimore Car Wheel Works (B-5291), 3) B. Green & Co. Grocery Warehouse (Short Form), and 4) Baltimore Clay Product Company (Short Form).

An additional twelve properties were evaluated for possible individual eligibility for listing in the NRHP and documented on MHT DOE Forms as part of a historic architecture report addendum (September 2015). Most were previously identified as contributing elements to historic districts. After consultation with MHT, five new historic properties were determined eligible for listing in the NRHP: 1) Carver Vocational-Technical High School (B-5294, Criteria A and C); 2) Western Maryland Railroad, Owings Mills Division (B-5293, Criteria A and C); 3) Atlas Safe Deposit and Storage Company Warehouse Complex (B-5118-2, Criteria A and C), 4) Ward Baking Company (B-5112-2, Criterion A), and 5) Fire Department Engine House No. 36 (B-5112-4, Criteria A and C). The following seven properties were found not eligible for listing in the NRHP: 1) Mount Royal Reservoir Pipe Vault (B-5295); 2) Warehouse at 2020 Mosher Street (B-5296); 3) Sinclair Filling Station (B-5118-1); 4) Continental Oil Company Gas Station (B-5118-3); 5) West End Motors, Inc. (5118-4); 6) Baltimore & Potomac Railroad, Edmondson Avenue Station (B-5112-3); and 7) Baltimore & Potomac Railroad, West Mulberry Street Bridge (B-5164-1).

In total, eighteen historic properties were identified within the B&P Tunnel project APE for Alternative 3 Options A, B, and C (see **Appendix A, Table 1** and **Figure 13**):

1. Baltimore and Ohio Belt Line Railroad (B-5287)
2. Baltimore and Ohio Belt Line Bridge over Jones Falls Valley (B-5288)
3. Baltimore & Potomac Railroad (Philadelphia, Baltimore & Washington Railroad) (B-5164)
4. Howard Street Bridge (BC 1405) (B-4529)
5. North Avenue Bridge (BC 1208) (B-4521)
6. Reservoir Hill Historic District (B-1379)
7. David Bachrach House (Gertrude Stein House) (B-4098)
8. Carver Vocational-Technical High School (B-5294)
9. Western Maryland Railroad, Owings Mills Division (B-5293)

10. Midtown Edmondson Historic District
11. Bridge BC 2410 (Lafayette Avenue over Amtrak) (B-4553)
12. Atlas Safe Deposit and Storage Company Warehouse Complex (B-5188-2)
13. American Ice Company (B-1040)
14. Greater Rosemont Historic District (B-5112)
15. Edmondson Avenue Historic District (B-5187)
16. Ward Baking Company (B-5112-2)
17. Fire Department Engine House No. 36 (B-5112-4)
18. Pennsylvania Railroad Viaduct (B-5064)

VI. ALTERNATIVE 3 OPTIONS A, B, AND C EFFECTS ASSESSMENT

Assessments for the effects of the undertaking have been made on historic properties located within the APE. An effect may occur when there is an alteration to the characteristics of a historic property qualifying it for inclusion in or eligibility for the NRHP (36 CFR Part 800.16(l)). For those properties with an effect, the criteria of adverse effect from Section 106 of the NHPA were applied [36 CFR Part 800.5(a)(1)]. An adverse effect is found when an undertaking may alter, directly or indirectly, any of the characteristics of a historic property that qualify it for inclusion in the NRHP in a manner that would diminish the integrity of the property's location, design, setting, materials, workmanship, feeling, or association.

Examples of adverse effects (36 CFR Part 800.5(a)(2)) were considered in relation to each of the three options for Alternative 3:

- (i) – Physical destruction of or damage to all or part of the property;
- (ii) – Alteration of a property, including restoration, rehabilitation, repair, maintenance, stabilization, hazardous material remediation and provision of handicapped access, that is not consistent with the Secretary of the Interior's *Standards for the Treatment of Historic Properties* (36 CFR Part 68) and applicable guidelines;
- (iii) – Removal of the property from its historic location;
- (iv) – Change of the character of the property's use or of physical features within the property's setting that contribute to its historic significance;
- (v) – Introduction of visual, atmospheric, or audible elements that diminish the integrity of the property's significant historic features;
- (vi) – Neglect of a property which causes its deterioration, except where such neglect and deterioration are recognized qualities of a property of religious and cultural significance to an Indian tribe or Native Hawaiian organization; and
- (vii) – Transfer, lease, or sale of property out of Federal ownership or control without adequate and legally enforceable restrictions or conditions to ensure long-term preservation of the property's historic significance.

The map in **Figure 13** shows an overview of the project area, the APE, and historic properties. The following figures in this report include overview and detail maps illustrating the north and south portals, and intermediate vent plant area. Note that at the south portal, the APE has also been divided between the three options for Alternative 3, for the purposes of this effects assessment. In addition, a separate

map was created to more clearly show the district boundaries of the Midtown Edmondson Historic District, Greater Rosemont Historic District, and Edmondson Avenue Historic District. **Appendix A, Table 2** illustrates contributing elements of historic districts within the APE at the south portal, and **Appendix A, Table 3** shows contributing elements within the intermediate vent plant area, namely for the Reservoir Hill Historic District. **Appendix A, Table 4** identifies individual historic properties and contributing elements of historic districts directly affected by the undertaking.

Alternative 3 Option A

1) 3A-Baltimore and Ohio Belt Line Railroad (B-5287)

APE Location: North Portal

The undertaking would have an **adverse effect** on the B&O Belt Line Railroad.

Alternative 3 Option A would have direct and indirect effects on the Baltimore and Ohio (B&O) Belt Line Railroad (see **Figure 14** and **Appendix C, Photograph 1**). One of the limestone piers of the B&O Belt Line Bridge over Jones Falls Valley would be demolished and/or relocated. The bridge is a contributing element of the B&O Belt Line Railroad and the pier is a notable character-defining feature of the bridge. While the railroad would retain its integrity of location, the alteration of the pier would diminish the structure's integrity of design, materials, and workmanship.

Alternative 3 Option A would run directly underneath the B&O Belt Line Railroad. The alignment continues to be visible from the historic property as it travels northwest through an existing retaining wall adjacent to the MTA North Avenue LRT station to begin its descent below ground. This area is historically and currently a transportation hub, characterized by numerous railroads, highways, and bridges, in a heavily developed part of Baltimore. Therefore, while Option A would introduce new visual, atmospheric, and audible elements, such as a wider alignment, retaining walls, and a tunnel portal, these indirect effects would not diminish the historic railroad's integrity of setting, feeling, or association.

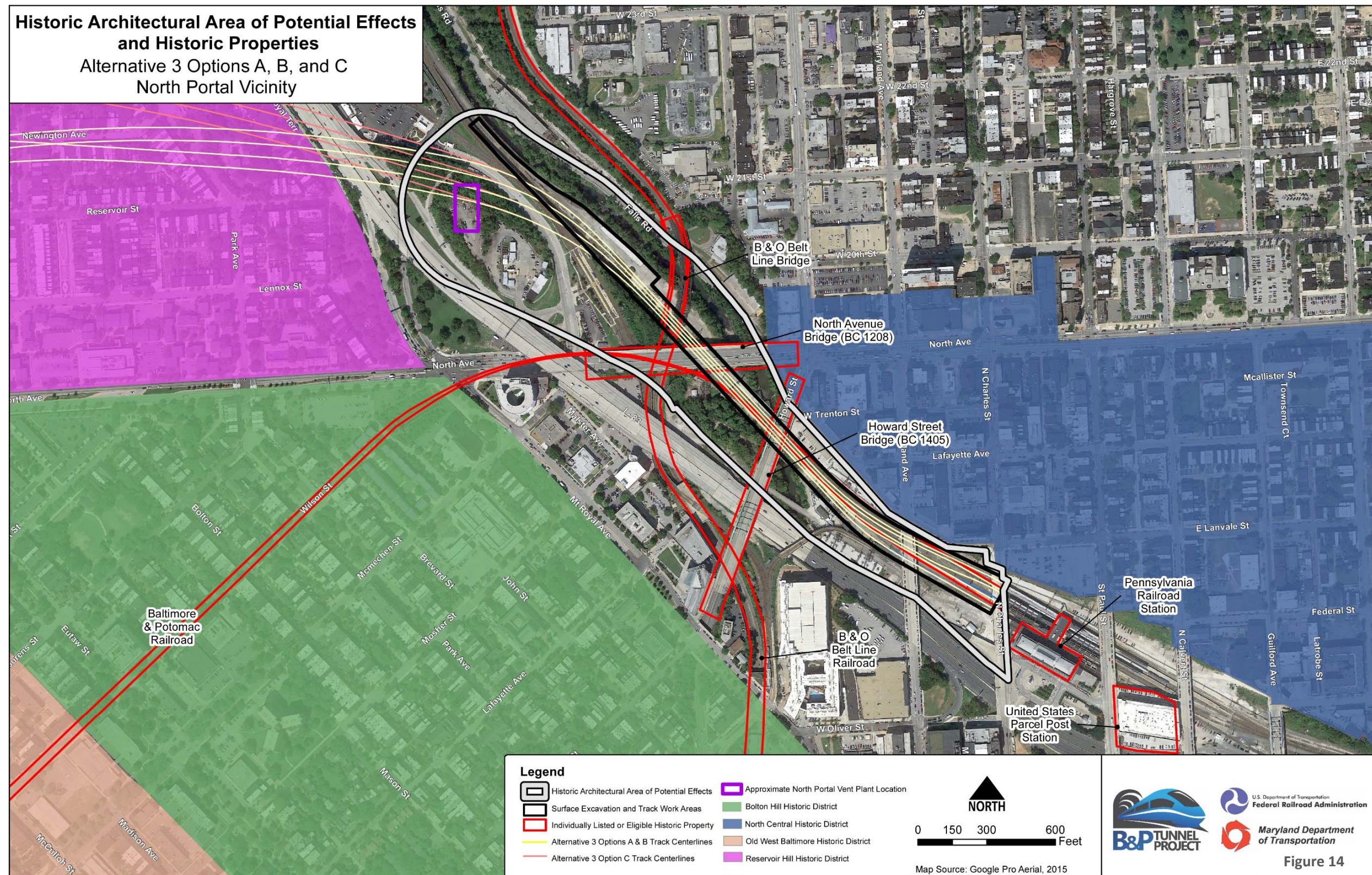
2) 3A-Baltimore and Ohio Belt Line Bridge over Jones Falls Valley (B-5288)

APE Location: North Portal

The undertaking would have an **adverse effect** on the B&O Belt Line Bridge over Jones Falls Valley.

Alternative 3 Option A would have direct and indirect effects on the B&O Belt Line Bridge over Jones Falls Valley (see **Figure 14** and **Appendix C, Photograph 1**). One of its limestone piers would be demolished and/or relocated. The pier is a notable character-defining feature of the bridge. While the bridge would retain its integrity of location, the alteration of the pier would diminish the structure's integrity of design, materials, and workmanship.

Alternative 3 Option A would run directly underneath the B&O Belt Line Bridge over Jones Falls Valley. The alignment continues to be visible from the historic property as it travels northwest through an existing retaining wall adjacent to the MTA North Avenue LRT station to begin its descent below ground. This area is historically and currently a transportation hub, characterized by numerous railroads, highways, and bridges, in a heavily developed part of Baltimore. Therefore, while Option A would introduce new visual, atmospheric, and audible elements, such as a wider alignment, retaining walls, and a tunnel portal, these indirect effects would not diminish the historic bridge's integrity of setting, feeling, or association.



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3) **3A-Baltimore & Potomac Railroad (Philadelphia, Baltimore & Washington Railroad) (B-5164)**

APE Locations: North and South Portals

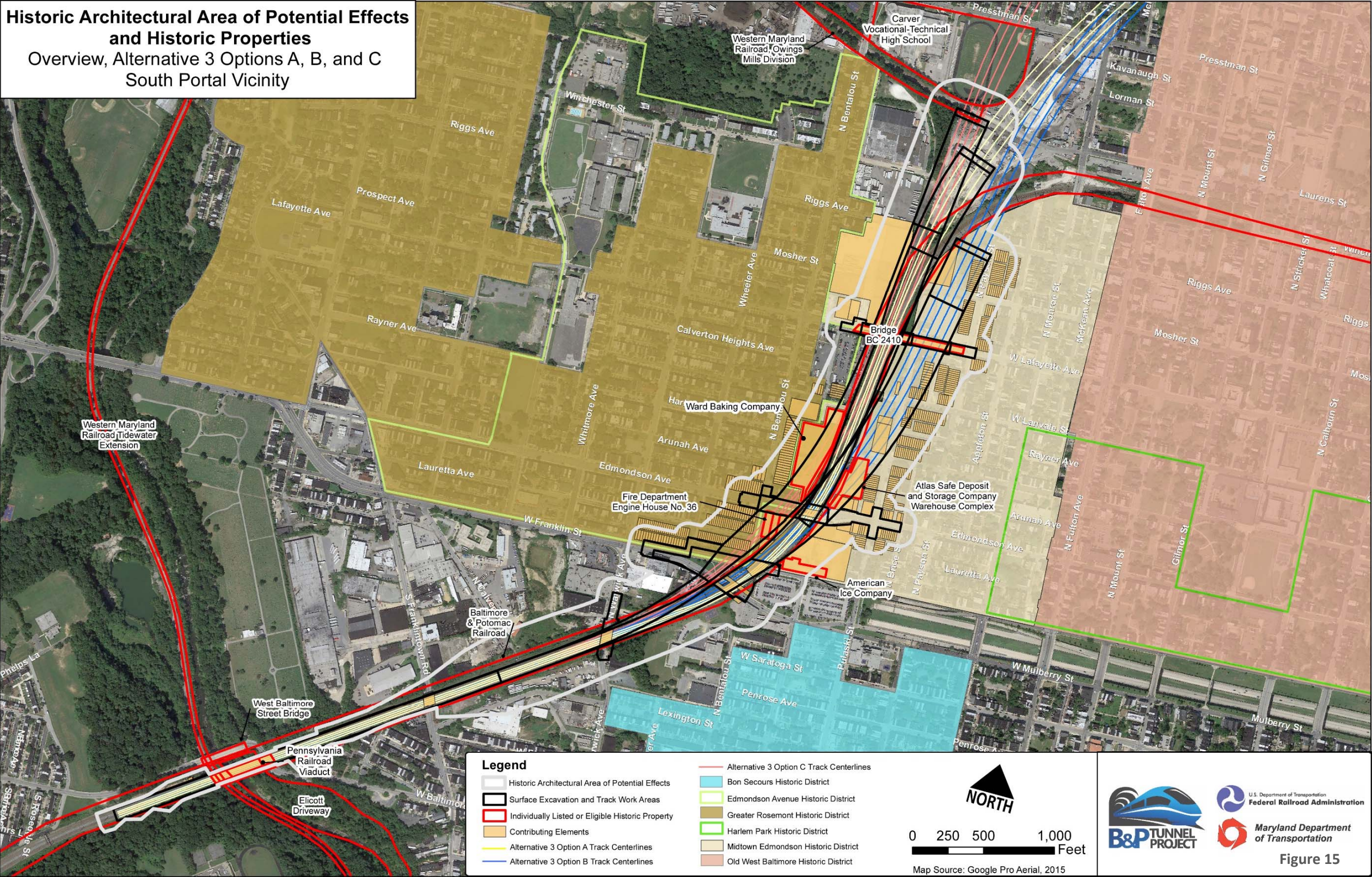
On balance, the undertaking would have an **adverse effect** on the B&P Railroad. This could change to a **no adverse effect** finding if conditions were developed in consultation with MHT to ensure the use of appropriate context-sensitive design treatments for the retaining walls, cut-and-cover structure, vent plant, and catenary system, consistent with the Secretary of the Interior's *Standards for the Treatment of Historic Properties*.

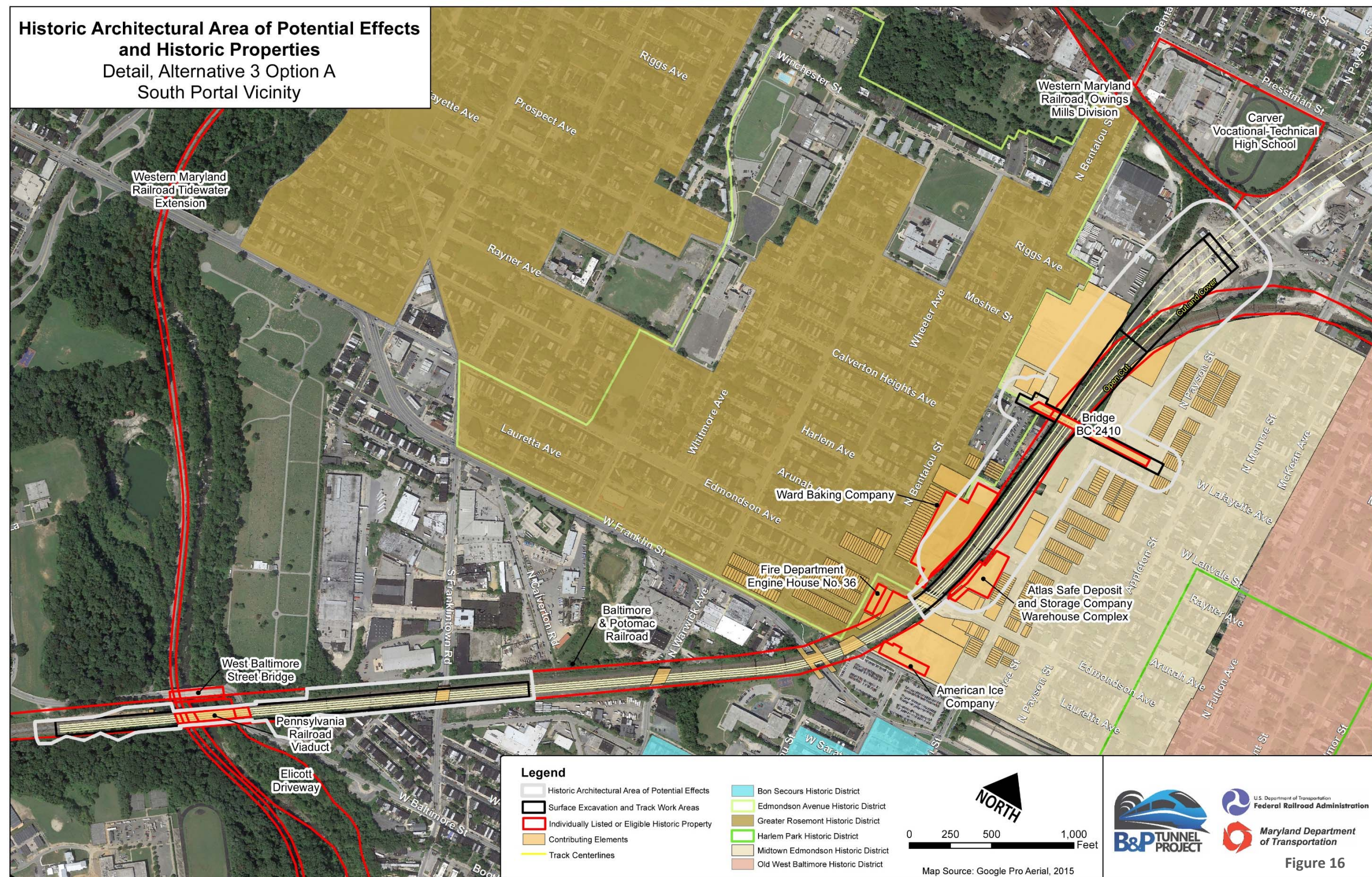
Alternative 3 Option A would have direct and indirect effects on the B&P Railroad at both the north and south ends of the project area, where the new alignment diverges from the historic railroad corridor (see **Figures 14, 15, and 16** and **Appendix C, Photographs 2, 3, 10-13, 21, 32**). The changes at the north portal area would consist mostly of roadbed and track work within the existing railroad right-of-way between Penn Station and North Avenue Bridge. At the south portal area, alterations to the historic alignment would include widening and excavation of the right-of-way, construction of new retaining walls and cut-and-cover structures, and miscellaneous track work. In both areas, the undertaking would also include alterations to the existing railroad track bed (cut and fills) and catenary system, identified contributing elements to the historic property.

In all instances, the historic use of the right-of-way as an active railroad transportation corridor would remain unchanged, helping to preserve the historic property's integrity of location, setting, feeling, and association. The widening of the alignment to accommodate four tracks, as well as the excavation and construction of retaining walls and the cut-and-cover structure at the south portal area will physically alter sections of the historic property, thus diminishing its integrity of design, materials, and workmanship in those locations. Moreover, the alterations to the contributing catenary system would have a similar detracting effect on one of the B&P Railroad's significant character-defining features.

With respect to the historic property's alignment lying between the north and south portal areas, including the contributing B&P Tunnel itself, the final disposition of the right-of-way and tunnel structure has not yet been determined and no assessment of effects is possible at this time.

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4) **3A-Howard Street Bridge (BC 1405) (B-4529)**

APE Location: North Portal

The undertaking would have **no adverse effect** on the Howard Street Bridge.

Alternative 3 Option A would have an indirect but no direct effect on the Howard Street Bridge (see **Figure 14** and **Appendix C, Photographs 2, 3**). The undertaking's four new railroad tracks would run underneath one of the arches of the bridge. No part of the historic property would be touched, preserving its integrity of location, design, materials, and workmanship.

Alternative 3 Option A would re-establish tracks along an existing railroad right-of-way in an area that is historically and currently a transportation hub, characterized by numerous railroads, highways, and bridges, in a heavily developed part of Baltimore. Therefore, while Option A would introduce new visual, atmospheric, and audible elements, such as a wider alignment and retaining walls, these indirect effects would not diminish the historic bridge's integrity of setting, feeling, or association.

5) **3A-North Avenue Bridge (BC 1208) (B-4521)**

APE Location: North Portal

The undertaking would have **no adverse effect** on the North Avenue Bridge.

Alternative 3 Option A would have an indirect but no direct effect on the North Avenue Bridge (see **Figure 14** and **Appendix C, Photographs 1-3**). The undertaking's four new railroad tracks would run underneath one of the arches of the bridge. No part of the historic property would be touched, preserving its integrity of location, design, materials, and workmanship.

Alternative 3 Option A would re-establish tracks along an existing railroad right-of-way in an area that is historically and currently a transportation hub, characterized by numerous railroads, highways, and bridges, in a heavily developed part of Baltimore. Therefore, while Option A would introduce new visual, atmospheric, and audible elements, such as a wider alignment, retaining walls, and a tunnel portal, these indirect effects would not diminish the historic bridge's integrity of setting, feeling, or association.

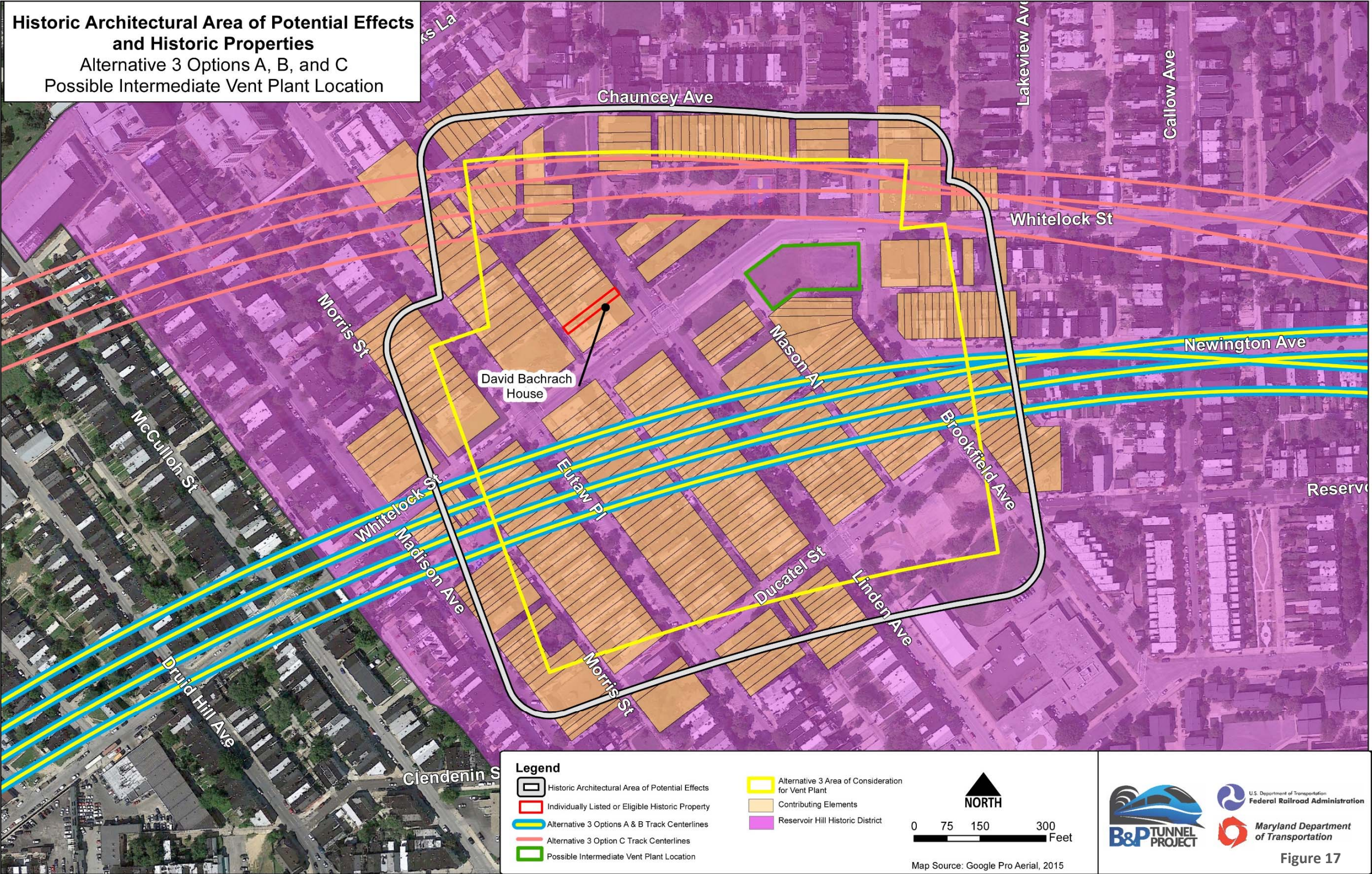
6) **3A-Reservoir Hill Historic District (B-1379)**

APE Location: Intermediate Vent Plant

On balance, the undertaking would have an **adverse effect** on the Reservoir Hill Historic District. This could change to a **no adverse effect** finding if conditions were developed in consultation with MHT to ensure the use of appropriate context-sensitive design treatments for the vent plant building consistent with the Secretary of the Interior's *Standards for the Treatment of Historic Properties*.

Alternative 3 Option A would have direct and indirect effects on the Reservoir Hill Historic District (see **Figure 17** and **Appendix C, Photographs 4-6**). The district consists primarily of contributing two- to three-story row houses within a generally quiet residential setting. The proposed intermediate vent plant would have a maximum footprint of 200 feet by 100 feet, and a height up to 55 feet. The vent plant's preferred location, roughly bounded by Whitelock Street to the north, Ducatel Street to the south, Brookfield Avenue to the east, and Morris Street to the west, is currently an open lot occupied by a modern community garden. Construction of the facility at this location would avoid demolition or damage to contributing elements inside the historic district.

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By erecting a new large structure, however, the undertaking would create physical, visual, atmospheric, and audible changes to the streetscape and surrounding area, with the potential to diminish the historic district's integrity of design, setting, feeling, and association.

7) 3A-David Bachrach House (Gertrude Stein House) (B-4098)

APE Location: Intermediate Vent Plant

The undertaking would have **no adverse effect** on the David Bachrach House. This effects determination could change if the proposed vent plant shifts location.

Alternative 3 Option A has an indirect but no direct effect on David Bachrach House property (see **Figure 17** and **Appendix C, Photograph 4**). The preferred location for the proposed vent plant, roughly bounded by Whitelock Street to the north, Ducatel Street to the south, Brookfield Avenue to the east, and Morris Street to the west, is approximately 270 feet distant from the NRHP-listed historic property, but within its visual line of sight. Under the current plan, the proposed vent plant structure would have a maximum footprint of 200 feet by 100 feet, and a height up to 55 feet.

Construction of the facility at this location would produce no direct physical impact to the David Bachrach House, which stands a block away, thereby preserving the historic property's integrity of location, design, materials, and workmanship. Although erecting a new large structure within sight of the historic property has the potential to create visual, atmospheric, and audible changes to the historic property's wider neighborhood setting, the influences of distance and perspective help to minimize or negate visual and audible effects. The building's primary significance in the areas of art and commerce, as the residence of portrait photographer David Bachrach, would remain unchanged by the new vent plant. The undertaking would not diminish the historic property's feeling as a nineteenth-century residence or its association with the Bachrach family.

8) 3A-Carver Vocational-Technical High School (B-5294)

Outside the APE.

9) 3A-Western Maryland Railroad, Owings Mills Division (B-5293)

Outside the APE.

10) **3A-Midtown Edmondson Historic District**

APE Location: South Portal

The undertaking would have an **adverse effect** on the Midtown Edmondson Historic District.

Alternative 3 Option A would have direct and indirect effects on the Midtown Edmondson Historic District (see **Figures 15, 16, and 18** and **Appendix C, Photographs 9, 11-14, 21**). Three contributing elements of the district would be physically affected. Two buildings, located on either side of the current Amtrak/MARC railroad tracks, would be clipped or potentially demolished: the American Stores Company Warehouse (2120 W. Lafayette Avenue) and a lumber warehouse (2020 Mosher Street). The third element would be Bridge BC 2410 (Lafayette Avenue over Amtrak), which would be elevated and some of its piers would be altered. Changes to all three contributing elements, but especially the loss of the American Stores Company Warehouse, a large and visually prominent feature, would diminish the historic district's integrity of design, materials, and workmanship. The district's location as a whole would not change.

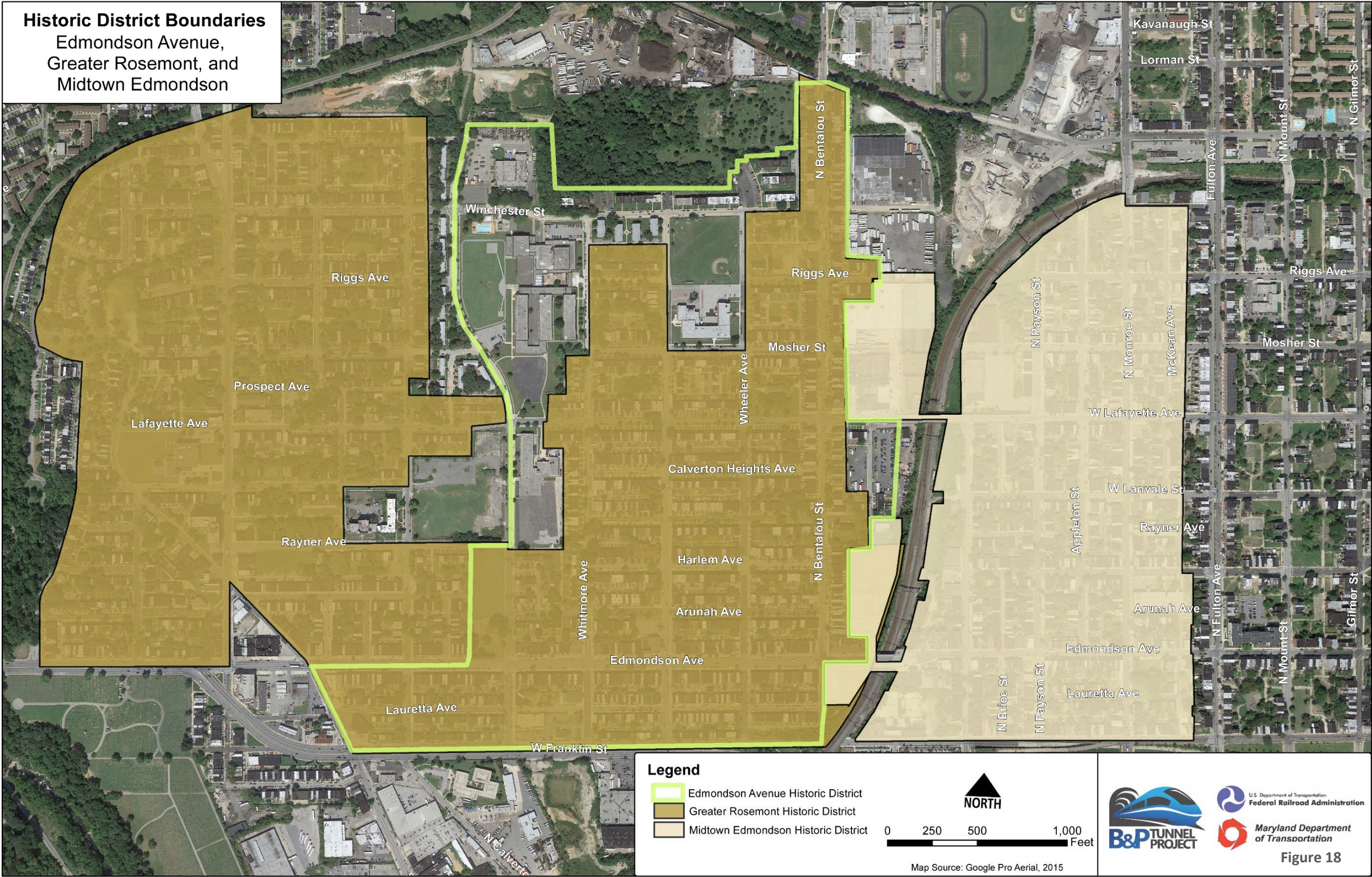
The south portal cut-and-cover area and vent plant would be located on the P. Flanigan asphalt plant property, and would likely not be within the visual, atmospheric, and audible range of the Midtown Edmondson Historic District, except for the rear sections of the American Stores Company Warehouse complex. Alternative 3 Option A would then run south to Edmondson Avenue within the current Amtrak/MARC dual-track alignment. The northern portion of the proposed alignment is wider and would involve retaining walls within the district's visual, atmospheric, and audible range. There would also be temporary roadway work done to Bridge BC 2410 and the flanking road. However, the district's setting in this area would continue to be urban, retaining a few older industrial buildings and mainly brick two-story rowhouses. Therefore, while Option A would introduce new visual, atmospheric, and audible elements, these indirect effects would not diminish the historic district's integrity of setting, feeling, or association.

11) **3A- Bridge BC 2410 (Lafayette Avenue over Amtrak) (B-4553)**

APE Location: South Portal

The undertaking would have an **adverse effect** on Bridge BC 2410 (Lafayette Avenue over Amtrak).

Alternative 3 Option A would have direct and indirect effects on Bridge BC 2410 (see **Figures 15 and 16** and **Appendix C, Photographs 10-12**). The bridge superstructure would be elevated and the substructure potentially modified to accommodate the four tracks of the new alignment, as compared to the two that exist today. There would also be temporary work done within the Lafayette Avenue roadway on top of and flanking the bridge. While the bridge would retain its integrity of location, the proposed work would diminish the structure's integrity of design, materials, and workmanship.



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Alternative 3 Option A would run at grade directly underneath Bridge BC 2410, along the same route currently used by Amtrak/MARC trains. The northern portion of the proposed alignment is wider, and would involve retaining walls and a cut-and-cover area within the bridge's visual, atmospheric, and audible range. The cut-and-cover area would be approximately 608 feet to the north of the bridge and within direct line of sight. The district's setting in this area would, however, continue to be urban, retaining a few older industrial buildings and mainly brick two-story rowhouses, with an active railroad alignment running below. Therefore, while Option A would introduce new visual, atmospheric, and audible elements, these indirect effects would not diminish the bridge's integrity of setting, feeling, or association.

12) 3A-Atlas Safe Deposit and Storage Company Warehouse Complex

The undertaking would have **no effect** on the Atlas Safe Deposit and Storage Company Warehouse Complex.

The nearest portion of the alignment to the warehouse complex would be located directly west of the historic property (see **Figures 15 and 16** and **Appendix C, Photographs 20, 25**). With the undertaking located within the current Amtrak/MARC track alignment, historically part of the B&P Railroad, the project would not alter the characteristics of the historic property that qualify it for the NRHP.

13) 3A-American Ice Company (B-1040)

Outside the APE.

14) 3A-Greater Rosemont Historic District (B-5112)

APE Location: South Portal

The undertaking would have **no effect** on the Greater Rosemont Historic District.

Most of the Greater Rosemont Historic District is located outside the APE, except for the Ward Baking Company, a contributing element of the district, located within the indirect APE (see **Figures 15 and 16** and **Appendix C, Photographs 12, 25**). The baking company garage, however, is not part of the district. The project in this area consists of track and signal work within the existing railroad right-of-way and there are mature trees separating the alignment from the property. Option A would not alter the characteristics of the historic property that qualify it for the NRHP.

15) 3A-Edmondson Avenue Historic District (B-5187)

APE Location: South Portal

The undertaking would have **no effect** on the Edmondson Avenue Historic District.

Most of the Edmondson Avenue Historic District is located outside the APE, except for six rowhouses located on the east side of Spedden Street that are contributing elements of the district and located within the indirect APE (see **Figures 15 and 16** and **Appendix C, Photograph 12**). The southern end of the open cut area of this option would be located near these rowhouses; otherwise, most of the project consists of track and signal work within the existing railroad right-of-way. There are also mature trees separating the alignment from the property. Option A would not alter the characteristics of the historic property that qualify it for the NRHP.

16) 3A-Ward Baking Company (B-5112-2)

APE Location: South Portal

The undertaking would have **no effect** on the Ward Baking Company.

The nearest portion of the alignment to the baking company would be located directly east of the historic property (see **Figures 15 and 16** and **Appendix C, Photographs 20, 25**). With the undertaking located within the current Amtrak/MARC track alignment, historically part of the B&P Railroad, the project would not alter the characteristics of the historic property that qualify it for the NRHP.

17) 3A-Fire Department Engine House No. 36 (B-5112-4)

Outside the APE.

18) 3A-Pennsylvania Railroad Viaduct (B-5064)

APE Location: South Portal

The undertaking would have **no adverse effect** on the Pennsylvania Railroad Viaduct.

Alternative 3 Option A would have an indirect but no direct effect on the Pennsylvania Railroad Viaduct (see **Figures 15 and 16** and **Appendix C, Photograph 32**). Option A would be located on top of, but would not be part of the viaduct, and therefore would not demolish or damage contributing elements.

Track and signal work would be located along the top of the viaduct within the existing railroad right-of-way. Therefore, while Option A would introduce new visual and atmospheric elements, these indirect effects would not diminish the historic district's integrity of setting, feeling, or association.

Alternative 3 Option B

1) 3B-Baltimore and Ohio Belt Line Railroad (B-5287)

APE Location: North Portal

The undertaking would have an **adverse effect** on the B&O Belt Line Railroad.

Alternative 3 Option B would have direct and indirect effects on the B&O Belt Line Railroad (see **Figure 14** and **Appendix C, Photograph 1**). One of the limestone piers of the B&O Belt Line Bridge over Jones Falls Valley would be demolished and/or relocated. The bridge is a contributing element of the B&O Belt Line Railroad and the pier is a notable character-defining feature of the bridge. While the railroad would retain its integrity of location, the alteration of the pier would diminish the structure's integrity of design, materials, and workmanship.

Alternative 3 Option B would run directly underneath the B&O Belt Line Railroad. The alignment continues to be visible from the historic property as it travels northwest through an existing retaining wall adjacent to the MTA North Avenue LRT station to begin its descent below ground. This area is historically and currently a transportation hub, characterized by numerous railroads, highways, and bridges, in a heavily developed part of Baltimore. Therefore, while Option B would introduce new visual, atmospheric, and audible elements, such as a wider alignment, retaining walls, and a tunnel portal, these indirect effects would not diminish the historic railroad's integrity of setting, feeling, or association.

2) 3B-Baltimore and Ohio Belt Line Bridge over Jones Falls Valley (B-5288)

APE Location: North Portal

The undertaking would have an **adverse effect** on the B&O Belt Line Bridge over Jones Falls Valley.

Alternative 3 Option B would have direct and indirect effects on the B&O Belt Line Bridge over Jones Falls Valley (see **Figure 14** and **Appendix C, Photograph 1**). One of its limestone piers would be demolished and/or relocated. The pier is a notable character-defining feature of the bridge. While the bridge would retain its integrity of location, the alteration of the pier would diminish the structure's integrity of design, materials, and workmanship.

Alternative 3 Option B would run directly underneath the B&O Belt Line Bridge over Jones Falls Valley. The alignment continues to be visible from the historic property as it travels northwest through an existing retaining wall adjacent to the MTA North Avenue LRT station to begin its descent below ground. This area is historically and currently a transportation hub, characterized by numerous railroads, highways, and bridges, in a heavily developed part of Baltimore. Therefore, while Option B would introduce new visual, atmospheric, and audible elements, such as a wider alignment, retaining walls, and a tunnel portal, these indirect effects would not diminish the historic bridge's integrity of setting, feeling, or association.

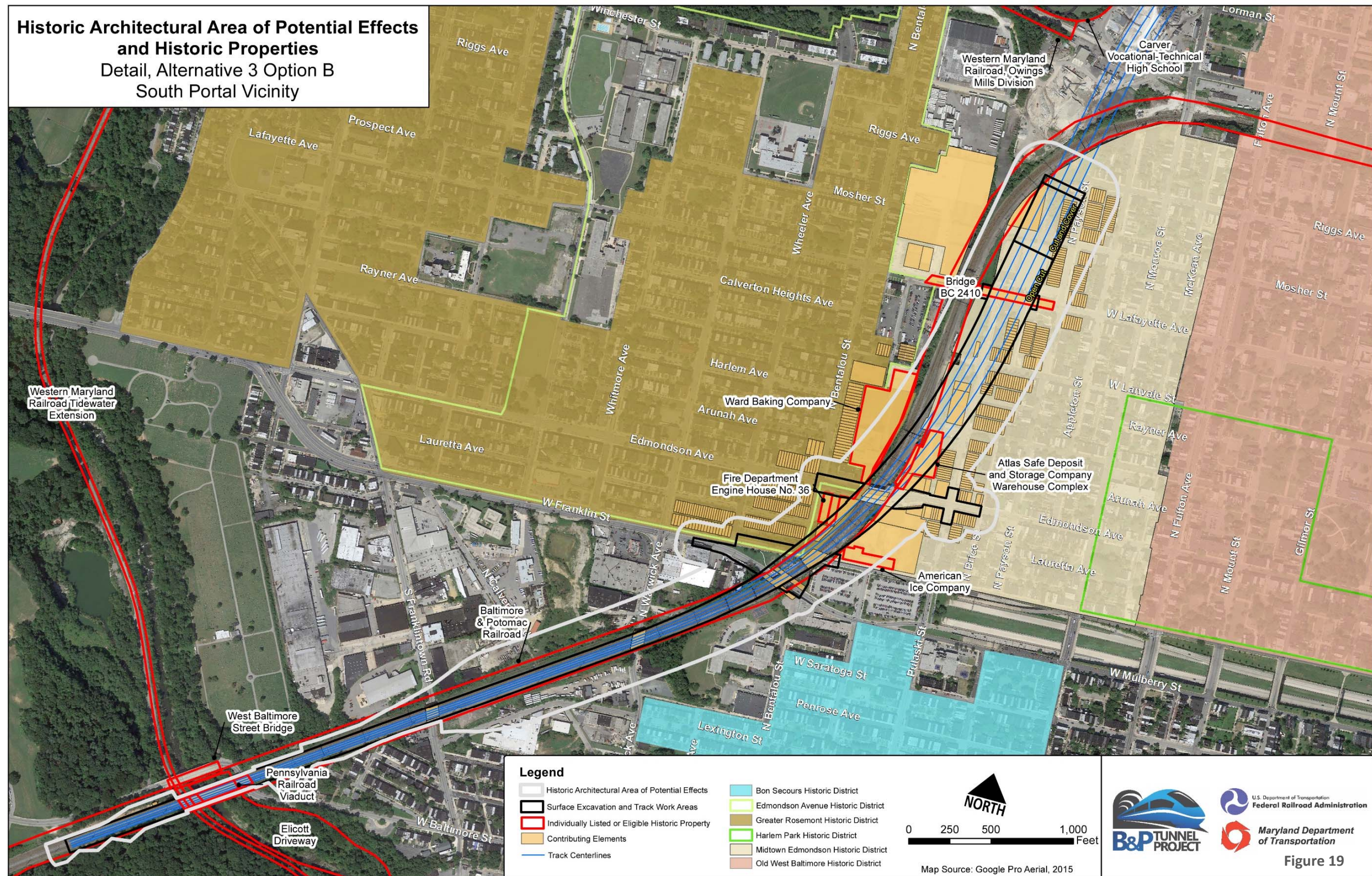
3) 3B-Baltimore & Potomac Railroad (Philadelphia, Baltimore & Washington Railroad) (B-5164)

APE Locations: North and South Portals

The undertaking would have an **adverse effect** on the B&P Railroad.

Alternative 3 Option B would have direct and indirect effects on the B&P Railroad at both the north and south ends of the project area, where the new alignment diverges from the historic railroad corridor (see **Figures 14, 15, and 19** and **Appendix C, Photographs 2, 3, 10-13, 21, 28-32**). The changes at the north portal area would consist mostly of roadbed and track work within the existing railroad right-of-way between Penn Station and North Avenue Bridge. At the south portal area, alterations to the historic alignment would include widening and excavation of the right-of-way; construction of new retaining walls, a cut-and-cover structure, and a vent plant; and miscellaneous track work. Five contributing elements to the historic district, the B&P Railroad Edmondson Avenue Station, the W. Mulberry Street Bridge, and W. Franklin Street Bridge, would be demolished. Two new bridge structures at W. Mulberry and W. Franklin Streets would rise in their place. Both the north and south areas would also experience alterations to the existing railroad track bed (cuts and fills) and catenary system, identified contributing elements to the historic property.

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In all instances, the historic use of the right-of-way as an active railroad transportation corridor would remain unchanged, helping to preserve the historic property's integrity of location, setting, feeling, and association. The widening of the alignment to accommodate four tracks, the excavation and construction of retaining walls and new bridges, and the demolition of the contributing railroad station and bridges, will physically alter sections of the historic property and detract from the B&P Railroad's significant character-defining features, thus diminishing its integrity of design, materials, and workmanship.

With respect to the historic property's alignment lying between the north and south portal areas, including the contributing B&P Tunnel itself, the final disposition of the right-of-way and tunnel structure has not yet been determined and no assessment of effects is possible at this time.

4) 3B-Howard Street Bridge (BC 1405) (B-4529)

APE Location: North Portal

The undertaking would have **no adverse effect** on the Howard Street Bridge.

Alternative 3 Option B would have an indirect but no direct effect on the Howard Street Bridge (see **Figure 14** and **Appendix C, Photographs 2, 3**). The undertaking's four new railroad tracks would run underneath one of the arches of the bridge. No part of the historic property would be touched, preserving its integrity of location, design, materials, and workmanship.

Alternative 3 Option B would re-establish tracks along an existing railroad right-of-way in an area that is historically and currently a transportation hub, characterized by numerous railroads, highways, and bridges, in a heavily developed part of Baltimore. Therefore, while Option B would introduce new visual, atmospheric, and audible elements, such as a wider alignment and retaining walls, these indirect effects would not diminish the historic bridge's integrity of setting, feeling, or association.

5) 3B-North Avenue Bridge (BC 1208) (B-4521)

APE Location: North Portal

The undertaking would have **no adverse effect** on the North Avenue Bridge.

Alternative 3 Option B would have an indirect but no direct effect on the North Avenue Bridge (see **Figure 14** and **Appendix C, Photographs 1-3**). The undertaking's four new railroad tracks would run underneath one of the arches of the bridge. No part of the historic property would be touched, preserving its integrity of location, design, materials, and workmanship.

Alternative 3 Option B would re-establish tracks along an existing railroad right-of-way in an area that is historically and currently a transportation hub, characterized by numerous railroads, highways, and bridges, in a heavily developed part of Baltimore. Therefore, while Option B would introduce new visual, atmospheric, and audible elements, such as a wider alignment, retaining walls, and a tunnel portal, these indirect effects would not diminish the historic bridge's integrity of setting, feeling, or association.

6) **3B-Reservoir Hill Historic District (B-1379)**

APE Location: Intermediate Vent Plant

On balance, the undertaking would have an **adverse effect** on the Reservoir Hill Historic District. This could change to a **no adverse effect** finding if conditions were developed in consultation with MHT to ensure the use of appropriate context-sensitive design treatments for the vent plant building consistent with the Secretary of the Interior's *Standards for the Treatment of Historic Properties*.

Alternative 3 Option B would have direct and indirect effects on the Reservoir Hill Historic District (see **Figure 17** and **Appendix C, Photographs 4-6**). The district consists primarily of contributing two- to three-story row houses within a generally quiet residential setting. The proposed intermediate vent plant would have a maximum footprint of 200 feet by 100 feet, and a height up to 55 feet. The vent plant's preferred location, roughly bounded by Whitelock Street to the north, Ducatel Street to the south, Brookfield Avenue to the east, and Morris Street to the west, is currently an open lot occupied by a modern community garden. Construction of the facility at this location would avoid demolition or damage to contributing elements inside the historic district.

By erecting a new large structure, however, the undertaking would create physical, visual, atmospheric, and audible changes to the streetscape and surrounding area, with the potential to diminish the historic district's integrity of design, setting, feeling, and association.

7) **3B-David Bachrach House (Gertrude Stein House) (B-4098)**

APE Location: Intermediate Vent Plant

The undertaking would have **no adverse effect** on the David Bachrach House. This effects determination could change if the proposed vent plant shifts location.

Alternative 3 Option B has an indirect but no direct effect on David Bachrach House property (see **Figure 17** and **Appendix C, Photograph 4**). The preferred location for the proposed vent plant, roughly bounded by Whitelock Street to the north, Ducatel Street to the south, Brookfield Avenue to the east, and Morris Street to the west, is approximately 270 feet distant from the NRHP-listed historic property, but within its visual line of sight. Under the current plan, the proposed vent plant structure would have a maximum footprint of 200 feet by 100 feet, and a height up to 55 feet.

Construction of the facility at this location would produce no direct physical impact to the David Bachrach House, which stands a block away, thereby preserving the historic property's integrity of location, design, materials, and workmanship. Although erecting a new large structure within sight of the historic property has the potential to create visual, atmospheric, and audible changes to the historic property's wider neighborhood setting, the influences of distance and perspective help to minimize or negate visual and audible effects. The building's primary significance in the areas of art and commerce, as the residence of portrait photographer David Bachrach, would remain unchanged by the new vent plant. The undertaking would not diminish the historic property's feeling as a nineteenth-century residence or its association with the Bachrach family.

8) 3B-Carver Vocational-Technical High School (B-5294)

Outside the APE.

9) 3B-Western Maryland Railroad, Owings Mills Division (B-5293)

Outside the APE.

10) 3B-Midtown Edmondson Historic District

APE Location: South Portal

The undertaking would have an **adverse effect** on the Midtown Edmondson Historic District.

Alternative 3 Option B would have direct and indirect effects on the Midtown Edmondson Historic District, since the alignment runs in cut-and-cover (including vent plant) and trench sections through the west section of the historic district (see **Figures 15, 18, and 19** and **Appendix C, Photographs 11-26**). This alignment would enter onto the properties of 73 contributing elements, most of which would be demolished. This loss is about 4.7% of the Midtown Edmondson Historic District. While most are brick two-story rowhouses and rowhouse/commercial buildings, the commercial, industrial, institutional, and bridge properties are: (1) Bridge BC 2410 (Lafayette Avenue over Amtrak), (2) Sinclair Filling Station (2124 Edmondson Avenue), (3) the Atlas Safe Deposit and Storage Company Warehouse Complex (2126 Edmondson Avenue), (4) West End Motors, Inc. (2127 Edmondson Avenue), (5) the Ward Baking Company (2140 Edmondson Avenue), (6) Bridge BC 2405 (Edmondson Avenue over Amtrak), (7) B&P Railroad Edmondson Avenue Station (2235 Edmondson Avenue), (8) a trade school (2237 Edmondson Avenue), (9) Fire Department Engine House No. 36 (2249 Edmondson Avenue), (10) a coal yard (2100 W. Lanvale Street), (11) Warehouse at 2020 Mosher Street (2020 Mosher Street), (12) an industrial building (700 N. Pulaski Street), and (13) a motor freight station (740 N. Pulaski Street). While the baking company and engine house buildings would not be directly affected by Alternative 3 Option B, their parcel boundaries would be clipped. The option would result in the loss of a large number of contributing elements. Therefore, the historic district's integrity of design, materials, and workmanship would be diminished. The district's location as a whole would not change.

Despite the loss of a large number of contributing elements, the district's setting in this area would continue to consist mainly of two-story rowhouses with a few older industrial properties. However, in addition to the proposed alignment being wider and involving large retaining walls, the option would introduce new structures into the boundaries of the historic district, including the south portal cut-and-cover structure and the accompanying vent plant. The latter would also bring audible changes to the district. There would be roadway work done to Bridge BC 2405 and the flanking road, although this work would be temporary. Option B would introduce new visual, atmospheric, and audible elements that would diminish the district's integrity of setting, feeling, and association.

11) 3B-Bridge BC 2410 (Lafayette Avenue over Amtrak) (B-4553)

APE Location: South Portal

The undertaking would have an **adverse effect** on Bridge BC 2410 (Lafayette Avenue over Amtrak).

Alternative 3 Option B would have direct and indirect effects on Bridge BC 2410 (see **Figures 15 and 19** and **Appendix C, Photographs 10-12, 16**). The bridge superstructure would be elevated and the substructure potentially modified to accommodate the four tracks of the new alignment, as compared to

the two that exist today. While the bridge would retain its integrity of location, the proposed work would diminish the structure's integrity of design, materials, and workmanship.

Alternative 3 Option B would run in a trench section underneath Bridge BC 2410, directly east of where the current Amtrak/MARC alignment runs today. The district's setting in this area would continue to be urban, retaining a few older industrial buildings and mainly brick two-story rowhouses, with an active railroad running below. However, in addition to the proposed alignment being wider and involving retaining walls, a cut-and-cover area (with vent plant) are located directly north and about 290 feet from the bridge. Option B would introduce new visual, atmospheric, and audible elements that would diminish the bridge's integrity of setting, feeling, and association.

12) 3B-Atlas Safe Deposit and Storage Company Warehouse Complex

APE Location: South Portal

The undertaking would have an **adverse effect** on the Atlas Safe Deposit and Storage Company Warehouse Complex.

Alternative 3 Option B would have a direct effect on the Atlas Safe Deposit and Storage Company Warehouse Complex property (see **Figures 15 and 19** and **Appendix C, Photographs 21, 23-24**). At the south portal, the project would demolish the two warehouses and possibly clip the garage building; all three buildings are contributing elements of the warehouse complex. Therefore, the Atlas Safe Deposit and Storage Company Warehouse Complex's integrity of location, design, setting, materials, workmanship, feeling, and association would be diminished.

13) 3B-American Ice Company (B-1040)

APE Location: South Portal

The undertaking would have **no adverse effect** on the American Ice Company.

Alternative 3 Option B would have an indirect but no direct effect on the American Ice Company (see **Figures 15 and 19** and **Appendix C, Photograph 28**). The alignment runs to the west and outside the historic property boundary which is limited to the building footprint.

Alternative 3 Option B would occupy the current, albeit wider, Amtrak/MARC train alignment in the area of this historic property. The proposed wider alignment would involve an open cut area and retaining walls directly within the American Ice Company's visual, atmospheric, and audible range. However, the building has always been located adjacent to railroad tracks, a characteristic that contributes to its significance. Much like the current railroad tracks, the new alignment would be in a trench in this area. In addition, the building's setting in this area would continue to be the same; there had already been a loss with the integrity of setting when older industrial and commercial buildings, as well as rowhouses to the south of the building were demolished by the early 1970s; today this area comprises parking for the West Baltimore MARC Station. The ice company has also lost other structures and buildings that had been historically associated with the property, so that the current main building is the only one remaining. Therefore, while this option would introduce new visual, atmospheric, and audible elements, these indirect effects would not diminish the building's existing integrity of setting.

Alternative 3 Option B would also not diminish the historic property's feeling as an early twentieth century industrial building with its rhythmic façade, arched window openings and decorative brickwork, or its association with the ice industry in Baltimore.

14) 3B-Greater Rosemont Historic District (B-5112)

APE Location: South Portal

The undertaking would have an **adverse effect** on the Greater Rosemont Historic District.

Alternative 3 Option B would have direct and indirect effects on the Greater Rosemont Historic District (see **Figures 15 and 19** and **Appendix C, Photographs 12, 25-27**). While most of the alignment would be located east of and outside the district, Alternative 3 Option B would enter into the historic district at its southeast end, with a direct effect on five commercial, industrial, and industrial properties: (1) an auto repair building (501 N. Bentalou Street), (2) the Ward Baking Company (2140 Edmondson Avenue), (3) B&P Railroad Edmondson Avenue Station (2235 Edmondson Avenue), (4) a trade school (2237 Edmondson Avenue), and (5) Fire Department Engine House No. 36 (2249 Edmondson Avenue). The baking company and engine house buildings would not be directly affected by Alternative 3 Option B; instead, the southeast ends of the properties would be clipped. The historic district's integrity of design, materials, and workmanship would be diminished. The district's location as a whole would not change.

The proposed alignment is wider than its current configuration and would involve retaining walls. However, the south portal cut-and-cover area and vent plant would be well outside the district boundary. There would be roadway work done to Bridge BC 2405 (Edmondson Avenue over Amtrak) and the flanking road, although this work would be temporary. Also, despite the loss of contributing elements, the district's setting in this area would continue to consist mainly of two-story rowhouses. Therefore, while Option B would introduce new visual, atmospheric, and audible elements, these indirect effects would not diminish the district's integrity of setting, feeling, or association.

15) 3B-Edmondson Avenue Historic District (B-5187)

APE Location: South Portal

The undertaking would have **no adverse effect** on the Edmondson Avenue Historic District.

Alternative 3 Option B would have direct and indirect effects on the Edmondson Avenue Historic District (see **Figures 15 and 19** and **Appendix C, Photographs 12, 26, 27**). However, no contributing elements would be demolished or damaged.

The proposed alignment is wider than its current configuration and would involve retaining walls. However, the south portal cut-and-cover area and vent plant would be well outside the district boundary. There would be roadway work done to Bridge BC 2405 (Edmondson Avenue over Amtrak) and the flanking road, although this work would be temporary. In addition, the district's setting in this area would continue to consist mainly of two-story rowhouses. Therefore, while Option B would introduce new visual, atmospheric, and audible elements, these indirect effects would not diminish the district's integrity of setting, feeling, or association.

16) 3B-Ward Baking Company (B-5112-2)

APE Location: South Portal

The undertaking would have **no adverse effect** on the Ward Baking Company.

Alternative 3 Option B would have direct and indirect effects on the Ward Baking Company (see **Figures 15 and 19** and **Appendix C, Photographs 20, 25**). Option B would run through a portion of the driveway connecting the baking company to Edmondson Avenue. However, the two buildings on the property that contribute to its significance would not be directly affected. The baking company's integrity of design, materials, and workmanship would not be diminished. The property's location would not change.

The proposed alignment is wider, and would involve retaining walls and an open cut area directly within the baking company's visual, atmospheric, and audible range. Also, buildings to the south would be demolished to accommodate the new alignment. However, the building's setting in this area would continue to be urban, consisting of a few older commercial buildings along Edmondson Avenue, and mainly brick two-story rowhouses. Alternative 3 Option B would run nearly along the current Amtrak/MARC train alignment in the area of this historic property, thus maintaining an adjacent active railroad corridor. There would be roadway work done to Bridge BC 2405 (Edmondson Avenue over Amtrak) and the flanking road, although temporary. Therefore, while Option B would introduce new visual, atmospheric, and audible elements, it would not diminish the baking company's integrity of setting.

Alternative 3 Option B would also not diminish the historic property's feeling as a 1920s multi-story brick industrial baking factory, or its association with the baking factory industry in Baltimore.

17) 3B-Fire Department Engine House No. 36 (B-5112-4)

APE Location: South Portal

The undertaking would have **no adverse effect** on Fire Department Engine House No. 36.

Alternative 3 Option B would have direct and indirect effects on Fire Department Engine House No. 36 (see **Figures 15 and 19** and **Appendix C, Photograph 26**). Option B would clip a portion of the rear of the property. The significant engine house building would not be directly affected. The property's integrity of design, materials, and workmanship would not be diminished. The property's location would not change.

The proposed alignment is wider, and would involve retaining walls and an open cut area directly within the engine house's visual, atmospheric, and audible range. Also, buildings to the east and south would be demolished to accommodate the new alignment. However, the building's setting in this area would continue to be urban, consisting of a few older commercial buildings along Edmondson Avenue, and mainly brick two-story rowhouses. Alternative 3 Option B would run nearly along the current Amtrak/MARC train alignment in the area of this historic property, thus maintaining an adjacent active railroad corridor. There would be roadway work done to Bridge BC 2405 (Edmondson Avenue over Amtrak) and the flanking road, although temporary. Therefore, while Option B would introduce new visual, atmospheric, and audible elements, it would not diminish the building's integrity of setting.

Alternative 3 Option B would also not diminish the historic property's feeling as a 1910s brick and stone Tudor Revival fire house, or its association with the expansion and professionalization of Baltimore's fire protection services during the early twentieth century or for its role in the city's racial integration of the fire department in the early 1950s.

18) 3B-Pennsylvania Railroad Viaduct (B-5064)

APE Location: South Portal

The undertaking would have **no adverse effect** on the Pennsylvania Railroad Viaduct.

Alternative 3 Option B would have an indirect but no direct effect on the Pennsylvania Railroad Viaduct (see **Figures 15 and 19** and **Appendix C, Photograph 32**). Option B would be located on top of, but would not be part of the viaduct, and therefore would not demolish or damage contributing elements.

Track and signal work would be located along the top of the viaduct within the existing railroad right-of-way. Therefore, while Option B would introduce new visual and atmospheric elements, these indirect effects would not diminish the historic district's integrity of setting, feeling, or association.

Alternative 3 Option C

1) 3C-Baltimore and Ohio Belt Line Railroad (B-5287)

APE Location: North Portal

The undertaking would have an **adverse effect** on the B&O Belt Line Railroad.

Alternative 3 Option C would have direct and indirect effects on the B&O Belt Line Railroad (see **Figure 14** and **Appendix C, Photograph 1**). One of the limestone piers of the B&O Belt Line Bridge over Jones Falls Valley would be demolished and/or relocated. The bridge is a contributing element of the B&O Belt Line Railroad and the pier is a notable character-defining feature of the bridge. While the railroad would retain its integrity of location, the alteration of the pier would diminish the structure's integrity of design, materials, and workmanship.

Alternative 3 Option C would run directly underneath the B&O Belt Line Railroad. The alignment continues to be visible from the historic property as it travels northwest through an existing retaining wall adjacent to the MTA North Avenue LRT station to begin its descent below ground. This area is historically and currently a transportation hub, characterized by numerous railroads, highways, and bridges, in a heavily developed part of Baltimore. Therefore, while Option C would introduce new visual, atmospheric, and audible elements, such as a wider alignment, retaining walls, and a tunnel portal, these indirect effects would not diminish the historic railroad's integrity of setting, feeling, or association.

2) 3C-Baltimore and Ohio Belt Line Bridge over Jones Falls Valley (B-5288)

APE Location: North Portal

The undertaking would have an **adverse effect** on the B&O Belt Line Bridge over Jones Falls Valley.

Alternative 3 Option C would have direct and indirect effects on the B&O Belt Line Bridge over Jones Falls Valley (see **Figure 14** and **Appendix C, Photograph 1**). One of its limestone piers would be demolished and/or relocated. The pier is a notable character-defining feature of the bridge. While the bridge would retain its integrity of location, the alteration of the pier would diminish the structure's integrity of design, materials, and workmanship.

Alternative 3 Option C would run directly underneath the B&O Belt Line Bridge over Jones Falls Valley. The alignment continues to be visible from the historic property as it travels northwest through an existing retaining wall adjacent to the MTA North Avenue LRT station to begin its descent below ground. This area is historically and currently a transportation hub, characterized by numerous railroads, highways, and bridges, in a heavily developed part of Baltimore. Therefore, while Option C would introduce new visual, atmospheric, and audible elements, such as a wider alignment, retaining walls, and a tunnel portal, these indirect effects would not diminish the historic bridge's integrity of setting, feeling, or association.

3) 3C-Baltimore & Potomac Railroad (Philadelphia, Baltimore & Washington Railroad) (B-5164)

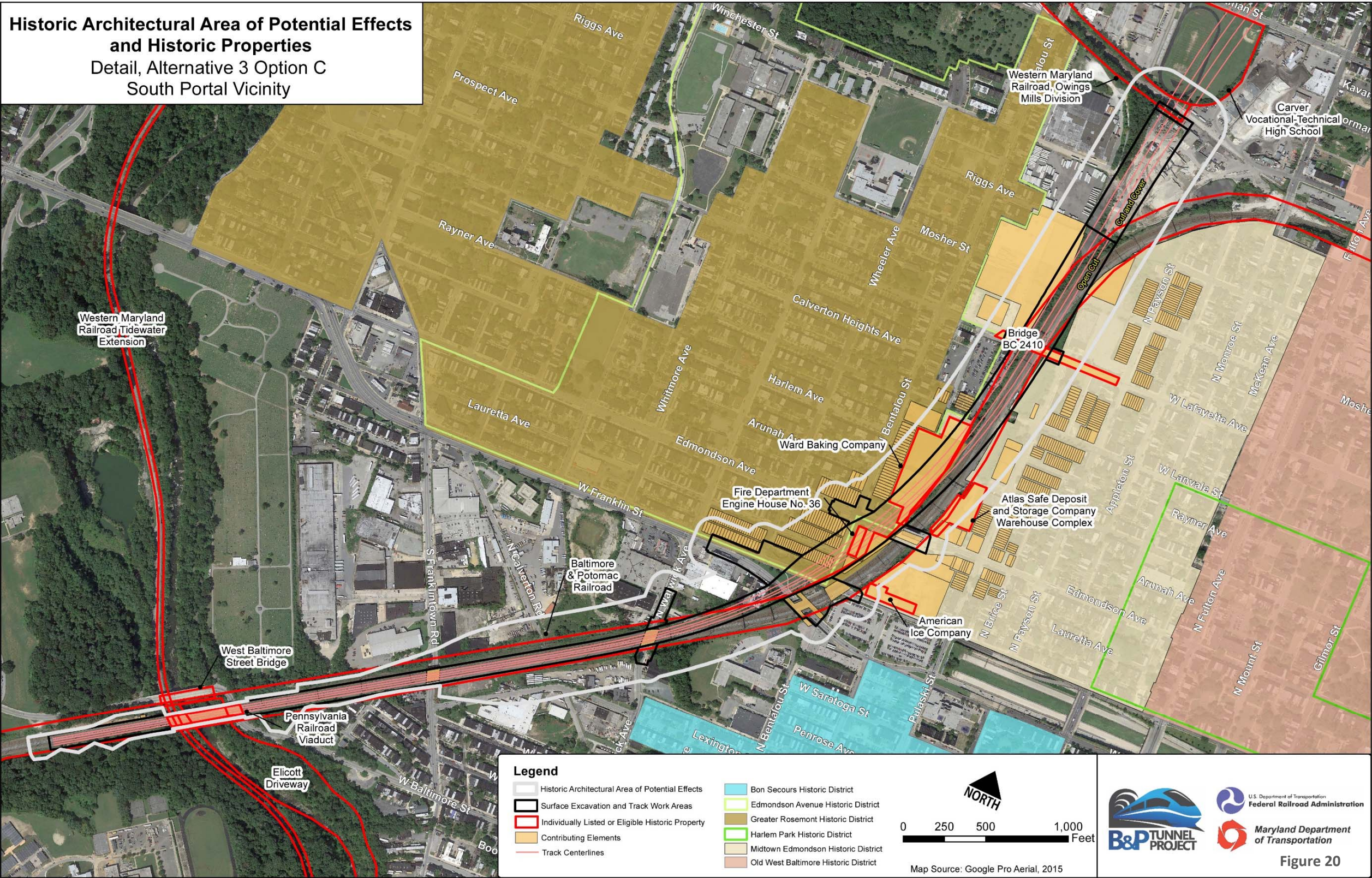
APE Locations: North and South Portals

The undertaking would have an **adverse effect** on the B&P Railroad.

Alternative 3 Option C would have direct and indirect effects on the Baltimore & Potomac Railroad at both the north and south ends of the project area, where the new alignment diverges from the historic railroad corridor (see **Figures 14, 15, and 20** and **Appendix C, Photographs 2, 3, 10-13, 21, 28-32**). The changes at the north portal area would consist mostly of roadbed and track work within the existing railroad right-of-way between Penn Station and North Avenue Bridge. At the south portal area, alterations to the historic alignment would include widening and excavation of the right-of-way; construction of new retaining walls, a cut-and-cover structure, and a vent plant; and miscellaneous track work. One contributing element to the historic district, the B&P Railroad Edmondson Avenue Station, would be demolished. New elevated tracks and two new bridge structures at W. Mulberry and W. Franklin Streets would be constructed along the west side of the existing historic railroad alignment. Both the north and south areas would also experience alterations to the existing catenary system and railroad track bed (cuts and fills), identified contributing elements to the historic property.

In all instances, the historic use of the right-of-way as an active railroad transportation corridor would remain unchanged, helping to preserve the historic property's integrity of location, setting, feeling, and association. The widening of the alignment to accommodate four tracks, the excavation and construction of retaining walls, elevated tracks, and new bridges, and the demolition of the contributing railroad station, will physically alter sections of the historic property and detract from the B&P Railroad's significant character-defining features, thus diminishing its integrity of design, materials, and workmanship.

With respect to the historic property's alignment lying between the north and south portal areas, and between W. Lanvale Street and N. Warwick Avenue, including the contributing B&P Tunnel itself, the final disposition of the right-of-way and tunnel structure has not yet been determined and no assessment of effects is possible at this time.



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4) **3C-Howard Street Bridge (BC 1405) (B-4529)**

APE Location: North Portal

The undertaking would have **no adverse effect** on the Howard Street Bridge.

Alternative 3 Option C would have an indirect but no direct effect on the Howard Street Bridge (see **Figure 14** and **Appendix C, Photographs 2, 3**). The undertaking's four new railroad tracks would run underneath one of the arches of the bridge. No part of the historic property would be touched, preserving its integrity of location, design, materials, and workmanship.

Alternative 3 Option C would re-establish tracks along an existing railroad right-of-way in an area that is historically and currently a transportation hub, characterized by numerous railroads, highways, and bridges, in a heavily developed part of Baltimore. Therefore, while Option C would introduce new visual, atmospheric, and audible elements, such as a wider alignment and retaining walls, these indirect effects would not diminish the historic bridge's integrity of setting, feeling, or association.

5) **3C-North Avenue Bridge (BC 1208) (B-4521)**

APE Location: North Portal

The undertaking would have **no adverse effect** on the North Avenue Bridge.

Alternative 3 Option C would have an indirect but no direct effect on the North Avenue Bridge (see **Figure 14** and **Appendix C, Photographs 1-3**). The undertaking's four new railroad tracks would run underneath one of the arches of the bridge. No part of the historic property would be touched, preserving its integrity of location, design, materials, and workmanship.

Alternative 3 Option C would re-establish tracks along an existing railroad right-of-way in an area that is historically and currently a transportation hub, characterized by numerous railroads, highways, and bridges, in a heavily developed part of Baltimore. Therefore, while Option C would introduce new visual, atmospheric, and audible elements, such as a wider alignment, retaining walls, and a tunnel portal, these indirect effects would not diminish the historic bridge's integrity of setting, feeling, or association.

6) **3C-Reservoir Hill Historic District (B-1379)**

APE Location: Intermediate Vent Plant

On balance, the undertaking would have an **adverse effect** on the Reservoir Hill Historic District. This could change to a **no adverse effect** finding if conditions were developed in consultation with MHT to ensure the use of appropriate context-sensitive design treatments for the vent plant building consistent with the Secretary of the Interior's *Standards for the Treatment of Historic Properties*.

Alternative 3 Option C would have direct and indirect effects on the Reservoir Hill Historic District (see **Figure 17** and **Appendix C, Photographs 4-6**). The district consists primarily of contributing two- to three-story row houses within a generally quiet residential setting. The proposed intermediate vent plant would have a maximum footprint of 200 feet by 100 feet, and a height up to 55 feet. The vent plant's preferred location, roughly bounded by Whitelock Street to the north, Ducatel Street to the south, Brookfield Avenue to the east, and Morris Street to the west, is currently an open lot occupied by a modern community garden. Construction of the facility at this location would avoid demolition or damage to contributing elements inside the historic district.

By erecting a new large structure, however, the undertaking would create physical, visual, atmospheric, and audible changes to the streetscape and surrounding area, with the potential to diminish the historic district's integrity of design, setting, feeling, and association.

7) 3C-David Bachrach House (Gertrude Stein House) (B-4098)

APE Location: Intermediate Vent Plant

The undertaking would have **no adverse effect** on the David Bachrach House. This effects determination could change if the proposed vent plant shifts location.

Alternative 3 Option C has an indirect but no direct effect on David Bachrach House property (see **Figure 17** and **Appendix C, Photograph 4**). The preferred location for the proposed vent plant, roughly bounded by Whitelock Street to the north, Ducatel Street to the south, Brookfield Avenue to the east, and Morris Street to the west, is approximately 270 feet distant from the NRHP-listed historic property, but within its visual line of sight. Under the current plan, the proposed vent plant structure would have a maximum footprint of 200 feet by 100 feet, and a height up to 55 feet.

Construction of the facility at this location would produce no direct physical impact to the David Bachrach House, which stands a block away, thereby preserving the historic property's integrity of location, design, materials, and workmanship. Although erecting a new large structure within sight of the historic property has the potential to create visual, atmospheric, and audible changes to the historic property's wider neighborhood setting, the influences of distance and perspective help to minimize or negate visual and audible effects. The building's primary significance in the areas of art and commerce, as the residence of portrait photographer David Bachrach, would remain unchanged by the new vent plant. The undertaking would not diminish the historic property's feeling as a nineteenth-century residence or its association with the Bachrach family.

8) 3C-Carver Vocational-Technical High School (B-5294)

APE Location: South Portal

The undertaking would have **no adverse effect** on Carver Vocational-Technical High School.

Alternative 3 Option C has an indirect but no direct effect on the Carver Vocational-Technical High School property (see **Figures 15 and 20** and **Appendix C, Photographs 7 and 8**). Although the Option C alignment passes beneath the school's contributing athletic fields, this section would be confined entirely to the below-ground tunnel bores. No part of the surface LOD would extend onto the school property.

The cut-and-cover portal and vent plant would be situated south of the school athletic field, just on the other side of the adjoining Western Maryland Railroad, Owings Mills Division tracks. Most of the cut-and-cover area would be located on the P. Flanigan asphalt plant property. The addition of a cut-and-cover area and vent plant would not significantly alter the existing characteristics of the high school. In addition, a row of trees helps to screen the school from the proposed construction at the south portal. Therefore, while Option C may introduce new visual, atmospheric, and audible elements within the indirect APE of the Carver Vocational-Technical High School, these indirect effects would not diminish the school's integrity of setting, feeling, or association.

9) 3C-Western Maryland Railroad, Owings Mills Division (B-5293)

APE Location: South Portal

The undertaking would have **no adverse effect** on the Western Maryland Railroad, Owings Mills Division.

Alternative 3 Option C would have direct and indirect effects on the Western Maryland Railroad, Owings Mills Division (see **Figures 15 and 20** and **Appendix C, Photograph 8**). Option C only enters into the historic railroad's right-of-way boundary with no direct effect on any contributing elements of the railroad district. The railroad's integrity of design, materials, and workmanship would not be diminished. The property's location would not change.

Option C's south tunnel portal cut-and-cover area and vent plant would be located directly south of the Western Maryland Railroad, Owings Mills Division property boundary. This area would be built on what is currently the P. Flanigan asphalt plant, an industrial property. While this area of the plant would no longer be operational, it is assumed some portion of the operation would remain. The addition of the portal's paved surface would not change the developed and industrial character of the area. Therefore, while Option C would introduce new visual, atmospheric, and audible elements, these indirect effects would not diminish the railroad's integrity of setting, feeling, or association.

10) 3C-Midtown Edmondson Historic District

APE Location: South Portal

The undertaking would have an **adverse effect** on the Midtown Edmondson Historic District.

Alternative 3 Option C would have direct and indirect effects on the Midtown Edmondson Historic District, since the alignment runs in a trench section through the west section of the district (see **Figures 15, 18, and 20** and **Appendix C, Photographs 9, 11-14, 18-26**). This would involve the demolition of five contributing elements: (1) the Ward Baking Company (2140 Edmondson Avenue), (2) B&P Railroad Edmondson Avenue Station (2235 Edmondson Avenue), (3) a trade school (2237 Edmondson Avenue), (4) Fire Department Engine House No. 36 (2249 Edmondson Avenue), and (5) American Stores Company Warehouse (2120 W. Lafayette Avenue). It would also require the alteration of two additional contributing elements: (6) Bridge BC 2410 (Lafayette Avenue over Amtrak) and (7) Bridge BC 2405 (Edmondson Avenue over Amtrak). The historic district's integrity of design, materials, and workmanship would be diminished. The district's location as a whole would not change.

The south portal cut-and-cover area and vent plant would be located on the P. Flanigan asphalt plant, with the cut-and-cover area extending south beyond Mosher Street. Most of Alternative 3 Option C would then run within the same alignment as the current Amtrak/MARC dual tracks, historically part of the B&P Railroad, with the segment near the southern end of the district veering to the west. The proposed alignment is wider and would involve retaining walls. These new features, however, would continue to be adjacent to the industrial and commercial contributing elements of the district that have always been next to a railroad alignment, which would remain in a trench. There would be roadway work done to Bridge BC 2405 and the flanking road, although this work would be temporary. In addition, the district's setting in this area would continue to be urban, retaining mainly brick two-story rowhouses. Therefore, while Option C would introduce new visual, atmospheric, and audible elements, these indirect effects would not diminish the historic district's integrity of setting, feeling, or association.

11) 3C- Bridge BC 2410 (Lafayette Avenue over Amtrak) (B-4553)

APE Location: South Portal

The undertaking would have an **adverse effect** on Bridge BC 2410 (Lafayette Avenue over Amtrak).

Alternative 3 Option C would have direct and indirect effects on Bridge BC 2410 (see **Figures 15 and 20** and **Appendix C, Photographs 10-12**). The bridge superstructure would be elevated and the substructure potentially modified to accommodate the four tracks of the new alignment, as compared to the two that exist today. While the bridge would retain its integrity of location, the proposed work would diminish the structure's integrity of design, materials, and workmanship.

Alternative 3 Option C would run in a trench directly underneath Bridge BC 2410, along the same route used by the Amtrak/MARC trains. The district's setting in this area would continue to be urban, retaining a few older industrial buildings and mainly brick two-story rowhouses, with an active railroad running below. However, in addition to the proposed alignment being wider and involving retaining walls, a cut-and-cover area is about 775 feet north of the bridge and within direct line of sight. Therefore, Option C would introduce new visual, atmospheric, and audible elements that would diminish the bridge's integrity of setting, feeling, and association.

12) 3C-Atlas Safe Deposit and Storage Company Warehouse Complex

APE Location: South Portal

The undertaking would have **no effect** on the Atlas Safe Deposit and Storage Company Warehouse Complex.

The nearest portion of the alignment to the Atlas Safe Deposit and Storage Company Warehouse Complex would be located west of the current Amtrak/MARC track alignment, historically part of the B&P Railroad (see **Figures 15 and 20** and **Appendix C, Photographs 21, 23-24**). The project would be about 155 feet away from the storage warehouse property and would not alter the characteristics of the historic property that qualify it for the NRHP.

13) 3C-American Ice Company (B-1040)

APE Location: South Portal

The undertaking would have **no effect** on the American Ice Company.

The nearest portion of the alignment to the American Ice Company would be located west of the current Amtrak/MARC track alignment, historically part of the B&P Railroad (see **Figures 15 and 20** and **Appendix C, Photograph 28**). The project would be about 195 feet away from the ice company and would not alter the characteristics of the historic property that qualify it for the NRHP.

14) 3C-Greater Rosemont Historic District (B-5112)

APE Location: South Portal

The undertaking would have an **adverse effect** on the Greater Rosemont Historic District.

Alternative 3 Option C would have direct and indirect effects on the Greater Rosemont Historic District, since the alignment would run in a trench section through the east section of the district (see **Figures 15 and 20** and **Appendix C, Photographs 12, 25-27**). This would involve entering onto the properties of 61 contributing elements, most of which would be demolished. Consisting mostly of brick two-story

rowhouses or rowhouse/commercial buildings, the affected elements also include the following commercial, industrial, and institutional properties: (1) an auto repair building (501 N. Bentalou Street), (2) the Ward Baking Company (2140 Edmondson Avenue), (3) B&P Railroad Edmondson Avenue Station (2235 Edmondson Avenue), (4) a trade school (2237 Edmondson Avenue), and (5) Fire Department Engine House No. 36 (2249 Edmondson Avenue). The significant buildings on each of these five properties would be demolished under this option. Therefore, the historic district's integrity of design, materials, and workmanship would be diminished. The district's location as a whole would not change.

The proposed alignment would be wider, involving retaining walls. In addition, Alternative 3 Option C would be located directly adjacent to contributing rowhouses, most notably along Riggs Avenue, N. Bentalou Street, Edmondson Avenue, and Lauretta Avenue, which were historically removed from the railroad alignment. However, despite the loss of a sizeable number of contributing elements, the district's setting in this area would continue to consist mainly of two-story rowhouses with a few older commercial properties. There would be roadway work done to Bridge BC 2405 (Edmondson Avenue over Amtrak) and the flanking road, although this would be temporary. Therefore, while Option C would introduce new visual, atmospheric, and audible elements, these would not diminish the district's integrity of setting, feeling, and association.

15) 3C-Edmondson Avenue Historic District (B-5187)

APE Location: South Portal

The undertaking would have an **adverse effect** on the Edmondson Avenue Historic District.

Alternative 3 Option C would have direct and indirect effects on the Edmondson Avenue Historic District, since the alignment would run in a trench section through the east section of the district (see **Figures 15 and 20** and **Appendix C, Photographs 12, 26, 27**). This would involve entering onto the properties of 58 contributing elements, brick two-story rowhouses or rowhouse/commercial buildings, most of which would be demolished. This loss is about 3.4% of the Midtown Edmondson Historic District. Therefore, the historic district's integrity of design, materials, and workmanship would be diminished. The district's location as a whole would not change.

The proposed alignment would be wider, involving retaining walls. In addition, Alternative 3 Option C would be located directly adjacent to contributing rowhouses, most notably along Riggs Avenue, N. Bentalou Street, Edmondson Avenue, and Lauretta Avenue, which were historically removed from the railroad alignment. However, despite the loss of a sizeable number of contributing elements, the district's setting in this area would continue to consist mainly of two-story rowhouses with a few older commercial properties. There would be roadway work done to Bridge BC 2405 (Edmondson Avenue over Amtrak) and the flanking road, although this would be temporary. Therefore, while Option C would introduce new visual, atmospheric, and audible elements, these would not diminish the district's integrity of setting, feeling, and association.

16) 3C-Ward Baking Company (B-5112-2)

APE Location: South Portal

The undertaking would have an **adverse effect** on the Ward Baking Company.

Alternative 3 Option C would have a direct effect on the Ward Baking Company because the alignment would demolish the main building and garage (both contributing elements), resulting in an area with an open cut (see **Figures 15 and 20** and **Appendix C, Photographs 20, 25**). The building's integrity of location, design, setting, materials, workmanship, feeling, and association would be diminished.

17) 3C-Fire Department Engine House No. 36 (B-5112-4)

APE Location: South Portal

The undertaking would have an **adverse effect** on Fire Department Engine House No. 36.

Alternative 3 Option C would have a direct effect on Fire Department Engine House No. 36 because the alignment would demolish the building, resulting in an area with an open cut (see **Figures 15 and 20** and **Appendix C, Photographs 26**). The building's integrity of location, design, setting, materials, workmanship, feeling, and association would be diminished.

18) 3C-Pennsylvania Railroad Viaduct (B-5064)

APE Location: South Portal

The undertaking would have **no adverse effect** on the Pennsylvania Railroad Viaduct.

Alternative 3 Option C would have an indirect but no direct effect on the Pennsylvania Railroad Viaduct (see **Figures 15 and 20** and **Appendix C, Photograph 32**). Option C would be located on top of, but would not be part of the viaduct, and therefore would not demolish or damage contributing elements.

Track and signal work would be located along the top of the viaduct within the existing railroad right-of-way. Therefore, while Option C would introduce new visual and atmospheric elements, these indirect effects would not diminish the historic district's integrity of setting, feeling, or association.

VII. EFFECTS ASSESSMENT SUMMARY

Eighteen historic properties were identified within the APE of the B&P Tunnel Project. After conducting an effects assessment based on the project as it is currently known, the undertaking was found to have an adverse effect on five historic properties under Alternative 3 Option A, eight historic properties under Alternative 3 Option B, and ten historic properties under Alternative 3 Option C (see **Appendix A, Table 5**). Therefore, **Alternative 3 Options A, B, and C would result in an adverse effect on historic properties.**

FRA will continue to consult with MHT and the additional Section 106 consulting parties, and involve the public, as it seeks ways to avoid, minimize, or mitigate the adverse effects (36 CFR Part 800.6(a) and (b)(1)(i)). The Advisory Council on Historic Preservation will be notified of the adverse effect finding and their participation will be determined (36 CFR Part 800.6(b)). After the Preferred Alternative is selected, an agreement document, in the form of a Memorandum of Agreement or Programmatic Agreement would be executed and implemented to document project stipulations and conclude the Section 106 process.

As project changes or refinements are made, additional assessments of effects may be required and a revised effects document prepared to memorialize changes in the effect determinations.

APPENDIX A:

Tables

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Table 1: Baltimore and Potomac Tunnel Project -- Historic Properties Within the Historic Architectural APE



#	PHOTOGRAPH	NAME	MIHP#	NR#/DOE YEAR	Individual/HD	LOCATION (ALL IN BALTIMORE CITY)	DESCRIPTION	NRHP STATUS	NRHP CRITERIA
1		Baltimore and Ohio (B&O) Belt Line Railroad	B-5287	Newly Identified	Historic District	The line begins at Camden Station in downtown Baltimore, runs north through a series of tunnels and bridges to 26th Street, then turns east-southeast, passing through additional cuts, tunnels, and bridges to Bay View Junction at Orangeville	This 7.2-mile, double tracked freight line was constructed between 1891 and 1895 to connect the B&O Railroad’s main line terminus at Camden Station to a northern line to Philadelphia at Bay View Junction. The line includes the NRHP-listed Howard Street Tunnel (B-79), the Mount Royal Station and Trainshed (B-26), and several additional resources that have been previously determined eligible for the NRHP.	Eligible	Criterion A for its association with the transportation industry. Specifically, it is nationally significant as the first electric railway in the United States and for its role in providing the B&O Railroad with an all-rail route from Washington, D.C. to Philadelphia, thereby allowing it to more effectively compete with the Pennsylvania Railroad. Criterion C because it embodies distinctive characteristics of a late-nineteenth to early-twentieth century railroad, including resources that are individually notable for their architecture and/or engineering, and for its association with noted architect E. Francis Baldwin. Estimated period of significance: 1891 to circa 1950.
2		Baltimore and Ohio (B&O) Belt Line Bridge over Jones Falls Valley	B-5288	Newly Identified	Individual	Above the Jones Falls Valley	It is a six-span, through-plate and deck-plate girder bridge constructed between 1896 and 1899 to carry the B&O’s Baltimore Belt Line Railroad over the Jones Falls Valley.	Eligible	Criterion A for its association with the transportation industry. Specifically, it is a contributing resource to the B&O Belt Line Railroad, which is nationally significant as the first electric railway in the United States and for its role in providing the B&O Railroad with an all-rail route from Washington, D.C. to Philadelphia, thereby allowing it to more effectively compete with the Pennsylvania Railroad. Criterion C because it embodies distinctive characteristics of a late-nineteenth century, steel plate girder railroad bridge. Furthermore, it is the longest and most complex plate girder bridge on the B&O Belt Line Railroad, creating what has been called “a unique, three-level street and rail crossing,” and is a contributing resource to the Belt Line, which is nationally significant for its many engineering accomplishments and pioneer use of an electrified rail.




Table 1: Baltimore and Potomac Tunnel Project -- Historic Properties Within the Historic Architectural APE									
#	PHOTOGRAPH	NAME	MIHP#	NR#/DOE YEAR	Individual/HD	LOCATION (ALL IN BALTIMORE CITY)	DESCRIPTION	NRHP STATUS	NRHP CRITERIA
3		Baltimore & Potomac (B&P) Railroad (Philadelphia, Baltimore & Washington Railroad)	B-5164	DOE 2010	Historic District	Between Baltimore City/County Line and Penn Station (includes the B&P Tunnel)	Completed in 1873. Includes a brick and stone three-part tunnel, bridges, a circa 1910 brick railroad station on Edmondson Avenue, a brick tower at Gwynn Junction, and circa 1935 overhead catenary lines. The bridges over the alignment include the NRHP-eligible Vincent Street Bridge (BC8010) (B-4532) and Fulton Avenue over Amtrak Bridge (BC9999) (B-4533), both built in 1873 along with the B&P Railroad and tunnel segments.	Eligible	Criterion A because the evaluated segment is a critical component of the B&P Railroad alignment that established a reliable connection between Baltimore and Washington, D.C., and ultimately to Philadelphia and New York, for the Pennsylvania Railroad. The segment was built during an era when the railroad became critical for both passenger and freight service, contributing to the continued growth and prominence of industrial cities like Baltimore. This link also connected to rural southern Maryland where people could now have better access to efficient transportation, and their agricultural products could be easily transported to major commercial markets like Washington, D.C., Baltimore and beyond. Criterion C for being distinctive enough to be considered a true representative of railroad construction. In particular, the three part 1873 tunnel is a significant product of engineering; it is 7,499-foot long, extending from west Baltimore to Pennsylvania Station. Period of significance: 1872 to 1976.
4		Howard Street Bridge (BC 1405)	B-4529	DOE 2001	Individual	Howard Street over I-83, Amtrak's Northeast Corridor, and Jones Falls	Double steel arch, seven span, structure, 979 feet in length. Built in 1938 and rehabilitated in 1981, it carries Howard Street over I-83, Amtrak, and Jones Falls.	Eligible	It is assumed this bridge may have significance under Criterion A , but this needs to be further studied. Criterion C because the bridge is a significant example of a metal arch bridge. There are only two metal arch bridges in Baltimore, namely this bridge and the Guilford Avenue Bridge. The latter has been significantly altered, eliminating one of its original arches. The Howard Street Bridge retains its original two arches. Few metal arch bridges remain in Maryland. The bridge also appears to be a significant example of the work of the J. E. Greiner Company.
5		North Avenue Bridge (BC 1208)	B-4521	DOE 2001	Individual	North Avenue over Falls Road	Seven span stone/brick arch structure, 888 feet in length. Built between 1891 and 1896, it carries North Avenue over Amtrak, CSX Railroad, Light Rail, and Falls Road. The deck was altered in 1976-1977.	Eligible	Criterion A because construction of this bridge facilitated use of a number of railroad lines, which were instrumental in connecting Baltimore with Washington, Philadelphia, and New York. Additionally, the bridge promoted growth along the North Avenue corridor and encouraged transportation within the City of Baltimore as a whole. Criterion C for being a uniquely significant example of a multiple-span stone arch bridge. It is an unusual engineering solution to spanning a wide valley and transportation corridors.




Table 1: Baltimore and Potomac Tunnel Project -- Historic Properties Within the Historic Architectural APE									
#	PHOTOGRAPH	NAME	MIHP#	NR#/DOE YEAR	Individual/HD	LOCATION (ALL IN BALTIMORE CITY)	DESCRIPTION	NRHP STATUS	NRHP CRITERIA
6		Reservoir Hill Historic District	B-1379	NR-1391/4001376	Historic District	Bounded by North Avenue, Mount Royal Avenue, Druid Park Lake Drive, and Madison Avenue	The district contains 32 blocks, mostly late-nineteenth to early-twentieth century rowhouses. Also includes mansions, apartment buildings, religious and commercial buildings.	Listed	Criterion A for its association with the development of the City's Jewish community in the early twentieth century. Within this area, Baltimore's more established German-Jewish community and the newer Eastern European Jewish community co-existed after a previous split between the two groups. Criterion C for being architecturally significant, as an example of a type of urban development which characterized Baltimore throughout the nineteenth century and the first half of the twentieth. The district features a variety of residential building types representing the evolving character of the urban environment, from scattered country estates to a dense rowhouse neighborhood; numerous individual buildings designed by noteworthy local architects; and distinctive architectural details reflecting a high level of craftsmanship typical of the Victorian and Edwardian eras. Period of significance: 1790 to 1941.
7		David Bachrach House (Gertrude Stein House)	B-4098	NR-85001947	Individual	2406-2408 Linden Avenue	A late nineteenth-century two-story timber frame dwelling in the Second Empire style with Mansard roof, dormer windows, and decorative porch, a circa 1890 one-story brick studio (used by sculptor Ephraim Keyser), and a one-story brick stable building.	Listed	Criterion B in the areas of art and commerce for its associations with the commercial photographer David Bachrach (1845-1921) an sculptor Ephraim Keyser (1850-1937). The home was occupied briefly by Gertrude Stein (1874-1946) in 1892, but is not significant for her association.
8		Carver Vocational-Technical High School	B-5294	Newly Identified	Individual	2201 Presstman Street	This African American vocational and technical school campus was constructed between 1953 and 1955 and is located on a 13 acre site. The property consists of a main school building and athletic field.	Eligible	Criterion A because it is significant in the areas of education, ethnic heritage (Black), and social history for being the culmination of the work of Baltimore local civil rights organizations and others to bring equal vocational education to African American students in a racially segregated Baltimore City. Criterion C for embodying the distinctive form, method of construction, and appearance of a mid-twentieth century vocational school building in the International Style with elements of Stripped Classicism.





Table 1: Baltimore and Potomac Tunnel Project -- Historic Properties Within the Historic Architectural APE									
#	PHOTOGRAPH	NAME	MIHP#	NR#/DOE YEAR	Individual/HD	LOCATION (ALL IN BALTIMORE CITY)	DESCRIPTION	NRHP STATUS	NRHP CRITERIA
9		Western Maryland Railroad, Owings Mills Division	B-5293	Newly Identified	Historic District	The branch begins at Owings Mills, Maryland and runs in a southeasterly direction to North Fulton Avenue in western Baltimore, where it once connected with the former B&P Railroad just west of the B&P Tunnel. The evaluated section of the WM Railroad, Owings Mills Division extends for approximately 5.5 miles (8.8 km) between North Fulton Street/Route 1 in Baltimore, Maryland and the present-day Baltimore City/Baltimore County Line near Patterson Avenue and the Reisterstown Plaza Metro Station.	A former passenger and freight line constructed in 1873 to provide an independent line for the WM Railroad main line into the heart of Baltimore City. The evaluated alignment includes five steel and concrete under-grade bridges, five at-grade road crossings, one building, one structure and associated cuts and fills. Currently operated by CSX Railroad.	Eligible	Criterion A in the area of transportation as the final link in the railroad's larger push to build an independent line into the City of Baltimore, allowing it to compete effectively with rival railroads, contribute to the wider economic growth and development of the city, and achieve the original intent of the largely city-sponsored civic engineering project. Criterion C in the area of engineering for its intact fills, cuts, and collection of twentieth century under-grade railroad bridges, and as a significant and distinguishable entity whose components lack individual distinction. Period of Significance: 1873 to 1960.
10		Midtown Edmondson Historic District		NR listing pending	Historic District	The district's boundaries are roughly defined by Kirby Lane on the east, West Franklin Street on the south, an irregular line west of the railroad corridor, and Winchester Street on the north.	The district is characterized as a mixed-use area of row houses, warehouses, and commercial buildings primarily constructed between the 1880s and the 1910s.	Listing Pending	Criterion A for its association with the growth of West Baltimore and for its association with the post-World War II racial transition of West Baltimore from European American to predominantly African American by the 1950s. Criterion C for being an example of a late nineteenth century and early twentieth century suburb with a diverse range of rowhouse designs. Period of significance: 1888 to 1965.
11		Bridge BC 2410 (Lafayette Avenue over Amtrak)	B-4553	DOE 2001	Individual	Lafayette Avenue over Amtrak	Fourteen-span plate girder and rolled I-beam deck structure, 640 feet in length. Built in 1931, it carries Lafayette Avenue over Amtrak's Northeast Corridor.	Eligible	Criterion C for being a significant variation of a common bridge construction type. Steel girder bridges were built prolifically across Maryland from the late nineteenth century to the present day. There is often little variation in many of these bridges. This bridge shows a unique juxtaposition of old and new elements. These differences set this structure apart from other bridges of this type.
12		Atlas Safe Deposit and Storage Company Warehouse Complex	B-5188-2	Newly Identified	Individual	2126 Edmondson Avenue	A three-building complex adjoining the former B&P Railroad, consisting of a four-story warehouse of reinforced concrete frame and brick curtain wall construction with Classical Revival detailing (built 1925), a similar two-story concrete and brick warehouse (built 1946), and a small brick truck service garage (built 1948).	Eligible	Criterion A assumed in the area of industry as a well-preserved example of a storage warehouse associated with the railroad. Criterion C in the area of architecture as an excellent example of an early-twentieth-century warehouse complex built in direct association with and response to the railroad using specialized industrial building techniques of fireproof reinforced concrete columns and beamless slab floor construction.







Table 1: Baltimore and Potomac Tunnel Project -- Historic Properties Within the Historic Architectural APE									
#	PHOTOGRAPH	NAME	MIHP#	NR#/DOE YEAR	Individual/HD	LOCATION (ALL IN BALTIMORE CITY)	DESCRIPTION	NRHP STATUS	NRHP CRITERIA
13		American Ice Company	B-1040	DOE 2005; NR-13000459	Individual	2100 W. Franklin Street	A two-story brick building constructed in 1911, with a boiler room and engine room on the west side of the building, and a long, narrow extension attached to the powerhouse at the east end that served as the tank house where the ice was produced. 1950s and 1970s additions were destroyed by a 2004 fire.	Listed	Criterion A for its role in the history of the ice industry in Baltimore. As a modern ice manufacturing plant in the 1910s, the building reflects the adaptation of a large industrial enterprise to a changing technological and social landscape. The plant successfully served the growing community of residents and businesses in Baltimore, and used the adjoining railroad line to transport ice to cities that included New York and Washington, D.C. with greater year-round demand. Criterion C as an intact example of a purpose-built ice-manufacturing plant. The rhythmic façade, arched window openings, and use of decorative brickwork are all characteristic of industrial architecture from the early twentieth century. The American Ice Company developed scores of ice manufacturing plants across the east coast, but few have survived to the present. Although the property's integrity of setting has been compromised by the loss of the support structures that completed the complex, the main building retains sufficient integrity to reflect both its architectural character and the property's role in Baltimore's ice industry.
14		Greater Rosemont Historic District	B-5112	DOE 2006	Historic District	Roughly bounded by W. Franklin Street, Edmondson Avenue, Western Maryland and Pennsylvania Railroad tracks.	Primarily residential area, dating to the late-nineteenth and early-twentieth century. Architectural styles include Colonial Revival, Spanish Revival, Craftsman, and Art Deco. Includes numerous commercial and industrial buildings, churches, government buildings.	Eligible	Criterion A for being one of a few city neighborhoods that illustrates the rapid speculative development of streetcar suburbs and the evolution of Baltimore row housing from the late Victorian period until the 1950s. Criterion C for having virtually every type of attached dwelling popular during the late Victorian period to the 1950s, and for its overall level of distinctiveness and good architectural integrity. Estimated period of significance: Late nineteenth century to the 1950s
15		Edmondson Avenue Historic District	B-5187	NR-1509/1000108	Historic District	Roughly bounded by West Franklin Street on the south, Bentalou Street on the west, Braddish Avenue on the east, and Winchester Street on the north.	Over 1,600 buildings, mostly late-nineteenth to mid-twentieth century residences, some commercial and light industrial buildings.	Listed	Criterion A for being historically significant for its association with the growth of West Baltimore. In addition, the post-World War II racial transition of West Baltimore and the role of the new African American residents in establishing enduring community institutions. Criterion C for being architecturally significant as an example of an early-twentieth century street car suburb with a diverse range of rowhouse designs. Period of significance: 1885 to 1960

Table 1: Baltimore and Potomac Tunnel Project -- Historic Properties Within the Historic Architectural APE									
#	PHOTOGRAPH	NAME	MIHP#	NR#/DOE YEAR	Individual/HD	LOCATION (ALL IN BALTIMORE CITY)	DESCRIPTION	NRHP STATUS	NRHP CRITERIA
16		Ward Baking Company	B-5112-2	DOE 2015	Individual	2140 Edmondson Avenue	Industrial baking factory and delivery truck repair shop built between 1925 and 1927 over local resident protest for the country's largest and oldest baking company. The facility utilized standard construction techniques and exterior ornamentation.	Eligible	Criterion A assumed in the area of industry as an important baking factory associated with Baltimore's industrial development.
17		Fire Department Engine House No. 36	B-5112-4	Newly Identified	Individual	2249 Edmondson Avenue	A 1910 two-story brick and stone Tudor Revival fire house.	Eligible	Criterion A in the areas of social history and ethnic heritage (black) for its associations with the expansion and professionalization of Baltimore's fire protection services during the early twentieth century, and for its role in the racial integration of the Baltimore City Fire Department in 1953. Criterion C in the area of architecture as a well-preserved example of the rare and early use of the Tudor Revival style in twentieth century Baltimore fire houses, and for embodying the distinctive characteristics of the Tudor Revival style.
18		Pennsylvania Railroad Viaduct	B-5064	DOE 2001	Individual	Amtrak Northeast Corridor over Gwynns Falls, bounded on the northeast by W. Baltimore Street and the southwest by CSX Railroad right-of-way.	A 1914 four-span reinforced concrete ribbed and open spandrel arch structure with concrete stringers and floor beams supporting a solid reinforced concrete slab deck, concrete newels, and a three-pipe pedestrian railing.	Eligible	Criterion A in the areas of transportation and community planning and development as a well-preserved expression of early twentieth-century urban planning efforts and as a response to improved locomotive size and technology. Criterion C in the areas of engineering and landscape architecture as an excellent example of reinforced open spandrel arch bridge design created in response to urban park planning efforts under the landscape architecture firm of Olmstead Brothers.

**Table 2: Baltimore Potomac Tunnel Project --
Section 106 District Contributing Elements Within the Historic Architectural APE (Portals)
(Highlighted= Currently an individual listed or eligible historic property)**

#	Property Address	Type	Historic District(s)
1	1000 Appleton St	Rowhouse	Midtown Edmondson
2	1002 Appleton St	Rowhouse	Midtown Edmondson
3	1004 Appleton St	Rowhouse	Midtown Edmondson
4	1006 Appleton St	Rowhouse	Midtown Edmondson
5	1008 Appleton St	Rowhouse	Midtown Edmondson
6	1010 Appleton St	Rowhouse	Midtown Edmondson
7	1012 Appleton St	Rowhouse	Midtown Edmondson
8	1014 Appleton St	Rowhouse	Midtown Edmondson
9	1016 Appleton St	Rowhouse	Midtown Edmondson
10	1018 Appleton St	Rowhouse	Midtown Edmondson
11	1020 Appleton St	Rowhouse	Midtown Edmondson
12	1022 Appleton St	Rowhouse	Midtown Edmondson
13	1024 Appleton St	Rowhouse	Midtown Edmondson
14	1026 Appleton St	Rowhouse	Midtown Edmondson
15	1028 Appleton St	Rowhouse	Midtown Edmondson
16	1030 Appleton St	Rowhouse	Midtown Edmondson
17	2301 Arunah Ave	Rowhouse	Edmondson Avenue, Greater Rosemont
18	2303 Arunah Ave	Rowhouse	Edmondson Avenue, Greater Rosemont
19	2305 Arunah Ave	Rowhouse	Edmondson Avenue, Greater Rosemont
20	2307 Arunah Ave	Rowhouse	Edmondson Avenue, Greater Rosemont
21	501 N Bentalou St	Commercial (former auto repair)	Greater Rosemont
22	601 N Bentalou St	Rowhouse	Edmondson Avenue, Greater Rosemont
23	603 N Bentalou St	Rowhouse	Edmondson Avenue, Greater Rosemont
24	605 N Bentalou St	Rowhouse	Edmondson Avenue, Greater Rosemont
25	607 N Bentalou St	Rowhouse	Edmondson Avenue, Greater Rosemont
26	609 N Bentalou St	Rowhouse	Edmondson Avenue, Greater Rosemont
27	611 N Bentalou St	Rowhouse	Edmondson Avenue, Greater Rosemont
28	613 N Bentalou St	Rowhouse	Edmondson Avenue, Greater Rosemont
29	615 N Bentalou St	Rowhouse	Edmondson Avenue, Greater Rosemont
30	617 N Bentalou St	Rowhouse	Edmondson Avenue, Greater Rosemont
31	619 N Bentalou St	Rowhouse	Edmondson Avenue, Greater Rosemont
32	621 N Bentalou St	Rowhouse	Edmondson Avenue, Greater Rosemont
33	623 N Bentalou St	Rowhouse	Edmondson Avenue, Greater Rosemont
34	625 N Bentalou St	Rowhouse	Edmondson Avenue, Greater Rosemont
35	627 N Bentalou St	Rowhouse	Edmondson Avenue, Greater Rosemont
36	629 N Bentalou St	Rowhouse	Edmondson Avenue, Greater Rosemont

**Table 2: Baltimore Potomac Tunnel Project --
Section 106 District Contributing Elements Within the Historic Architectural APE (Portals)
(Highlighted= Currently an individual listed or eligible historic property)**

#	Property Address	Type	Historic District(s)
37	631 N Bentalou St	Rowhouse	Edmondson Avenue, Greater Rosemont
38	633 N Bentalou St	Rowhouse	Edmondson Avenue, Greater Rosemont
39	635 N Bentalou St	Rowhouse	Edmondson Avenue, Greater Rosemont
40	637 N Bentalou St	Rowhouse	Edmondson Avenue, Greater Rosemont
41	639 N Bentalou St	Rowhouse	Edmondson Avenue, Greater Rosemont
42	641 N Bentalou St	Rowhouse	Edmondson Avenue, Greater Rosemont
43	643 N Bentalou St	Rowhouse	Edmondson Avenue, Greater Rosemont
44	645 N Bentalou St	Rowhouse	Edmondson Avenue, Greater Rosemont
45	647 N Bentalou St	Rowhouse	Edmondson Avenue, Greater Rosemont
46	649 N Bentalou St	Rowhouse	Edmondson Avenue, Greater Rosemont
47	651 N Bentalou St	Rowhouse	Edmondson Avenue, Greater Rosemont
48	653 N Bentalou St	Rowhouse	Edmondson Avenue, Greater Rosemont
49	655 N Bentalou St	Ecclesiastical (former Emmanuel Reformed Church; today St. Marks Institutional Baptist Church)	Edmondson Avenue, Greater Rosemont
50	532 N Brice St	Rowhouse	Midtown Edmondson
51	534 N Brice St	Rowhouse	Midtown Edmondson
52	536 N Brice St	Rowhouse	Midtown Edmondson
53	538 N Brice St	Rowhouse	Midtown Edmondson
54	600 N Brice St	Rowhouse	Midtown Edmondson
55	602 N Brice St	Rowhouse	Midtown Edmondson
56	604 N Brice St	Rowhouse	Midtown Edmondson
57	606 N Brice St	Rowhouse	Midtown Edmondson
58	800 N Brice St	Rowhouse	Midtown Edmondson
59	801 N Brice St	Rowhouse	Midtown Edmondson
60	802 N Brice St	Rowhouse	Midtown Edmondson
61	803 N Brice St	Rowhouse	Midtown Edmondson
62	804 N Brice St	Rowhouse	Midtown Edmondson
63	805 N Brice St	Rowhouse	Midtown Edmondson
64	806 N Brice St	Rowhouse	Midtown Edmondson
65	807 N Brice St	Rowhouse	Midtown Edmondson
66	808 N Brice St	Rowhouse	Midtown Edmondson
67	809 N Brice St	Rowhouse	Midtown Edmondson
68	810 N Brice St	Rowhouse	Midtown Edmondson
69	811 N Brice St	Rowhouse	Midtown Edmondson
70	812 N Brice St	Rowhouse	Midtown Edmondson
71	813 N Brice St	Rowhouse	Midtown Edmondson

**Table 2: Baltimore Potomac Tunnel Project --
Section 106 District Contributing Elements Within the Historic Architectural APE (Portals)
(Highlighted= Currently an individual listed or eligible historic property)**

#	Property Address	Type	Historic District(s)
72	814 N Brice St	Rowhouse	Midtown Edmondson
73	815 N Brice St	Rowhouse	Midtown Edmondson
74	816 N Brice St	Rowhouse	Midtown Edmondson
75	817 N Brice St	Rowhouse	Midtown Edmondson
76	818 N Brice St	Rowhouse	Midtown Edmondson
77	819 N Brice St	Rowhouse	Midtown Edmondson
78	821 N Brice St	Rowhouse	Midtown Edmondson
79	823 N Brice St	Rowhouse	Midtown Edmondson
80	825 N Brice St	Rowhouse	Midtown Edmondson
81	827 N Brice St	Rowhouse	Midtown Edmondson
82	2022 Edmondson Ave	Rowhouse (with commercial on first floor)	Midtown Edmondson
83	2024 Edmondson Ave	Rowhouse (with commercial on first floor)	Midtown Edmondson
84	2025 Edmondson Ave	Rowhouse (with commercial on first floor)	Midtown Edmondson
85	2027 Edmondson Ave	Rowhouse (with commercial on first floor)	Midtown Edmondson
86	2029 Edmondson Ave	Rowhouse (with commercial on first floor)	Midtown Edmondson
87	2031 Edmondson Ave	Rowhouse (with commercial on first floor)	Midtown Edmondson
88	2032 Edmondson Ave	Rowhouse (with commercial on first floor)	Midtown Edmondson
89	2033 Edmondson Ave	Rowhouse (with commercial on first floor)	Midtown Edmondson
90	2035 Edmondson Ave	Rowhouse (with commercial on first floor)	Midtown Edmondson
91	2036 Edmondson Ave	Rowhouse (with commercial on first floor)	Midtown Edmondson
92	2037 Edmondson Ave	Rowhouse (with commercial on first floor)	Midtown Edmondson
93	2038 Edmondson Ave	Rowhouse (with commercial on first floor)	Midtown Edmondson
94	2039 Edmondson Ave	Rowhouse (with commercial on first floor)	Midtown Edmondson
95	2040 Edmondson Ave	Rowhouse (with commercial on first floor)	Midtown Edmondson
96	2041 Edmondson Ave	Rowhouse (with commercial on first floor)	Midtown Edmondson
97	2042 Edmondson Ave	Rowhouse (with commercial on first floor)	Midtown Edmondson
98	2100 Edmondson Ave	Commercial (former circa 1930 movie theater)	Midtown Edmondson
99	2101 Edmondson Ave	Rowhouse (with commercial on first floor)	Midtown Edmondson
100	2105 Edmondson Ave	Rowhouse (with commercial on first floor)	Midtown Edmondson
101	2107 Edmondson Ave	Rowhouse (with commercial on first floor)	Midtown Edmondson
102	2109 Edmondson Ave	Rowhouse (with commercial on first floor)	Midtown Edmondson
103	2111 Edmondson Ave	Rowhouse (with commercial on first floor)	Midtown Edmondson
104	2114 Edmondson Ave	Commercial (circa 1915 former restaurant and bowling alley)	Midtown Edmondson
105	2117 Edmondson Ave	Rowhouse (with commercial on first floor)	Midtown Edmondson
106	2124 Edmondson Ave	Commerical (Sinclair Filling Station, B-5118-1)	Midtown Edmondson

**Table 2: Baltimore Potomac Tunnel Project --
Section 106 District Contributing Elements Within the Historic Architectural APE (Portals)
(Highlighted= Currently an individual listed or eligible historic property)**

#	Property Address	Type	Historic District(s)
107	2126 Edmondson Ave	Commercial (Atlas Safe Deposit and Storage Company Warehouse Complex, B-5118-2)	Midtown Edmondson
108	2127 Edmondson Ave	Commercial (West End Motors, Inc., B-5118-4)	Midtown Edmondson
109	2140 Edmondson Ave	Industrial (historically), Ecclesiastical (today) (Ward Baking Company, B-5112-2)	Midtown Edmondson
110	2235 Edmondson Ave	Transportation (B&P Railroad, Edmondson Avenue Station, B-5112-3)	Midtown Edmondson
111	2237 Edmondson Ave	Institutional (circa late 1910s former trade school)	Midtown Edmondson
112	2249 Edmondson Ave	Institutional (Fire Department Engine House No. 36, B-5112-4)	Midtown Edmondson
113	2300 Edmondson Ave	Rowhouse	Edmondson Avenue, Greater Rosemont
114	2301 Edmondson Ave	Rowhouse (with commercial on first floor)	Edmondson Avenue, Greater Rosemont
115	2302 Edmondson Ave	Rowhouse	Edmondson Avenue, Greater Rosemont
116	2303 Edmondson Ave	Rowhouse	Edmondson Avenue, Greater Rosemont
117	2304 Edmondson Ave	Rowhouse	Edmondson Avenue, Greater Rosemont
118	2305 Edmondson Ave	Rowhouse	Edmondson Avenue, Greater Rosemont
119	2306 Edmondson Ave	Rowhouse	Edmondson Avenue, Greater Rosemont
120	2307 Edmondson Ave	Rowhouse	Edmondson Avenue, Greater Rosemont
121	2308 Edmondson Ave	Rowhouse	Edmondson Avenue, Greater Rosemont
122	2309 Edmondson Ave	Rowhouse	Edmondson Avenue, Greater Rosemont
123	2310 Edmondson Ave	Rowhouse	Edmondson Avenue, Greater Rosemont
124	2311 Edmondson Ave	Rowhouse	Edmondson Avenue, Greater Rosemont
125	2311 Edmondson Ave	Rowhouse	Edmondson Avenue, Greater Rosemont
126	2312 Edmondson Ave	Rowhouse	Edmondson Avenue, Greater Rosemont
127	2313 Edmondson Ave	Rowhouse	Edmondson Avenue, Greater Rosemont
128	2314 Edmondson Ave	Rowhouse	Edmondson Avenue, Greater Rosemont
129	2315 Edmondson Ave	Rowhouse	Edmondson Avenue, Greater Rosemont
130	2316 Edmondson Ave	Rowhouse	Edmondson Avenue, Greater Rosemont
131	2317 Edmondson Ave	Rowhouse	Edmondson Avenue, Greater Rosemont
132	2318 Edmondson Ave	Rowhouse	Edmondson Avenue, Greater Rosemont
133	2319 Edmondson Ave	Rowhouse	Edmondson Avenue, Greater Rosemont
134	2320 Edmondson Ave	Rowhouse	Edmondson Avenue, Greater Rosemont
135	2321 Edmondson Ave	Rowhouse	Edmondson Avenue, Greater Rosemont
136	2322 Edmondson Ave	Rowhouse	Edmondson Avenue, Greater Rosemont
137	2323 Edmondson Ave	Rowhouse	Edmondson Avenue, Greater Rosemont
138	2324 Edmondson Ave	Rowhouse	Edmondson Avenue, Greater Rosemont

**Table 2: Baltimore Potomac Tunnel Project --
Section 106 District Contributing Elements Within the Historic Architectural APE (Portals)
(Highlighted= Currently an individual listed or eligible historic property)**

#	Property Address	Type	Historic District(s)
139	2325 Edmondson Ave	Rowhouse	Edmondson Avenue, Greater Rosemont
140	2326 Edmondson Ave	Rowhouse	Edmondson Avenue, Greater Rosemont
141	2327 Edmondson Ave	Rowhouse	Edmondson Avenue, Greater Rosemont
142	2328 Edmondson Ave	Rowhouse	Edmondson Avenue, Greater Rosemont
143	2329 Edmondson Ave	Rowhouse	Edmondson Avenue, Greater Rosemont
144	2330 Edmondson Ave	Rowhouse	Edmondson Avenue, Greater Rosemont
145	2331 Edmondson Ave	Rowhouse	Edmondson Avenue, Greater Rosemont
146	2333 Edmondson Ave	Rowhouse	Edmondson Avenue, Greater Rosemont
147	2335 Edmondson Ave	Rowhouse	Edmondson Avenue, Greater Rosemont
148	2100 W Franklin St	Industrial (American Ice Company, B-1040)	Midtown Edmondson
149	2400 W Franklin St	Rowhouse	Edmondson Avenue, Greater Rosemont
150	2402 W Franklin St	Rowhouse	Edmondson Avenue, Greater Rosemont
151	2404 W Franklin St	Rowhouse	Edmondson Avenue, Greater Rosemont
152	2406 W Franklin St	Rowhouse	Edmondson Avenue, Greater Rosemont
153	2408 W Franklin St	Rowhouse	Edmondson Avenue, Greater Rosemont
154	2410 W Franklin St	Rowhouse	Edmondson Avenue, Greater Rosemont
155	2412 W Franklin St	Rowhouse	Edmondson Avenue, Greater Rosemont
156	2414 W Franklin St	Rowhouse	Edmondson Avenue, Greater Rosemont
157	2416 W Franklin St	Rowhouse	Edmondson Avenue, Greater Rosemont
158	2418 W Franklin St	Rowhouse	Edmondson Avenue, Greater Rosemont
159	2420 W Franklin St	Rowhouse	Edmondson Avenue, Greater Rosemont
160	2422 W Franklin St	Rowhouse	Edmondson Avenue, Greater Rosemont
161	2424 W Franklin St	Rowhouse	Edmondson Avenue, Greater Rosemont
162	2426 W Franklin St	Rowhouse	Edmondson Avenue, Greater Rosemont
163	2428 W Franklin St	Rowhouse	Edmondson Avenue, Greater Rosemont
164	2430 W Franklin St	Rowhouse	Edmondson Avenue, Greater Rosemont
165	2432 W Franklin St	Rowhouse	Edmondson Avenue, Greater Rosemont
166	2434 W Franklin St	Rowhouse	Edmondson Avenue, Greater Rosemont
167	2436 W Franklin St	Rowhouse	Edmondson Avenue, Greater Rosemont
168	2438 W Franklin St	Rowhouse	Edmondson Avenue, Greater Rosemont
169	2020 Harlem Ave	Rowhouse	Midtown Edmondson
170	2022 Harlem Ave	Rowhouse	Midtown Edmondson
171	2024 Harlem Ave	Rowhouse	Midtown Edmondson
172	2025 Harlem Ave	Rowhouse	Midtown Edmondson
173	2026 Harlem Ave	Rowhouse	Midtown Edmondson
174	2028 Harlem Ave	Rowhouse	Midtown Edmondson

**Table 2: Baltimore Potomac Tunnel Project --
Section 106 District Contributing Elements Within the Historic Architectural APE (Portals)
(Highlighted= Currently an individual listed or eligible historic property)**

#	Property Address	Type	Historic District(s)
175	2029 Harlem Ave	Rowhouse	Midtown Edmondson
176	2030 Harlem Ave	Rowhouse	Midtown Edmondson
177	2031 Harlem Ave	Rowhouse	Midtown Edmondson
178	2032 Harlem Ave	Rowhouse	Midtown Edmondson
179	2033 Harlem Ave	Rowhouse	Midtown Edmondson
180	2034 Harlem Ave	Rowhouse	Midtown Edmondson
181	2035 Harlem Ave	Rowhouse	Midtown Edmondson
182	2036 Harlem Ave	Rowhouse	Midtown Edmondson
183	2037 Harlem Ave	Rowhouse	Midtown Edmondson
184	2038 Harlem Ave	Rowhouse	Midtown Edmondson
185	2039 Harlem Ave	Rowhouse	Midtown Edmondson
186	2040 Harlem Ave	Rowhouse	Midtown Edmondson
187	2041 Harlem Ave	Rowhouse	Midtown Edmondson
188	2042 Harlem Ave	Rowhouse	Midtown Edmondson
189	2043 Harlem Ave	Rowhouse	Midtown Edmondson
190	2044 Harlem Ave	Rowhouse	Midtown Edmondson
191	2045 Harlem Ave	Rowhouse	Midtown Edmondson
192	2046 Harlem Ave	Rowhouse	Midtown Edmondson
193	1936 W Lafayette Ave	Rowhouse	Midtown Edmondson
194	1937 W Lafayette Ave	Rowhouse	Midtown Edmondson
195	1938 W Lafayette Ave	Rowhouse	Midtown Edmondson
196	1939 W Lafayette Ave	Rowhouse	Midtown Edmondson
197	1940 W Lafayette Ave	Rowhouse	Midtown Edmondson
198	1941 W Lafayette Ave	Rowhouse	Midtown Edmondson
199	1942 W Lafayette Ave	Rowhouse	Midtown Edmondson
200	1943 W Lafayette Ave	Rowhouse	Midtown Edmondson
201	1944 W Lafayette Ave	Rowhouse	Midtown Edmondson
202	1945 W Lafayette Ave	Rowhouse	Midtown Edmondson
203	1946 W Lafayette Ave	Rowhouse	Midtown Edmondson
204	1947 W Lafayette Ave	Rowhouse	Midtown Edmondson
205	1948 W Lafayette Ave	Rowhouse	Midtown Edmondson
206	1949 W Lafayette Ave	Rowhouse	Midtown Edmondson
207	1950 W Lafayette Ave	Rowhouse (with commercial on first floor)	Midtown Edmondson
208	1951 W Lafayette Ave	Rowhouse (with commercial on first floor)	Midtown Edmondson
209	2120 W Lafayette Ave	Industrial (American Stores Co. Warehouse)	Midtown Edmondson
210	2200 W Lafayette Ave	Commercial (former auto repair and bowling alley)	Midtown Edmondson

**Table 2: Baltimore Potomac Tunnel Project --
Section 106 District Contributing Elements Within the Historic Architectural APE (Portals)
(Highlighted= Currently an individual listed or eligible historic property)**

#	Property Address	Type	Historic District(s)
211	2000 W Lanvale St	Rowhouse (with commercial on first floor)	Midtown Edmondson
212	2005 W Lanvale St	Rowhouse	Midtown Edmondson
213	2006 W Lanvale St	Rowhouse	Midtown Edmondson
214	2007 W Lanvale St	Rowhouse	Midtown Edmondson
215	2008 W Lanvale St	Rowhouse	Midtown Edmondson
216	2009 W Lanvale St	Rowhouse	Midtown Edmondson
217	2010 W Lanvale St	Rowhouse	Midtown Edmondson
218	2011 W Lanvale St	Rowhouse	Midtown Edmondson
219	2012 W Lanvale St	Rowhouse	Midtown Edmondson
220	2013 W Lanvale St	Rowhouse	Midtown Edmondson
221	2014 W Lanvale St	Rowhouse	Midtown Edmondson
222	2015 W Lanvale St	Rowhouse	Midtown Edmondson
223	2017 W Lanvale St	Rowhouse	Midtown Edmondson
224	2019 W Lanvale St	Rowhouse	Midtown Edmondson
225	2021 W Lanvale St	Rowhouse	Midtown Edmondson
226	2022 W Lanvale St	Rowhouse (with commercial on first floor)	Midtown Edmondson
227	2023 W Lanvale St	Rowhouse	Midtown Edmondson
228	2024 W Lanvale St	Rowhouse	Midtown Edmondson
229	2025 W Lanvale St	Rowhouse	Midtown Edmondson
230	2026 W Lanvale St	Rowhouse	Midtown Edmondson
231	2027 W Lanvale St	Rowhouse	Midtown Edmondson
232	2028 W Lanvale St	Rowhouse	Midtown Edmondson
233	2029 W Lanvale St	Rowhouse	Midtown Edmondson
234	2030 W Lanvale St	Rowhouse	Midtown Edmondson
235	2031 W Lanvale St	Rowhouse	Midtown Edmondson
236	2032 W Lanvale St	Rowhouse	Midtown Edmondson
237	2033 W Lanvale St	Rowhouse	Midtown Edmondson
238	2034 W Lanvale St	Rowhouse	Midtown Edmondson
239	2035 W Lanvale St	Rowhouse	Midtown Edmondson
240	2036 W Lanvale St	Rowhouse	Midtown Edmondson
241	2037 W Lanvale St	Rowhouse	Midtown Edmondson
242	2038 W Lanvale St	Rowhouse	Midtown Edmondson
243	2039 W Lanvale St	Rowhouse	Midtown Edmondson
244	2041 W Lanvale St	Rowhouse	Midtown Edmondson
245	2043 W Lanvale St	Rowhouse	Midtown Edmondson

**Table 2: Baltimore Potomac Tunnel Project --
Section 106 District Contributing Elements Within the Historic Architectural APE (Portals)
(Highlighted= Currently an individual listed or eligible historic property)**

#	Property Address	Type	Historic District(s)
246	2100 W Lanvale St	Industrial (former pre-1914 coal yard, with kitchen only remaining)	Midtown Edmondson
247	2200 W Lanvale St	Rowhouse	Edmondson Avenue, Greater Rosemont
248	2202 W Lanvale St	Rowhouse	Edmondson Avenue, Greater Rosemont
249	2204 W Lanvale St	Rowhouse	Edmondson Avenue, Greater Rosemont
250	2206 W Lanvale St	Rowhouse	Edmondson Avenue, Greater Rosemont
251	2208 W Lanvale St	Rowhouse	Edmondson Avenue, Greater Rosemont
252	2300 Laurretta Ave	Rowhouse	Edmondson Avenue, Greater Rosemont
253	2301 Laurretta Ave	Rowhouse	Edmondson Avenue, Greater Rosemont
254	2302 Laurretta Ave	Rowhouse	Edmondson Avenue, Greater Rosemont
255	2303 Laurretta Ave	Rowhouse	Edmondson Avenue, Greater Rosemont
256	2304 Laurretta Ave	Rowhouse	Edmondson Avenue, Greater Rosemont
257	2305 Laurretta Ave	Rowhouse	Edmondson Avenue, Greater Rosemont
258	2306 Laurretta Ave	Rowhouse	Edmondson Avenue, Greater Rosemont
259	2307 Laurretta Ave	Rowhouse	Edmondson Avenue, Greater Rosemont
260	2308 Laurretta Ave	Rowhouse	Edmondson Avenue, Greater Rosemont
261	2309 Laurretta Ave	Rowhouse	Edmondson Avenue, Greater Rosemont
262	2310 Laurretta Ave	Rowhouse	Edmondson Avenue, Greater Rosemont
263	2311 Laurretta Ave	Rowhouse	Edmondson Avenue, Greater Rosemont
264	2312 Laurretta Ave	Rowhouse	Edmondson Avenue, Greater Rosemont
265	2313 Laurretta Ave	Rowhouse	Edmondson Avenue, Greater Rosemont
266	2314 Laurretta Ave	Rowhouse	Edmondson Avenue, Greater Rosemont
267	2315 Laurretta Ave	Rowhouse	Edmondson Avenue, Greater Rosemont
268	2316 Laurretta Ave	Rowhouse	Edmondson Avenue, Greater Rosemont
269	2317 Laurretta Ave	Rowhouse	Edmondson Avenue, Greater Rosemont
270	2318 Laurretta Ave	Rowhouse	Edmondson Avenue, Greater Rosemont
271	2319 Laurretta Ave	Rowhouse	Edmondson Avenue, Greater Rosemont
272	2320 Laurretta Ave	Rowhouse	Edmondson Avenue, Greater Rosemont
273	2321 Laurretta Ave	Rowhouse	Edmondson Avenue, Greater Rosemont
274	2322 Laurretta Ave	Rowhouse	Edmondson Avenue, Greater Rosemont
275	2323 Laurretta Ave	Rowhouse	Edmondson Avenue, Greater Rosemont
276	2324 Laurretta Ave	Rowhouse	Edmondson Avenue, Greater Rosemont
277	2325 Laurretta Ave	Rowhouse	Edmondson Avenue, Greater Rosemont
278	2326 Laurretta Ave	Rowhouse	Edmondson Avenue, Greater Rosemont
279	2327 Laurretta Ave	Rowhouse	Edmondson Avenue, Greater Rosemont
280	2328 Laurretta Ave	Rowhouse	Edmondson Avenue, Greater Rosemont

**Table 2: Baltimore Potomac Tunnel Project --
Section 106 District Contributing Elements Within the Historic Architectural APE (Portals)
(Highlighted= Currently an individual listed or eligible historic property)**

#	Property Address	Type	Historic District(s)
281	2329 Laurretta Ave	Rowhouse	Edmondson Avenue, Greater Rosemont
282	2330 Laurretta Ave	Rowhouse	Edmondson Avenue, Greater Rosemont
283	2331 Laurretta Ave	Rowhouse	Edmondson Avenue, Greater Rosemont
284	2332 Laurretta Ave	Rowhouse	Edmondson Avenue, Greater Rosemont
285	2333 Laurretta Ave	Rowhouse	Edmondson Avenue, Greater Rosemont
286	2334 Laurretta Ave	Rowhouse	Edmondson Avenue, Greater Rosemont
287	2335 Laurretta Ave	Rowhouse	Edmondson Avenue, Greater Rosemont
288	2336 Laurretta Ave	Rowhouse	Edmondson Avenue, Greater Rosemont
289	2337 Laurretta Ave	Rowhouse	Edmondson Avenue, Greater Rosemont
290	2338 Laurretta Ave	Rowhouse	Edmondson Avenue, Greater Rosemont
291	2339 Laurretta Ave	Rowhouse	Edmondson Avenue, Greater Rosemont
292	2340 Laurretta Ave	Rowhouse	Edmondson Avenue, Greater Rosemont
293	2341 Laurretta Ave	Rowhouse	Edmondson Avenue, Greater Rosemont
294	2342 Laurretta Ave	Rowhouse	Edmondson Avenue, Greater Rosemont
295	2343 Laurretta Ave	Rowhouse	Edmondson Avenue, Greater Rosemont
296	2344 Laurretta Ave	Rowhouse	Edmondson Avenue, Greater Rosemont
297	2345 Laurretta Ave	Rowhouse	Edmondson Avenue, Greater Rosemont
298	2346 Laurretta Ave	Rowhouse	Edmondson Avenue, Greater Rosemont
299	2347 Laurretta Ave	Rowhouse	Edmondson Avenue, Greater Rosemont
300	2348 Laurretta Ave	Rowhouse	Edmondson Avenue, Greater Rosemont
301	2349 Laurretta Ave	Rowhouse	Edmondson Avenue, Greater Rosemont
302	2351 Laurretta Ave	Rowhouse	Edmondson Avenue, Greater Rosemont
303	2353 Laurretta Ave	Rowhouse	Edmondson Avenue, Greater Rosemont
304	2401 Laurretta Ave	Rowhouse	Edmondson Avenue, Greater Rosemont
305	2403 Laurretta Ave	Rowhouse	Edmondson Avenue, Greater Rosemont
306	2405 Laurretta Ave	Rowhouse	Edmondson Avenue, Greater Rosemont
307	2407 Laurretta Ave	Rowhouse	Edmondson Avenue, Greater Rosemont
308	2409 Laurretta Ave	Rowhouse	Edmondson Avenue, Greater Rosemont
309	2411 Laurretta Ave	Rowhouse	Edmondson Avenue, Greater Rosemont
310	2413 Laurretta Ave	Rowhouse	Edmondson Avenue, Greater Rosemont
311	2415 Laurretta Ave	Rowhouse	Edmondson Avenue, Greater Rosemont
312	2417 Laurretta Ave	Rowhouse	Edmondson Avenue, Greater Rosemont
313	2419 Laurretta Ave	Rowhouse	Edmondson Avenue, Greater Rosemont
314	2421 Laurretta Ave	Rowhouse	Edmondson Avenue, Greater Rosemont
315	2423 Laurretta Ave	Rowhouse	Edmondson Avenue, Greater Rosemont
316	2425 Laurretta Ave	Rowhouse	Edmondson Avenue, Greater Rosemont

**Table 2: Baltimore Potomac Tunnel Project --
Section 106 District Contributing Elements Within the Historic Architectural APE (Portals)
(Highlighted= Currently an individual listed or eligible historic property)**

#	Property Address	Type	Historic District(s)
317	2427 Laurretta Ave	Rowhouse	Edmondson Avenue, Greater Rosemont
318	2429 Laurretta Ave	Rowhouse	Edmondson Avenue, Greater Rosemont
319	2431 Laurretta Ave	Rowhouse	Edmondson Avenue, Greater Rosemont
320	2433 Laurretta Ave	Rowhouse	Edmondson Avenue, Greater Rosemont
321	2435 Laurretta Ave	Rowhouse	Edmondson Avenue, Greater Rosemont
322	2437 Laurretta Ave	Rowhouse	Edmondson Avenue, Greater Rosemont
323	2439 Laurretta Ave	Rowhouse	Edmondson Avenue, Greater Rosemont
324	2441 Laurretta Ave	Rowhouse	Edmondson Avenue, Greater Rosemont
325	2443 Laurretta Ave	Rowhouse	Edmondson Avenue, Greater Rosemont
326	2445 Laurretta Ave	Rowhouse	Edmondson Avenue, Greater Rosemont
327	2447 Laurretta Ave	Rowhouse	Edmondson Avenue, Greater Rosemont
328	2449 Laurretta Ave	Rowhouse	Edmondson Avenue, Greater Rosemont
329	2451 Laurretta Ave	Rowhouse	Edmondson Avenue, Greater Rosemont
330	1932 Mosher St	Rowhouse	Midtown Edmondson
331	1934 Mosher St	Rowhouse	Midtown Edmondson
332	1936 Mosher St	Rowhouse	Midtown Edmondson
333	1938 Mosher St	Rowhouse	Midtown Edmondson
334	1939 Mosher St	Rowhouse	Midtown Edmondson
335	1940 Mosher St	Rowhouse	Midtown Edmondson
336	1941 Mosher St	Rowhouse	Midtown Edmondson
337	1942 Mosher St	Rowhouse	Midtown Edmondson
338	1943 Mosher St	Rowhouse	Midtown Edmondson
339	1944 Mosher St	Rowhouse	Midtown Edmondson
340	1945 Mosher St	Rowhouse	Midtown Edmondson
341	1946 Mosher St	Rowhouse	Midtown Edmondson
342	1947 Mosher St	Rowhouse	Midtown Edmondson
343	1948 Mosher St	Rowhouse	Midtown Edmondson
344	1950 Mosher St	Rowhouse	Midtown Edmondson
345	1951 Mosher St	Rowhouse	Midtown Edmondson
346	2020 Mosher St	Industrial (Warehouse at 2020 Mosher Street, B-5296)	Midtown Edmondson
347	1000 N Payson St	Rowhouse (with commercial on first floor)	Midtown Edmondson
348	1001 N Payson St	Rowhouse	Midtown Edmondson
349	1002 N Payson St	Rowhouse	Midtown Edmondson
350	1003 N Payson St	Rowhouse	Midtown Edmondson
351	1004 N Payson St	Rowhouse	Midtown Edmondson
352	1005 N Payson St	Rowhouse	Midtown Edmondson

**Table 2: Baltimore Potomac Tunnel Project --
Section 106 District Contributing Elements Within the Historic Architectural APE (Portals)
(Highlighted= Currently an individual listed or eligible historic property)**

#	Property Address	Type	Historic District(s)
353	1006 N Payson St	Rowhouse	Midtown Edmondson
354	1007 N Payson St	Rowhouse	Midtown Edmondson
355	1008 N Payson St	Rowhouse	Midtown Edmondson
356	1009 N Payson St	Rowhouse	Midtown Edmondson
357	1010 N Payson St	Rowhouse	Midtown Edmondson
358	1011 N Payson St	Rowhouse	Midtown Edmondson
359	1012 N Payson St	Rowhouse	Midtown Edmondson
360	1013 N Payson St	Rowhouse	Midtown Edmondson
361	1014 N Payson St	Rowhouse	Midtown Edmondson
362	1015 N Payson St	Rowhouse	Midtown Edmondson
363	1016 N Payson St	Rowhouse	Midtown Edmondson
364	1017 N Payson St	Rowhouse	Midtown Edmondson
365	1018 N Payson St	Rowhouse	Midtown Edmondson
366	1019 N Payson St	Rowhouse	Midtown Edmondson
367	1020 N Payson St	Rowhouse	Midtown Edmondson
368	1021 N Payson St	Rowhouse	Midtown Edmondson
369	1022 N Payson St	Rowhouse	Midtown Edmondson
370	1024 N Payson St	Rowhouse	Midtown Edmondson
371	1026 N Payson St	Rowhouse	Midtown Edmondson
372	1028 N Payson St	Rowhouse	Midtown Edmondson
373	1030 N Payson St	Rowhouse	Midtown Edmondson
374	800 N Payson St	Rowhouse	Midtown Edmondson
375	802 N Payson St	Rowhouse	Midtown Edmondson
376	804 N Payson St	Rowhouse	Midtown Edmondson
377	806 N Payson St	Rowhouse	Midtown Edmondson
378	808 N Payson St	Rowhouse	Midtown Edmondson
379	810 N Payson St	Rowhouse	Midtown Edmondson
380	812 N Payson St	Rowhouse	Midtown Edmondson
381	814 N Payson St	Rowhouse	Midtown Edmondson
382	816 N Payson St	Rowhouse	Midtown Edmondson
383	818 N Payson St	Rowhouse	Midtown Edmondson
384	820 N Payson St	Rowhouse	Midtown Edmondson
385	822 N Payson St	Rowhouse	Midtown Edmondson
386	824 N Payson St	Rowhouse	Midtown Edmondson
387	900 N Payson St	Rowhouse (with commercial on first floor)	Midtown Edmondson
388	901 N Payson St	Rowhouse	Midtown Edmondson

**Table 2: Baltimore Potomac Tunnel Project --
Section 106 District Contributing Elements Within the Historic Architectural APE (Portals)
(Highlighted= Currently an individual listed or eligible historic property)**

#	Property Address	Type	Historic District(s)
389	902 N Payson St	Rowhouse	Midtown Edmondson
390	903 N Payson St	Rowhouse	Midtown Edmondson
391	904 N Payson St	Rowhouse	Midtown Edmondson
392	905 N Payson St	Rowhouse	Midtown Edmondson
393	906 N Payson St	Rowhouse	Midtown Edmondson
394	907 N Payson St	Rowhouse	Midtown Edmondson
395	908 N Payson St	Rowhouse	Midtown Edmondson
396	909 N Payson St	Rowhouse	Midtown Edmondson
397	910 N Payson St	Rowhouse	Midtown Edmondson
398	911 N Payson St	Rowhouse	Midtown Edmondson
399	912 N Payson St	Rowhouse	Midtown Edmondson
400	913 N Payson St	Rowhouse	Midtown Edmondson
401	914 N Payson St	Rowhouse	Midtown Edmondson
402	915 N Payson St	Rowhouse	Midtown Edmondson
403	916 N Payson St	Rowhouse	Midtown Edmondson
404	917 N Payson St	Rowhouse	Midtown Edmondson
405	918 N Payson St	Rowhouse	Midtown Edmondson
406	919 N Payson St	Rowhouse	Midtown Edmondson
407	920 N Payson St	Rowhouse	Midtown Edmondson
408	921 N Payson St	Rowhouse	Midtown Edmondson
409	922 N Payson St	Rowhouse	Midtown Edmondson
410	924 N Payson St	Rowhouse	Midtown Edmondson
411	926 N Payson St	Rowhouse	Midtown Edmondson
412	928 N Payson St	Rowhouse	Midtown Edmondson
413	930 N Payson St	Rowhouse	Midtown Edmondson
414	932 N Payson St	Rowhouse	Midtown Edmondson
415	534 N Pulaski St	Rowhouse	Midtown Edmondson
416	535 N Pulaski St	Rowhouse	Midtown Edmondson
417	536 N Pulaski St	Rowhouse	Midtown Edmondson
418	537 N Pulaski St	Rowhouse	Midtown Edmondson
419	538 N Pulaski St	Rowhouse	Midtown Edmondson
420	539 N Pulaski St	Rowhouse	Midtown Edmondson
421	540 N Pulaski St	Rowhouse	Midtown Edmondson
422	541 N Pulaski St	Rowhouse	Midtown Edmondson
423	542 N Pulaski St	Rowhouse	Midtown Edmondson
424	543 N Pulaski St	Rowhouse	Midtown Edmondson

**Table 2: Baltimore Potomac Tunnel Project --
Section 106 District Contributing Elements Within the Historic Architectural APE (Portals)
(Highlighted= Currently an individual listed or eligible historic property)**

#	Property Address	Type	Historic District(s)
425	544 N Pulaski St	Rowhouse	Midtown Edmondson
426	545 N Pulaski St	Rowhouse	Midtown Edmondson
427	546 N Pulaski St	Rowhouse	Midtown Edmondson
428	547 N Pulaski St	Rowhouse	Midtown Edmondson
429	600 N Pulaski St	Rowhouse (with commercial on first floor)	Midtown Edmondson
430	601 N Pulaski St	Rowhouse (with commercial on first floor)	Midtown Edmondson
431	602 N Pulaski St	Rowhouse	Midtown Edmondson
432	603 N Pulaski St	Rowhouse	Midtown Edmondson
433	604 N Pulaski St	Rowhouse	Midtown Edmondson
434	605 N Pulaski St	Rowhouse	Midtown Edmondson
435	606 N Pulaski St	Rowhouse	Midtown Edmondson
436	607 N Pulaski St	Rowhouse	Midtown Edmondson
437	608 N Pulaski St	Rowhouse	Midtown Edmondson
438	609 N Pulaski St	Rowhouse	Midtown Edmondson
439	610 N Pulaski St	Rowhouse	Midtown Edmondson
440	611 N Pulaski St	Rowhouse	Midtown Edmondson
441	612 N Pulaski St	Rowhouse	Midtown Edmondson
442	613 N Pulaski St	Rowhouse	Midtown Edmondson
443	614 N Pulaski St	Rowhouse	Midtown Edmondson
444	615 N Pulaski St	Rowhouse	Midtown Edmondson
445	616 N Pulaski St	Rowhouse	Midtown Edmondson
446	617 N Pulaski St	Rowhouse	Midtown Edmondson
447	618 N Pulaski St	Rowhouse	Midtown Edmondson
448	619 N Pulaski St	Rowhouse	Midtown Edmondson
449	620 N Pulaski St	Rowhouse	Midtown Edmondson
450	621 N Pulaski St	Rowhouse	Midtown Edmondson
451	622 N Pulaski St	Rowhouse	Midtown Edmondson
452	623 N Pulaski St	Rowhouse	Midtown Edmondson
453	624 N Pulaski St	Rowhouse	Midtown Edmondson
454	625 N Pulaski St	Rowhouse	Midtown Edmondson
455	627 N Pulaski St	Rowhouse	Midtown Edmondson
456	629 N Pulaski St	Rowhouse	Midtown Edmondson
457	631 N Pulaski St	Rowhouse (with commercial on first floor)	Midtown Edmondson
458	700 N Pulaski St	Industrial (built c. 1953)	Midtown Edmondson
459	711 N Pulaski St	Rowhouse	Midtown Edmondson
460	715 N Pulaski St	Rowhouse	Midtown Edmondson

**Table 2: Baltimore Potomac Tunnel Project --
Section 106 District Contributing Elements Within the Historic Architectural APE (Portals)
(Highlighted= Currently an individual listed or eligible historic property)**

#	Property Address	Type	Historic District(s)
461	717 N Pulaski St	Rowhouse	Midtown Edmondson
462	719 N Pulaski St	Rowhouse	Midtown Edmondson
463	740 N Pulaski St	Industrial (circa 1950 former motor freight station)	Midtown Edmondson
464	2000 Rayner Ave	Rowhouse	Midtown Edmondson
465	2002 Rayner Ave	Rowhouse	Midtown Edmondson
466	2003 Rayner Ave	Rowhouse	Midtown Edmondson
467	2004 Rayner Ave	Rowhouse	Midtown Edmondson
468	2005 Rayner Ave	Rowhouse	Midtown Edmondson
469	2006 Rayner Ave	Rowhouse	Midtown Edmondson
470	2007 Rayner Ave	Rowhouse	Midtown Edmondson
471	2008 Rayner Ave	Rowhouse	Midtown Edmondson
472	2009 Rayner Ave	Rowhouse	Midtown Edmondson
473	2010 Rayner Ave	Rowhouse	Midtown Edmondson
474	2011 Rayner Ave	Rowhouse	Midtown Edmondson
475	2012 Rayner Ave	Rowhouse	Midtown Edmondson
476	2013 Rayner Ave	Rowhouse	Midtown Edmondson
477	2014 Rayner Ave	Rowhouse	Midtown Edmondson
478	2015 Rayner Ave	Rowhouse	Midtown Edmondson
479	2016 Rayner Ave	Rowhouse	Midtown Edmondson
480	2017 Rayner Ave	Rowhouse	Midtown Edmondson
481	2018 Rayner Ave	Rowhouse	Midtown Edmondson
482	2019 Rayner Ave	Rowhouse	Midtown Edmondson
483	2020 Rayner Ave	Rowhouse	Midtown Edmondson
484	2021 Rayner Ave	Rowhouse	Midtown Edmondson
485	2022 Rayner Ave	Rowhouse	Midtown Edmondson
486	2023 Rayner Ave	Rowhouse	Midtown Edmondson
487	2025 Rayner Ave	Rowhouse	Midtown Edmondson
488	2027 Rayner Ave	Rowhouse	Midtown Edmondson
489	2029 Rayner Ave	Rowhouse	Midtown Edmondson
490	2031 Rayner Ave	Rowhouse	Midtown Edmondson
491	2033 Rayner Ave	Rowhouse	Midtown Edmondson
492	1915 Riggs Ave	Rowhouse (with commercial on first floor)	Midtown Edmondson
493	1917 Riggs Ave	Rowhouse	Midtown Edmondson
494	1919 Riggs Ave	Rowhouse	Midtown Edmondson
495	1921 Riggs Ave	Rowhouse	Midtown Edmondson
496	1923 Riggs Ave	Rowhouse	Midtown Edmondson

**Table 2: Baltimore Potomac Tunnel Project --
Section 106 District Contributing Elements Within the Historic Architectural APE (Portals)
(Highlighted= Currently an individual listed or eligible historic property)**

#	Property Address	Type	Historic District(s)
497	1925 Riggs Ave	Rowhouse	Midtown Edmondson
498	801 Spedden St	Rowhouse	Edmondson Avenue
499	803 Spedden St	Rowhouse	Edmondson Avenue
500	805 Spedden St	Rowhouse	Edmondson Avenue
501	807 Spedden St	Rowhouse	Edmondson Avenue
502	809 Spedden St	Rowhouse	Edmondson Avenue
503	811 Spedden St	Rowhouse	Edmondson Avenue
504	Bridge BC 2410	Lafayette Avenue over Amtrak (B-4553)	Midtown Edmondson
505	Bridge BC 2405	Edmondson Avenue over Amtrak	Midtown Edmondson
506		Railroad track bed (cuts and fills)	Baltimore and Potomac Railroad
507		Overhead catenary lines (circa 1935)	Baltimore and Potomac Railroad
508	South of the West Baltimore MARC Station	W. Franklin Street Bridge (circa 19th century steel bridge supports with circa 1980s concrete platform)	Baltimore and Potomac Railroad
509	South of the West Baltimore MARC Station	W. Mulberry Street Bridge (constructed 1953, B-5164-1)	Baltimore and Potomac Railroad
510		Railroad track bed (cuts and fills)	Baltimore and Ohio Belt Line Railroad
511	North of North Avenue Bridge	Baltimore and Ohio Belt Line Bridge over Jones Falls Valley (circa 1890s, B-5288)	Baltimore and Ohio Belt Line Railroad

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**Table 3: Baltimore Potomac Tunnel Project --
Section 106 District Contributing Elements Within the Historic Architectural APE (Vent Plant)
(Highlighted= Currently an individual listed or eligible historic property)**

#	Property Address	Type	Historic District
1	2200 Brookfield Ave	Rowhouse	Reservoir Hill
2	2201 Brookfield Ave	Rowhouse	Reservoir Hill
3	2202 Brookfield Ave	Rowhouse	Reservoir Hill
4	2203 Brookfield Ave	Rowhouse	Reservoir Hill
5	2204 Brookfield Ave	Rowhouse	Reservoir Hill
6	2205 Brookfield Ave	Rowhouse	Reservoir Hill
7	2206 Brookfield Ave	Rowhouse	Reservoir Hill
8	2207 Brookfield Ave	Rowhouse	Reservoir Hill
9	2208 Brookfield Ave	Rowhouse	Reservoir Hill
10	2209 Brookfield Ave	Rowhouse	Reservoir Hill
11	2210 Brookfield Ave	Rowhouse	Reservoir Hill
12	2211 Brookfield Ave	Rowhouse	Reservoir Hill
13	2212 Brookfield Ave	Rowhouse	Reservoir Hill
14	2213 Brookfield Ave	Rowhouse	Reservoir Hill
15	2214 Brookfield Ave	Rowhouse	Reservoir Hill
16	2215 Brookfield Ave	Rowhouse	Reservoir Hill
17	2216 Brookfield Ave	Rowhouse	Reservoir Hill
18	2217 Brookfield Ave	Rowhouse	Reservoir Hill
19	2218 Brookfield Ave	Rowhouse	Reservoir Hill
20	2219 Brookfield Ave	Rowhouse	Reservoir Hill
21	2220 Brookfield Ave	Rowhouse	Reservoir Hill
22	2221 Brookfield Ave	Rowhouse	Reservoir Hill
23	2222 Brookfield Ave	Rowhouse	Reservoir Hill
24	2223 Brookfield Ave	Rowhouse	Reservoir Hill
25	2225 Brookfield Ave	Rowhouse	Reservoir Hill
26	2227 Brookfield Ave	Rowhouse	Reservoir Hill
27	2229 Brookfield Ave	Rowhouse	Reservoir Hill
28	2231 Brookfield Ave	Rowhouse	Reservoir Hill
29	2233 Brookfield Ave	Rowhouse	Reservoir Hill
30	2234 Brookfield Ave	Rowhouse	Reservoir Hill
31	2235 Brookfield Ave	Rowhouse	Reservoir Hill
32	2236 Brookfield Ave	Rowhouse	Reservoir Hill
33	2237 Brookfield Ave	Rowhouse	Reservoir Hill
34	2238 Brookfield Ave	Rowhouse	Reservoir Hill
35	2239 Brookfield Ave	Rowhouse	Reservoir Hill
36	2240 Brookfield Ave	Rowhouse	Reservoir Hill
37	2242 Brookfield Ave	Rowhouse	Reservoir Hill

**Table 3: Baltimore Potomac Tunnel Project --
Section 106 District Contributing Elements Within the Historic Architectural APE (Vent Plant)
(Highlighted= Currently an individual listed or eligible historic property)**

#	Property Address	Type	Historic District
38	2244 Brookfield Ave	Rowhouse	Reservoir Hill
39	2246 Brookfield Ave	Rowhouse	Reservoir Hill
40	2248 Brookfield Ave	Rowhouse	Reservoir Hill
41	2250 Brookfield Ave	Rowhouse	Reservoir Hill
42	2252 Brookfield Ave	Rowhouse	Reservoir Hill
43	2254 Brookfield Ave	Rowhouse	Reservoir Hill
44	2256 Brookfield Ave	Rowhouse	Reservoir Hill
45	2258 Brookfield Ave	Rowhouse	Reservoir Hill
46	2260 Brookfield Ave	Rowhouse	Reservoir Hill
47	2301 Brookfield Ave	Rowhouse	Reservoir Hill
48	2401 Brookfield Ave	Apartment building	Reservoir Hill
49	2402 Brookfield Ave	Rowhouse	Reservoir Hill
50	2404 Brookfield Ave	Rowhouse	Reservoir Hill
51	2406 Brookfield Ave	Rowhouse	Reservoir Hill
52	2407 Brookfield Ave	Apartment building	Reservoir Hill
53	2408 Brookfield Ave	Rowhouse	Reservoir Hill
54	2411 Brookfield Ave	Rowhouse	Reservoir Hill
55	2413 Brookfield Ave	Rowhouse	Reservoir Hill
56	2415 Brookfield Ave	Rowhouse	Reservoir Hill
57	801 Chauncey Ave	Rowhouse	Reservoir Hill
58	803 Chauncey Ave	Rowhouse	Reservoir Hill
59	805 Chauncey Ave	Rowhouse	Reservoir Hill
60	807 Chauncey Ave	Rowhouse	Reservoir Hill
61	809 Chauncey Ave	Rowhouse	Reservoir Hill
62	811 Chauncey Ave	Rowhouse	Reservoir Hill
63	813 Chauncey Ave	Rowhouse	Reservoir Hill
64	815 Chauncey Ave	Rowhouse	Reservoir Hill
65	817 Chauncey Ave	Rowhouse	Reservoir Hill
66	819 Chauncey Ave	Rowhouse	Reservoir Hill
67	821 Chauncey Ave	Rowhouse	Reservoir Hill
68	823 Chauncey Ave	Rowhouse	Reservoir Hill
69	825 Chauncey Ave	Rowhouse	Reservoir Hill
70	827 Chauncey Ave	Rowhouse	Reservoir Hill
71	829 Chauncey Ave	Rowhouse	Reservoir Hill
72	831 Chauncey Ave	Rowhouse	Reservoir Hill
73	833 Chauncey Ave	Rowhouse	Reservoir Hill
74	901 Chauncey Ave	Apartment building	Reservoir Hill

**Table 3: Baltimore Potomac Tunnel Project --
Section 106 District Contributing Elements Within the Historic Architectural APE (Vent Plant)
(Highlighted= Currently an individual listed or eligible historic property)**

#	Property Address	Type	Historic District
75	903 Chauncey Ave	Rowhouse	Reservoir Hill
76	905 Chauncey Ave	Rowhouse	Reservoir Hill
77	907 Chauncey Ave	Rowhouse	Reservoir Hill
78	909 Chauncey Ave	Rowhouse	Reservoir Hill
79	911 Chauncey Ave	Rowhouse	Reservoir Hill
80	913 Chauncey Ave	Rowhouse	Reservoir Hill
81	914 Chauncey Ave	Rowhouse	Reservoir Hill
82	915 Chauncey Ave	Rowhouse	Reservoir Hill
83	916 Chauncey Ave	Rowhouse	Reservoir Hill
84	917 Chauncey Ave	Rowhouse	Reservoir Hill
85	918 Chauncey Ave	Rowhouse	Reservoir Hill
86	920 Chauncey Ave	Rowhouse	Reservoir Hill
87	922 Chauncey Ave	Rowhouse	Reservoir Hill
88	924 Chauncey Ave	Rowhouse	Reservoir Hill
89	926 Chauncey Ave	Rowhouse	Reservoir Hill
90	928 Chauncey Ave	Rowhouse	Reservoir Hill
91	930 Chauncey Ave	Rowhouse	Reservoir Hill
92	901 Ducatel St	Rowhouse	Reservoir Hill
93	903 Ducatel St	Rowhouse	Reservoir Hill
94	2237 Eutaw Pl	Rowhouse	Reservoir Hill
95	2239 Eutaw Pl	Rowhouse	Reservoir Hill
96	2240 Eutaw Pl	House	Reservoir Hill
97	2241 Eutaw Pl	Rowhouse	Reservoir Hill
98	2243 Eutaw Pl	Rowhouse	Reservoir Hill
99	2245 Eutaw Pl	Rowhouse	Reservoir Hill
100	2246 Eutaw Pl	Rowhouse	Reservoir Hill
101	2247 Eutaw Pl	Rowhouse	Reservoir Hill
102	2249 Eutaw Pl	Rowhouse	Reservoir Hill
103	2301 Eutaw Pl	Rowhouse	Reservoir Hill
104	2303 Eutaw Pl	Rowhouse	Reservoir Hill
105	2304 Eutaw Pl	Rowhouse	Reservoir Hill
106	2305 Eutaw Pl	Rowhouse	Reservoir Hill
107	2306 Eutaw Pl	Rowhouse	Reservoir Hill
108	2307 Eutaw Pl	Rowhouse	Reservoir Hill
109	2308 Eutaw Pl	Rowhouse	Reservoir Hill
110	2309 Eutaw Pl	Rowhouse	Reservoir Hill
111	2310 Eutaw Pl	Rowhouse	Reservoir Hill

**Table 3: Baltimore Potomac Tunnel Project --
Section 106 District Contributing Elements Within the Historic Architectural APE (Vent Plant)
(Highlighted= Currently an individual listed or eligible historic property)**

#	Property Address	Type	Historic District
112	2311 Eutaw Pl	Rowhouse	Reservoir Hill
113	2312 Eutaw Pl	Rowhouse	Reservoir Hill
114	2313 Eutaw Pl	Rowhouse	Reservoir Hill
115	2314 Eutaw Pl	Rowhouse	Reservoir Hill
116	2315 Eutaw Pl	Rowhouse	Reservoir Hill
117	2316 Eutaw Pl	Rowhouse	Reservoir Hill
118	2317 Eutaw Pl	Rowhouse	Reservoir Hill
119	2319 Eutaw Pl	Rowhouse	Reservoir Hill
120	2320 Eutaw Pl	Rowhouse	Reservoir Hill
121	2321 Eutaw Pl	Rowhouse	Reservoir Hill
122	2322 Eutaw Pl	Rowhouse	Reservoir Hill
123	2323 Eutaw Pl	Rowhouse	Reservoir Hill
124	2324 Eutaw Pl	Rowhouse	Reservoir Hill
125	2325 Eutaw Pl	Rowhouse	Reservoir Hill
126	2326 Eutaw Pl	Rowhouse	Reservoir Hill
127	2327 Eutaw Pl	Rowhouse	Reservoir Hill
128	2328 Eutaw Pl	Rowhouse	Reservoir Hill
129	2329 Eutaw Pl	Rowhouse	Reservoir Hill
130	2330 Eutaw Pl	Rowhouse	Reservoir Hill
131	2331 Eutaw Pl	Rowhouse	Reservoir Hill
132	2332 Eutaw Pl	Rowhouse	Reservoir Hill
133	2333 Eutaw Pl	Rowhouse	Reservoir Hill
134	2334 Eutaw Pl	Rowhouse	Reservoir Hill
135	2335 Eutaw Pl	Rowhouse	Reservoir Hill
136	2336 Eutaw Pl	Rowhouse	Reservoir Hill
137	2337 Eutaw Pl	Rowhouse	Reservoir Hill
138	2338 Eutaw Pl	Rowhouse	Reservoir Hill
139	2339 Eutaw Pl	Rowhouse	Reservoir Hill
140	2340 Eutaw Pl	Rowhouse	Reservoir Hill
141	2341 Eutaw Pl	Rowhouse	Reservoir Hill
142	2342 Eutaw Pl	Rowhouse	Reservoir Hill
143	2343 Eutaw Pl	Rowhouse	Reservoir Hill
144	2344 Eutaw Pl	Rowhouse	Reservoir Hill
145	2345 Eutaw Pl	Rowhouse	Reservoir Hill
146	2346 Eutaw Pl	Rowhouse	Reservoir Hill
147	2347 Eutaw Pl	Rowhouse	Reservoir Hill
148	2348 Eutaw Pl	Rowhouse	Reservoir Hill

**Table 3: Baltimore Potomac Tunnel Project --
Section 106 District Contributing Elements Within the Historic Architectural APE (Vent Plant)
(Highlighted= Currently an individual listed or eligible historic property)**

#	Property Address	Type	Historic District
149	2349 Eutaw Pl	Rowhouse	Reservoir Hill
150	2350 Eutaw Pl	Rowhouse	Reservoir Hill
151	2351 Eutaw Pl	Rowhouse	Reservoir Hill
152	2352 Eutaw Pl	Rowhouse	Reservoir Hill
153	2353 Eutaw Pl	Rowhouse	Reservoir Hill
154	2354 Eutaw Pl	Rowhouse	Reservoir Hill
155	2355 Eutaw Pl	Rowhouse	Reservoir Hill
156	2356 Eutaw Pl	Rowhouse	Reservoir Hill
157	2357 Eutaw Pl	Rowhouse	Reservoir Hill
158	2358 Eutaw Pl	Rowhouse	Reservoir Hill
159	2360 Eutaw Pl	Rowhouse	Reservoir Hill
160	2400 Eutaw Pl	Rowhouse	Reservoir Hill
161	2401 Eutaw Pl	Rowhouse	Reservoir Hill
162	2404 Eutaw Pl	Rowhouse	Reservoir Hill
163	2406 Eutaw Pl	Rowhouse	Reservoir Hill
164	2408 Eutaw Pl	Rowhouse	Reservoir Hill
165	2409 Eutaw Pl	Rowhouse	Reservoir Hill
166	2410 Eutaw Pl	Rowhouse	Reservoir Hill
167	2411 Eutaw Pl	Rowhouse	Reservoir Hill
168	2412 Eutaw Pl	Rowhouse	Reservoir Hill
169	2413 Eutaw Pl	Rowhouse	Reservoir Hill
170	2414 Eutaw Pl	Rowhouse	Reservoir Hill
171	2415 Eutaw Pl	Rowhouse	Reservoir Hill
172	2416 Eutaw Pl	Rowhouse	Reservoir Hill
173	2417 Eutaw Pl	Rowhouse	Reservoir Hill
174	2418 Eutaw Pl	Rowhouse	Reservoir Hill
175	2419 Eutaw Pl	Rowhouse	Reservoir Hill
176	2420 Eutaw Pl	Rowhouse	Reservoir Hill
177	2421 Eutaw Pl	Rowhouse	Reservoir Hill
178	2422 Eutaw Pl	Rowhouse	Reservoir Hill
179	2424 Eutaw Pl	Rowhouse	Reservoir Hill
180	2425 Eutaw Pl	Rowhouse	Reservoir Hill
181	2426 Eutaw Pl	Rowhouse	Reservoir Hill
182	2427 Eutaw Pl	Rowhouse	Reservoir Hill
183	2428 Eutaw Pl	Rowhouse	Reservoir Hill
184	2429 Eutaw Pl	Rowhouse	Reservoir Hill
185	2431 Eutaw Pl	Rowhouse	Reservoir Hill

**Table 3: Baltimore Potomac Tunnel Project --
Section 106 District Contributing Elements Within the Historic Architectural APE (Vent Plant)
(Highlighted= Currently an individual listed or eligible historic property)**

#	Property Address	Type	Historic District
186	2433 Eutaw Pl	Rowhouse	Reservoir Hill
187	2435 Eutaw Pl	Rowhouse	Reservoir Hill
188	2501 Eutaw Pl	Ecclesiastical (circa 1920s Beth Am Synagogue)	Reservoir Hill
189	2050 Linden Ave	Rowhouse	Reservoir Hill
190	2052 Linden Ave	Rowhouse	Reservoir Hill
191	2054 Linden Ave	Rowhouse	Reservoir Hill
192	2056 Linden Ave	Rowhouse	Reservoir Hill
193	2058 Linden Ave	Rowhouse	Reservoir Hill
194	2060 Linden Ave	Rowhouse	Reservoir Hill
195	2062 Linden Ave	Rowhouse	Reservoir Hill
196	2064 Linden Ave	Rowhouse	Reservoir Hill
197	2066 Linden Ave	Rowhouse	Reservoir Hill
198	2068 Linden Ave	Rowhouse	Reservoir Hill
199	2070 Linden Ave	Rowhouse	Reservoir Hill
200	2072 Linden Ave	Rowhouse	Reservoir Hill
201	2200 Linden Ave	Rowhouse	Reservoir Hill
202	2201 Linden Ave	Rowhouse	Reservoir Hill
203	2202 Linden Ave	Rowhouse	Reservoir Hill
204	2203 Linden Ave	Rowhouse	Reservoir Hill
205	2204 Linden Ave	Rowhouse	Reservoir Hill
206	2205 Linden Ave	Rowhouse	Reservoir Hill
207	2206 Linden Ave	Rowhouse	Reservoir Hill
208	2207 Linden Ave	Rowhouse	Reservoir Hill
209	2208 Linden Ave	Rowhouse	Reservoir Hill
210	2209 Linden Ave	Rowhouse	Reservoir Hill
211	2210 Linden Ave	Rowhouse	Reservoir Hill
212	2211 Linden Ave	Rowhouse	Reservoir Hill
213	2212 Linden Ave	Rowhouse	Reservoir Hill
214	2213 Linden Ave	Rowhouse	Reservoir Hill
215	2214 Linden Ave	Rowhouse	Reservoir Hill
216	2215 Linden Ave	Rowhouse	Reservoir Hill
217	2216 Linden Ave	Rowhouse	Reservoir Hill
218	2217 Linden Ave	Rowhouse	Reservoir Hill
219	2218 Linden Ave	Rowhouse	Reservoir Hill
220	2219 Linden Ave	Rowhouse	Reservoir Hill
221	2220 Linden Ave	Rowhouse	Reservoir Hill

**Table 3: Baltimore Potomac Tunnel Project --
Section 106 District Contributing Elements Within the Historic Architectural APE (Vent Plant)
(Highlighted= Currently an individual listed or eligible historic property)**

#	Property Address	Type	Historic District
222	2221 Linden Ave	Rowhouse	Reservoir Hill
223	2222 Linden Ave	Rowhouse	Reservoir Hill
224	2223 Linden Ave	Rowhouse	Reservoir Hill
225	2224 Linden Ave	Rowhouse	Reservoir Hill
226	2225 Linden Ave	Rowhouse	Reservoir Hill
227	2225 Linden Ave	Rowhouse	Reservoir Hill
228	2226 Linden Ave	Rowhouse	Reservoir Hill
229	2227 Linden Ave	Rowhouse	Reservoir Hill
230	2228 Linden Ave	Rowhouse	Reservoir Hill
231	2230 Linden Ave	Rowhouse	Reservoir Hill
232	2232 Linden Ave	Rowhouse	Reservoir Hill
233	2234 Linden Ave	Rowhouse	Reservoir Hill
234	2235 Linden Ave	Rowhouse	Reservoir Hill
235	2236 Linden Ave	Rowhouse	Reservoir Hill
236	2238 Linden Ave	Rowhouse	Reservoir Hill
237	2239 Linden Ave	Rowhouse	Reservoir Hill
238	2240 Linden Ave	Rowhouse	Reservoir Hill
239	2241 Linden Ave	Rowhouse	Reservoir Hill
240	2242 Linden Ave	Rowhouse	Reservoir Hill
241	2243 Linden Ave	Rowhouse	Reservoir Hill
242	2244 Linden Ave	Rowhouse	Reservoir Hill
243	2245 Linden Ave	Rowhouse	Reservoir Hill
244	2246 Linden Ave	Rowhouse	Reservoir Hill
245	2248 Linden Ave	Rowhouse	Reservoir Hill
246	2250 Linden Ave	Rowhouse	Reservoir Hill
247	2252 Linden Ave	Rowhouse	Reservoir Hill
248	2254 Linden Ave	Rowhouse	Reservoir Hill
249	2256 Linden Ave	Rowhouse	Reservoir Hill
250	2258 Linden Ave	Rowhouse	Reservoir Hill
251	2317 Linden Ave	Rowhouse	Reservoir Hill
252	2323 Linden Ave	Rowhouse	Reservoir Hill
253	2325 Linden Ave	Rowhouse	Reservoir Hill
254	2327 Linden Ave	Rowhouse	Reservoir Hill
255	2329 Linden Ave	Rowhouse	Reservoir Hill
256	2331 Linden Ave	Rowhouse	Reservoir Hill
257	2400 Linden Ave	Apartment building	Reservoir Hill
258	2405 Linden Ave	House	Reservoir Hill

**Table 3: Baltimore Potomac Tunnel Project --
Section 106 District Contributing Elements Within the Historic Architectural APE (Vent Plant)
(Highlighted= Currently an individual listed or eligible historic property)**

#	Property Address	Type	Historic District
259	2408 Linden Ave	House (David Bachrach [Gertrude Stein] House, B-4098)	Reservoir Hill
260	2410 Linden Ave	Rowhouse	Reservoir Hill
261	2411 Linden Ave	Rowhouse	Reservoir Hill
262	2412 Linden Ave	Rowhouse	Reservoir Hill
263	2414 Linden Ave	Rowhouse	Reservoir Hill
264	2416 Linden Ave	Rowhouse	Reservoir Hill
265	2418 Linden Ave	Rowhouse	Reservoir Hill
266	2420 Linden Ave	Rowhouse	Reservoir Hill
267	2422 Linden Ave	Rowhouse	Reservoir Hill
268	2424 Linden Ave	Rowhouse	Reservoir Hill
269	2425 Linden Ave	Rowhouse	Reservoir Hill
270	2426 Linden Ave	Rowhouse	Reservoir Hill
271	2427 Linden Ave	Rowhouse	Reservoir Hill
272	2428 Linden Ave	Rowhouse	Reservoir Hill
273	2429 Linden Ave	Rowhouse	Reservoir Hill
274	2430 Linden Ave	Rowhouse	Reservoir Hill
275	2431 Linden Ave	Rowhouse	Reservoir Hill
276	2432 Linden Ave	Rowhouse	Reservoir Hill
277	2433 Linden Ave	Rowhouse	Reservoir Hill
278	2434 Linden Ave	Rowhouse	Reservoir Hill
279	2239 Madison Ave	Rowhouse	Reservoir Hill
280	2241 Madison Ave	Rowhouse	Reservoir Hill
281	2243 Madison Ave	Rowhouse	Reservoir Hill
282	2257 Madison Ave	Ecclesiastical (circa 1920s Mishkan Israel Synagogue)	Reservoir Hill
283	2259 Madison Ave	Rowhouse	Reservoir Hill
284	2261 Madison Ave	Rowhouse	Reservoir Hill
285	2263 Madison Ave	Rowhouse	Reservoir Hill
286	2265 Madison Ave	Rowhouse	Reservoir Hill
287	2267 Madison Ave	Rowhouse	Reservoir Hill
288	2269 Madison Ave	Rowhouse	Reservoir Hill
289	2271 Madison Ave	Rowhouse	Reservoir Hill
290	2301 Madison Ave	Rowhouse	Reservoir Hill
291	2303 Madison Ave	Rowhouse	Reservoir Hill
292	2307 Madison Ave	Rowhouse	Reservoir Hill
293	2309 Madison Ave	Rowhouse	Reservoir Hill

**Table 3: Baltimore Potomac Tunnel Project --
Section 106 District Contributing Elements Within the Historic Architectural APE (Vent Plant)
(Highlighted= Currently an individual listed or eligible historic property)**

#	Property Address	Type	Historic District
294	2311 Madison Ave	Rowhouse	Reservoir Hill
295	2313 Madison Ave	Rowhouse	Reservoir Hill
296	2315 Madison Ave	Rowhouse	Reservoir Hill
297	2317 Madison Ave	Rowhouse	Reservoir Hill
298	2319 Madison Ave	Rowhouse	Reservoir Hill
299	2321 Madison Ave	Rowhouse	Reservoir Hill
300	2333 Madison Ave	Rowhouse	Reservoir Hill
301	2335 Madison Ave	Rowhouse	Reservoir Hill
302	2337 Madison Ave	Rowhouse	Reservoir Hill
303	2339 Madison Ave	Rowhouse	Reservoir Hill
304	2341 Madison Ave	Rowhouse	Reservoir Hill
305	2401 Madison Ave	Rowhouse	Reservoir Hill
306	2407 Madison Ave	Rowhouse	Reservoir Hill
307	2409 Madison Ave	Rowhouse	Reservoir Hill
308	2411 Madison Ave	Rowhouse	Reservoir Hill
309	2413 Madison Ave	Rowhouse	Reservoir Hill
310	823 Newington Ave	Rowhouse	Reservoir Hill
311	824 Newington Ave	Rowhouse	Reservoir Hill
312	825 Newington Ave	Rowhouse	Reservoir Hill
313	826 Newington Ave	Rowhouse	Reservoir Hill
314	828 Newington Ave	Rowhouse	Reservoir Hill
315	830 Newington Ave	Rowhouse	Reservoir Hill
316	904 Newington Ave	Rowhouse	Reservoir Hill
317	906 Newington Ave	Rowhouse	Reservoir Hill
318	908 Newington Ave	Rowhouse	Reservoir Hill
319	910 Newington Ave	Rowhouse	Reservoir Hill
320	912 Newington Ave	Rowhouse	Reservoir Hill
321	914 Newington Ave	Rowhouse	Reservoir Hill
322	916 Newington Ave	Rowhouse	Reservoir Hill
323	918 Newington Ave	Rowhouse	Reservoir Hill
324	920 Newington Ave	Rowhouse	Reservoir Hill
325	922 Newington Ave	Rowhouse	Reservoir Hill
326	924 Newington Ave	Rowhouse	Reservoir Hill
327	926 Newington Ave	Rowhouse	Reservoir Hill
328	825 Whitelock St	Rowhouse	Reservoir Hill
329	831 Whitelock St	Rowhouse	Reservoir Hill
330	835 Whitelock St	Rowhouse	Reservoir Hill

**Table 3: Baltimore Potomac Tunnel Project --
Section 106 District Contributing Elements Within the Historic Architectural APE (Vent Plant)
(Highlighted= Currently an individual listed or eligible historic property)**

#	Property Address	Type	Historic District
331	837 Whitelock St	Rowhouse	Reservoir Hill
332	839 Whitelock St	Rowhouse	Reservoir Hill
333	841 Whitelock St	Apartment building	Reservoir Hill
334	904 Whitelock St	Rowhouse	Reservoir Hill
335	906 Whitelock St	Rowhouse	Reservoir Hill
336	908 Whitelock St	Rowhouse	Reservoir Hill
337	910 Whitelock St	Rowhouse	Reservoir Hill
338	912 Whitelock St	Rowhouse	Reservoir Hill
339	914 Whitelock St	Rowhouse	Reservoir Hill
340	916 Whitelock St	Rowhouse	Reservoir Hill
341	1011 Whitelock St	Rowhouse	Reservoir Hill
342	1013 Whitelock St	Rowhouse	Reservoir Hill
343	1015 Whitelock St	Rowhouse	Reservoir Hill

**Table 4: Baltimore and Potomac Tunnel Project --
Direct Effects to Individual Historic Properties and District Contributing Elements**
(Highlighted: Individually National Register listed or eligible historic properties)

#	Address	Historic Type	3A	3B	3C	Historic District(s)
1	501 N. Bentalou St	Commercial (former circa 1920s auto repair building)		X	X	Greater Rosemont
2	601 N. Bentalou St	Row house			X	Edmondson Ave, Greater Rosemont
3	800 N. Brice St	Row house		X		Midtown Edmondson
4	802 N. Brice St	Row house		X		Midtown Edmondson
5	804 N. Brice St	Row house		X		Midtown Edmondson
6	806 N. Brice St	Row house		X		Midtown Edmondson
7	808 N. Brice St	Row house		X		Midtown Edmondson
8	810 N. Brice St	Row house		X		Midtown Edmondson
9	812 N. Brice St	Row house		X		Midtown Edmondson
10	814 N. Brice St	Row house		X		Midtown Edmondson
11	816 N. Brice St	Row house		X		Midtown Edmondson
12	818 N. Brice St	Row house		X		Midtown Edmondson
13	2124 Edmondson Ave	Commercial (Sinclair Filling Station, B-5118-1)		X		Midtown Edmondson
14	2126 Edmondson Ave	Commercial (Atlas Safe Deposit & Storage Co. Warehouse Complex, B-5118-2)		X		Midtown Edmondson
15	2127 Edmondson Ave	Commercial (West End Motors Inc., B-5118-4)		X		Midtown Edmondson
16	2140 Edmondson Ave	Industrial (Ward Baking Company, B-5112-2)		X	X	Greater Rosemont, Midtown Edmondson
17	2235 Edmondson Ave	Transportation (B&P Railroad, Edmondson Ave Station, B-5112-3)		X	X	Greater Rosemont, Midtown Edmondson, Baltimore and Potomac
18	2237 Edmondson Ave	Institution (circa late 1910s former trade school)		X	X	Greater Rosemont, Midtown Edmondson
19	2249 Edmondson Ave	Institution (Fire Department Engine House No. 36, B-5112-4)		X	X	Greater Rosemont, Midtown Edmondson
20	2301 Edmondson Ave	Row house/Commercial			X	Edmondson Ave, Greater Rosemont
21	2303 Edmondson Ave	Row house			X	Edmondson Ave, Greater Rosemont

**Table 4: Baltimore and Potomac Tunnel Project --
Direct Effects to Individual Historic Properties and District Contributing Elements
(Highlighted: Individually National Register listed or eligible historic properties)**

#	Address	Historic Type	3A	3B	3C	Historic District(s)
22	2305 Edmondson Ave	Row house			X	Edmondson Ave, Greater Rosemont
23	2400 W. Franklin St	Row house			X	Edmondson Ave, Greater Rosemont
24	2402 W. Franklin St	Row house			X	Edmondson Ave, Greater Rosemont
25	2404 W. Franklin St	Row house			X	Edmondson Ave, Greater Rosemont
26	2406 W. Franklin St	Row house			X	Edmondson Ave, Greater Rosemont
27	2408 W. Franklin St	Row house			X	Edmondson Ave, Greater Rosemont
28	2410 W. Franklin St	Row house			X	Edmondson Ave, Greater Rosemont
29	2412 W. Franklin St	Row house			X	Edmondson Ave, Greater Rosemont
30	2414 W. Franklin St	Row house			X	Edmondson Ave, Greater Rosemont
31	2416 W. Franklin St	Row house			X	Edmondson Ave, Greater Rosemont
32	2418 W. Franklin St	Row house			X	Edmondson Ave, Greater Rosemont
33	2420 W. Franklin St	Row house			X	Edmondson Ave, Greater Rosemont
34	2422 W. Franklin St	Row house			X	Edmondson Ave, Greater Rosemont
35	2424 W. Franklin St	Row house			X	Edmondson Ave, Greater Rosemont
36	2426 W. Franklin St	Row house			X	Edmondson Ave, Greater Rosemont
37	2428 W. Franklin St	Row house			X	Edmondson Ave, Greater Rosemont
38	2430 W. Franklin St	Row house			X	Edmondson Ave, Greater Rosemont
39	2432 W. Franklin St	Row house			X	Edmondson Ave, Greater Rosemont
40	2120 W. Lafayette Ave	Industrial (American Stores Co Warehouse)	X		X	Midtown Edmondson
41	2024 W. Lanvale St	Row house		X		Midtown Edmondson
42	2026 W. Lanvale St	Row house		X		Midtown Edmondson
43	2028 W. Lanvale St	Row house		X		Midtown Edmondson
44	2030 W. Lanvale St	Row house		X		Midtown Edmondson
45	2032 W. Lanvale St	Row house		X		Midtown Edmondson
46	2034 W. Lanvale St	Row house		X		Midtown Edmondson
47	2035 W. Lanvale St	Row house		X		Midtown Edmondson
48	2036 W. Lanvale St	Row house		X		Midtown Edmondson
49	2037 W. Lanvale St	Row house		X		Midtown Edmondson
50	2038 W. Lanvale St	Row house		X		Midtown Edmondson
51	2039 W. Lanvale St	Row house		X		Midtown Edmondson

**Table 4: Baltimore and Potomac Tunnel Project --
Direct Effects to Individual Historic Properties and District Contributing Elements
(Highlighted: Individually National Register listed or eligible historic properties)**

#	Address	Historic Type	3A	3B	3C	Historic District(s)
52	2041 W. Lanvale St	Row house		X		Midtown Edmondson
53	2043 W. Lanvale St	Row house		X		Midtown Edmondson
54	2100 W. Lanvale St	Industrial (1914 and 1952: coal yard with kitchen only remaining)		X		Midtown Edmondson
55	2300 Laurretta Ave	Row house			X	Edmondson Ave, Greater Rosemont
56	2301 Laurretta Ave	Row house			X	Edmondson Ave, Greater Rosemont
57	2302 Laurretta Ave	Row house			X	Edmondson Ave, Greater Rosemont
58	2303 Laurretta Ave	Row house			X	Edmondson Ave, Greater Rosemont
59	2304 Laurretta Ave	Row house			X	Edmondson Ave, Greater Rosemont
60	2305 Laurretta Ave	Row house			X	Edmondson Ave, Greater Rosemont
61	2306 Laurretta Ave	Row house			X	Edmondson Ave, Greater Rosemont
62	2307 Laurretta Ave	Row house			X	Edmondson Ave, Greater Rosemont
63	2308 Laurretta Ave	Row house			X	Edmondson Ave, Greater Rosemont
64	2309 Laurretta Ave	Row house			X	Edmondson Ave, Greater Rosemont
65	2310 Laurretta Ave	Row house			X	Edmondson Ave, Greater Rosemont
66	2311 Laurretta Ave	Row house			X	Edmondson Ave, Greater Rosemont
67	2312 Laurretta Ave	Row house			X	Edmondson Ave, Greater Rosemont
68	2313 Laurretta Ave	Row house			X	Edmondson Ave, Greater Rosemont
69	2314 Laurretta Ave	Row house			X	Edmondson Ave, Greater Rosemont
70	2315 Laurretta Ave	Row house			X	Edmondson Ave, Greater Rosemont
71	2317 Laurretta Ave	Row house			X	Edmondson Ave, Greater Rosemont
72	2319 Laurretta Ave	Row house			X	Edmondson Ave, Greater Rosemont
73	2321 Laurretta Ave	Row house			X	Edmondson Ave, Greater Rosemont
74	2323 Laurretta Ave	Row house			X	Edmondson Ave, Greater Rosemont
75	2325 Laurretta Ave	Row house			X	Edmondson Ave, Greater Rosemont
76	2327 Laurretta Ave	Row house			X	Edmondson Ave, Greater Rosemont
77	2329 Laurretta Ave	Row house			X	Edmondson Ave, Greater Rosemont
78	2331 Laurretta Ave	Row house			X	Edmondson Ave, Greater Rosemont
79	2333 Laurretta Ave	Row house			X	Edmondson Ave, Greater Rosemont
80	2335 Laurretta Ave	Row house			X	Edmondson Ave, Greater Rosemont

**Table 4: Baltimore and Potomac Tunnel Project --
Direct Effects to Individual Historic Properties and District Contributing Elements
(Highlighted: Individually National Register listed or eligible historic properties)**

#	Address	Historic Type	3A	3B	3C	Historic District(s)
81	2337 Laurretta Ave	Row house			X	Edmondson Ave, Greater Rosemont
82	2339 Laurretta Ave	Row house			X	Edmondson Ave, Greater Rosemont
83	2341 Laurretta Ave	Row house			X	Edmondson Ave, Greater Rosemont
84	2343 Laurretta Ave	Row house			X	Edmondson Ave, Greater Rosemont
85	2345 Laurretta Ave	Row house			X	Edmondson Ave, Greater Rosemont
86	2347 Laurretta Ave	Row house			X	Edmondson Ave, Greater Rosemont
87	2349 Laurretta Ave	Row house			X	Edmondson Ave, Greater Rosemont
88	2351 Laurretta Ave	Row house			X	Edmondson Ave, Greater Rosemont
89	2353 Laurretta Ave	Row house			X	Edmondson Ave, Greater Rosemont
90	2020 Mosher St	Industrial (Warehouse at 2020 Mosher St, B-5296)	X	X		Midtown Edmondson
91	912 N. Payson St	Row house		X		Midtown Edmondson
92	914 N. Payson St	Row house		X		Midtown Edmondson
93	916 N. Payson St	Row house		X		Midtown Edmondson
94	918 N. Payson St	Row house		X		Midtown Edmondson
95	920 N. Payson St	Row house		X		Midtown Edmondson
96	922 N. Payson St	Row house		X		Midtown Edmondson
97	924 N. Payson St	Row house		X		Midtown Edmondson
98	926 N. Payson St	Row house		X		Midtown Edmondson
99	928 N. Payson St	Row house		X		Midtown Edmondson
100	930 N. Payson St	Row house		X		Midtown Edmondson
101	932 N. Payson St	Row house		X		Midtown Edmondson
102	1000 N. Payson St	Row house/Commercial		X		Midtown Edmondson
103	1002 N. Payson St	Row house		X		Midtown Edmondson
104	1004 N. Payson St	Row house		X		Midtown Edmondson
105	1006 N. Payson St	Row house		X		Midtown Edmondson
106	1008 N. Payson St	Row house		X		Midtown Edmondson
107	1010 N. Payson St	Row house		X		Midtown Edmondson
108	1012 N. Payson St	Row house		X		Midtown Edmondson

**Table 4: Baltimore and Potomac Tunnel Project --
Direct Effects to Individual Historic Properties and District Contributing Elements**
(Highlighted: Individually National Register listed or eligible historic properties)

#	Address	Historic Type	3A	3B	3C	Historic District(s)
109	1014 N. Payson St	Row house		X		Midtown Edmondson
110	1016 N. Payson St	Row house		X		Midtown Edmondson
111	1018 N. Payson St	Row house		X		Midtown Edmondson
112	1020 N. Payson St	Row house		X		Midtown Edmondson
113	1022 N. Payson St	Row house		X		Midtown Edmondson
114	1024 N. Payson St	Row house		X		Midtown Edmondson
115	1026 N. Payson St	Row house		X		Midtown Edmondson
116	1028 N. Payson St	Row house		X		Midtown Edmondson
117	1030 N. Payson St	Row house		X		Midtown Edmondson
118	618 N. Pulaski St	Row house		X		Midtown Edmondson
119	620 N. Pulaski St	Row house		X		Midtown Edmondson
120	622 N. Pulaski St	Row house		X		Midtown Edmondson
121	624 N. Pulaski St	Row house		X		Midtown Edmondson
122	700 N. Pulaski St	Industrial (circa 1953 building)		X		Midtown Edmondson
123	713 N. Pulaski St	Row house		X		Midtown Edmondson
124	715 N. Pulaski St	Row house		X		Midtown Edmondson
125	717 N. Pulaski St	Row house		X		Midtown Edmondson
126	719 N. Pulaski St	Row house		X		Midtown Edmondson
127	740 N. Pulaski St	Industrial (circa 1950 motor freight station)		X		Midtown Edmondson
128	2033 Rayner Ave	Row house		X		Midtown Edmondson
129	801 Spedden St	Row house			X	Edmondson Ave
130	803 Spedden St	Row house			X	Edmondson Ave
131	Bridge BC 2410	Lafayette Avenue over Amtrak (B-4553)	X	X	X	Midtown Edmondson
132	Bridge BC 2405	Edmondson Avenue over Amtrak		X	X	Midtown Edmondson
133		Railroad track alignment	X	X	X	Baltimore and Potomac Railroad
134		Overhead catenary lines (circa 1935)	X	X	X	Baltimore and Potomac Railroad

**Table 4: Baltimore and Potomac Tunnel Project --
Direct Effects to Individual Historic Properties and District Contributing Elements**
(Highlighted: Individually National Register listed or eligible historic properties)

#	Address	Historic Type	3A	3B	3C	Historic District(s)
135		John Street segment of the B&P Tunnel (1873)	X	X	X	Baltimore and Potomac Railroad
136	South of the West Baltimore MARC Station	W. Franklin Street Bridge (circa nineteenth century steel bridge supports with circa 1980s concrete platform)		X	X	Baltimore and Potomac Railroad
137	South of the West Baltimore MARC Station	W. Mulberry Street Bridge (constructed 1953, B-5164-1)		X	X	Baltimore and Potomac Railroad
138		Railroad Track Alignment	X	X	X	Baltimore and Ohio Belt Line Railroad
139	North of North Avenue Bridge	Baltimore and Ohio Belt Line Bridge over Jones Falls Valley (B-5288); built in the 1890s	X	X	X	Baltimore and Ohio Belt Line Railroad
TOTAL			8	80	73	

**Table 5: Baltimore and Potomac Tunnel Project –
Effects on Historic Properties Summary**

#	NAME	MIHP/NR #	3A	3B	3C
1	Baltimore and Ohio Belt Line Railroad	B-5287	Adverse Effect (1 contributing element in direct APE)	Adverse Effect (1 contributing element in direct APE)	Adverse Effect (1 contributing element in direct APE)
2	Baltimore and Ohio Belt Line Bridge over Jones Falls Valley	B-5288	Adverse Effect	Adverse Effect	Adverse Effect
3	Baltimore & Potomac Railroad (Philadelphia, Baltimore & Washington Railroad)	B-5164	Adverse Effect (2 contributing elements in direct APE; possible conditional no adverse effect)	Adverse Effect (5 contributing elements in direct APE)	Adverse Effect (3 contributing elements in direct APE)
4	Howard Street Bridge (BC 1405)	B-4529	No Adverse Effect	No Adverse Effect	No Adverse Effect
5	North Avenue Bridge (BC 1208)	B-4521	No Adverse Effect	No Adverse Effect	No Adverse Effect
6	Reservoir Hill Historic District	B-1379	Adverse Effect (possible conditional no adverse effect)	Adverse Effect (possible conditional no adverse effect)	Adverse Effect (possible conditional no adverse effect)
7	David Bachrach House (Gertrude Stein House)	B-4098	No Adverse Effect	No Adverse Effect	No Adverse Effect
8	Carver Vocational-Technical High School	B-5294	N/A	N/A	No Adverse Effect
9	Western Maryland Railroad	B-5293	N/A	N/A	No Adverse Effect
10	Midtown Edmondson Historic District		Adverse Effect (3 contributing elements in direct APE)	Adverse Effect (73 contributing elements in direct APE)	Adverse Effect (7 contributing elements in direct APE)

**Table 5: Baltimore and Potomac Tunnel Project –
Effects on Historic Properties Summary**

#	NAME	MIHP/NR #	3A	3B	3C
11	Bridge BC 2410 (Lafayette Avenue over Amtrak)	B-4553	Adverse Effect	Adverse Effect	Adverse Effect
12	Atlas Safe Deposit and Storage Company Warehouse Complex	B-5188-2	No Effect	Adverse Effect (3 contributing elements in direct APE)	No Effect
13	American Ice Company	B-1040	N/A	No Adverse Effect	No Effect
14	Greater Rosemont Historic District	B-5112	No Effect	Adverse Effect (5 contributing elements in direct APE)	Adverse Effect (61 contributing elements in direct APE)
15	Edmondson Avenue Historic District	B-5187	No Effect	No Adverse Effect	Adverse Effect (58 contributing elements in direct APE)
16	Ward Baking Company	B-5112-2	No Effect	No Adverse Effect	Adverse Effect (2 contributing elements in direct APE)
17	Fire Department Engine House No. 36	B-5112-4	N/A	No Adverse Effect	Adverse Effect
18	Pennsylvania Railroad Viaduct	B-5064	No Adverse Effect	No Adverse Effect	No Adverse Effect
TOTAL HISTORIC PROPERTIES WITH ADVERSE EFFECT			6	8	10

APPENDIX B:

Preparers' Resumes

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CHRISTEEN Y. TANIGUCHI

Project Architectural Historian

Project Assignment:

Principal Investigator – Expertise in Architectural History

Education:

MS/1997/Historic Preservation

BA/1990/History

Years with RK&K: 6; Years With Other Firms: 11

Ms. Taniguchi has 17 years of experience in the field of historic preservation, exceeding the Secretary of the Interior's Professional Qualification Standards for Architectural History and History. She has overseen and peer-reviewed the work of other employees, sub-consultants and volunteers, maintained client relations, and managed budgets. Ms. Taniguchi has extensive experience in creating documents for Section 106 and state level environmental compliance. She has successfully completed National Register of Historic Places (National Register) nominations and applied the Secretary of the Interior's Standards for the Treatment of Historic Properties. Ms. Taniguchi worked on or led several large scale historic resources surveys and written Historic American Engineering Record (HAER) documentation. Representative project experience as architectural historian include:

Baltimore and Potomac Railroad Tunnel, Baltimore City, MD: Competing Section 106 tasks, for this FRA/MDOT/Amtrak project to address the structural and operational deficiencies of the 1873 railroad tunnel located in dense urban neighborhoods with numerous late 19th and early 20th century properties. This includes helping delineate the APE, and identify existing historic properties and contributing/non-contributing elements of historic districts. Currently peer-reviewing and co-authoring the historic architectural technical report, including MD SHPO DOE Forms. Assisting FRA by coordinating with the historic architectural sub-consultant, and identifying and coordinating with potential consulting parties.

Corridor Cities Transitway, Montgomery County, MD: Creating Section 106 documentation for MTA and FTA, including project initiation, area of Potential Effects (APE) delineation, and historic properties and consulting parties identification. Additional work included NRHP evaluations using MD SHPO Determination of Eligibility (DOE) Forms (including the SHA Gaithersburg Maintenance Facility), boundary revision for an NRHP-eligible farm, and identifying contributing/non-contributing elements of historic districts. Work also included archival research and field inspections. Currently peer-reviewing and revising the effect assessment memorandum.

Midcounty Corridor Study, Montgomery County, MD: Conducted historic architectural Section 106 tasks for this vast highway extension project with multiple alternatives. Oversaw and reviewed the work of sub-consultants who established the APE, identified historic properties, evaluated several properties and districts for the National Register, and conducted the effect assessment. Delineated an updated APE and helped identify additional consulting parties. Assisted the Montgomery County DOT with document distribution to consulting parties, including MD SHPO, and with responses to consulting party comments.

Governor Harry W. Nice Memorial Bridge Improvements, Charles County, MD and King George County, VA: Completed Section 106 tasks for the replacement of a National Register-eligible bridge. Involved coordination with the MD and VA SHPOs. Evaluated an 1820s farmhouse for the National Register, including archival research and field inspection. Authored the draft Programmatic Agreement, which included Level II HAER documentation, interpretive signage and displays, and website development mitigation measures; the agreement also addressed expansion of the APE and the potential for additional historic properties identification, once the Preferred Alternate was selected. Provided ACHP correspondence and cultural resources text for the FONSI.

Red Line Transit Study and General Engineering Contract (GEC), Baltimore City, MD: Performing various Section 106 activities for this 14-mile MTA light rail line project that included dense urban neighborhoods with numerous late 19th and early 20th century properties. Helped delineate an updated APE, conducted survey work to identify additional properties, and evaluated properties for the National Register using MD SHPO DOE Forms. Assisted with the historic architectural effect report; peer-reviewed the fieldwork safety plan, survey forms, effect report, and historic architectural section of the FEIS; oversaw the work of other consultants; assisted with the Section 4(f) document; and coordinated document submittals. Also authored cultural resources construction protection plans.

SR 222/Schantz Road/SR 863 Intersection Improvements, Lehigh County and Berks County, PA: Creating Section 106 documents for PennDOT for this intersection improvement project, including APE mapping and written justification, National Register evaluation of a farm (including archival research and field inspection), and effect assessment. Also currently assisting PennDOT with consulting parties and public coordination.

Inwood Bypass, State Project X302-51-5.18 00, Inwood, WV: Responsible for Section 106 historic architectural tasks for this WV DOH roadway improvement project. This included delineating the APE, identifying existing historic properties, evaluating thirty properties for the National Register using WV SHPO survey forms (including archival research and field inspections), helping identify additional consulting parties, and writing the effect assessment. The project area included mid-19th to mid-20th century resources such as residences, a railroad segment, former turnpike segments, and farm properties. Ms. Taniguchi also co-authored the cultural resources report and cultural resources section of the environmental assessment.

Route 250 Bypass Interchange at McIntire Road, Charlottesville, VA: Conducted Section 106 activities of this joint City/VDOT/FHWA project for an interchange at Route 250 Bypass and McIntire Road. Contributor and reviewer of the draft Memorandum of Agreement, and provided key historic properties information for the Revised EA and Section 4(f) evaluation. Coordinated with sub-consultants and the client to fulfill the MOA's stipulations including HALS Level II documentation, interpretive signage, a historic landscape treatment plan, and project plan reviews. Also contributed relevant cultural resources text for the VDOT environmental re-evaluation documents.



PHILIP A. HAYDEN

Senior Architectural Historian

Project Assignment:

Principal Investigator – Expertise in Architectural History

Education:

MA/1992/Early American Culture

BA/1984/Historic Preservation; American History

Years with RK&K: 1; **Years With Other Firms:** 29

Mr. Hayden is a Senior Architectural Historian with RK&K's Transportation Planning section. He joined the firm in the summer of 2015 with 29 years of experience in the fields of museum education, architectural history, and cultural resources management. For the past 11 years he has focused on regulatory compliance under the National Historic Preservation Act (Section 106), the National Environmental Policy Act (NEPA), the Department of Transportation Act (Section 4(f), and other state, county, and municipal historic preservation regulations. Mr. Hayden's project experience includes work as Principal Investigator on a wide range of highway, railroad, and electric transmission projects in New Jersey, Pennsylvania, Delaware, Maryland, and the District of Columbia. He is an accomplished researcher and writer, and he has prepared numerous architectural surveys, technical reports, evaluations of eligibility to the National Register of Historic Places, Memorandums of Agreement, Programmatic Agreements, history publications, and documentation according to the standards of the Historic American Buildings Survey (HABS) and the Historic American Engineering Record (HAER). He exceeds the Secretary of the Interior's Professional Qualification Standards for Architectural Historians and Historians.

Baltimore & Potomac Tunnel Replacement Environmental Impact Statement, Amtrak, Baltimore City, MD. Architectural Historian. Prepared determinations of eligibility for historic resources according to National Register Criteria and the guidelines of the Maryland Historical Trust, assisted in assessing project effects on historic properties, and prepared recommendations for avoiding, minimizing, and/or mitigating adverse effects. Assisting in the preparation of a Programmatic Agreement to conclude the Section 106 regulatory process.

Hudson-Bergen Light Rail, Route 440 Extension, Hudson County, NJ. Senior Architectural Historian and Principal Investigator responsible for completing a Historic Architectural Resources Background Study (HARBS) in connection with NJ TRANSIT's extension of an existing light rail line in Jersey City. The survey identified 34 architectural resources inside the Area of Potential Effect, evaluated all resources according to National Register Criteria, assessed project effects on National Register-eligible properties, and developed strategies leading to a finding of no adverse effect with conditions by the New Jersey State Historic Preservation Officer.

Atlantic City Rail Line Double Track Feasibility Study, Multiple Counties, NJ. Senior Architectural Historian and Principal Investigator for a cultural resources screening for NJ TRANSIT to identify potential constraints along 50 miles of the Atlantic City Rail Line, which includes two National Register-eligible historic districts. Using GIS technologies, the project plotted all known contributing and potentially contributing historic architectural resources, as well as other historic properties that could be affected by the proposed double-tracking.

Reconstruction of County Route 518, Somerset County, NJ. Senior Architectural Historian and Principal Investigator for a roadway improvement project requiring New Jersey environmental permitting. The project involved a survey of eighteenth- and nineteenth-century buildings along a two-mile section of highway. The study included a detailed analysis of settlement and occupation in the area and identified one previously unrecorded eighteenth-century residence built by a locally prominent Dutch family. It also explored the interrelationships between property owners, slaves, and freemen in early nineteenth-century New Jersey.

National Scenic Byways Program Corridor Management Plan, Monmouth County, NJ. Senior Historian and Principal Investigator working under the auspices of the National Scenic Byways Program and in collaboration with the Upper Freehold Historic Farmland Corridor Management Committee and other partners to complete background research and field reconnaissance in order to identify all historic, cultural, and archaeological intrinsic qualities of the scenic byway. Work included the preparation of a historic context, development of interpretive themes, and recommendations of steps for future management.

Route 301 Cultural Resources Investigations, New Castle County, DE and Cecil County, MD. Senior Historian for Phase II and Phase III archaeological investigations pursuant to Section 106 for a new toll highway in Delaware. Conducted extensive background research and prepared a full contextual history of a project area measuring three square miles, including landownership from the late seventeenth century to the present day. The research exposed patterns of European settlement and occupation in the region, identified the names of previously unknown tenant farmers, and assisted the archaeologists in completing the required mitigation in advance of the project.

North Central Reliability Project, Multiple Counties, NJ. Serving as a Senior Architectural Historian and Principal Investigator for an undertaking involving New Jersey environmental permits, conducted an evaluation of the historically significant Northern Inner Ring electric transmission line and associated structures and infrastructure. To mitigate adverse effects to historic properties, the project included documenting the transmission line according to the standards of the Historic American Engineering Record (HAER) and developing guidelines for future evaluation of similar transmission lines in New Jersey and neighboring states.

APPENDIX C:

Consultation

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U.S. Department
of Transportation

1200 New Jersey Avenue, SE.
Washington, D.C. 20590

**Federal Railroad
Administration**

JUN 11 2014

Subject: Agency Scoping Invitation
Baltimore and Potomac (B&P) Tunnel Project
Initiation of Environmental Impact Statement

Dear Agency Representative:

The Federal Railroad Administration (FRA), in coordination with the Maryland Department of Transportation (MDOT), is initiating development of an Environmental Impact Statement (EIS) for the B&P Tunnel Project pursuant to the National Environmental Policy Act (NEPA). As part of the development of the EIS, FRA is seeking your input to assist in determining and clarifying issues that are relevant to the scope of the study.

The B&P Tunnel is located between the West Baltimore MARC Station and Baltimore Pennsylvania Station along Amtrak's Northeast Corridor (NEC) (see attached map). This section of the NEC is used by Amtrak and MARC passenger trains, as well as Norfolk Southern freight trains. Opened in 1873, the tunnel is approaching the end of its useful service life. The intent of the study is to address tunnel deficiencies which hamper rail movement and create a low-speed bottleneck on a high-traffic section of the NEC. Note that the B&P Tunnel is not CSX Transportation's Howard Street Tunnel, which serves freight trains exclusively.

In compliance with NEPA, Section 106 of the National Historic Preservation Act of 1966 and other environmental laws and regulations, the study will consider potential impacts to surrounding communities and the environment and culminate in the development of the EIS. Various alternatives addressing study needs will be developed and evaluated, including the No Action Alternative as well as Build Alternatives, such as rehabilitation of the existing tunnel and a new tunnel on new alignment.

Any comments and suggestions your agency may have regarding factors that should be considered in the EIS would be appreciated. There are several ways your agency can participate in the scoping process:

- 1) Your agency may provide written comments via mail to:

B&P Tunnel Project
81 W. Mosher Street
Baltimore, MD 21217

- 2) Your agency may provide comments via email to info@bptunnel.com.
- 3) If your agency would like to request an individual scoping meeting, please contact Michelle Fishburne by July 30, 2014 (contact information below).

A representative of your agency may attend the MDOT Interagency Review Meeting scheduled for **June 18, 2014 at 9:55 am** in the training rooms at the Maryland State Highway Administration's headquarters, 707 North Calvert Street in Baltimore. To attend this meeting, you should RSVP to Michelle Fishburne by June 17, 2014.

A public involvement program will take place throughout the NEPA planning process. The project will be presented to the public during an open house on **June 19, 2014**, as detailed on the B&P Tunnel Project's Web site (www.bptunnel.com).

Please provide any comments from your agency by **July 30, 2014**. If you have questions or need additional information, please contact Michelle Fishburne, FRA Environmental Protection Specialist, at (202) 493-0398 or michelle.fishburne@dot.gov. Thank you for your agency's time and participation in this project.

Sincerely,



David Valenstein
Chief, Environment and Systems Planning Division
Federal Railroad Administration

Enclosure: Map



Maryland Department of Planning
Maryland Historical Trust

Sustainable _____ Attainable _____

August 4, 2014

David Valenstein
Chief, Environment and Systems Planning Division
Federal Railroad Administration
1200 New Jersey Avenue, SE
Washington, DC 20590

Re: Baltimore and Potomac (B&P) Tunnel Project
Agency Scoping/Initiation of Section 106 Review
Baltimore City, Maryland

Dear Mr. Valenstein,

The Maryland Historical Trust (Trust), a division of the Maryland Department of Planning, received the Federal Railroad Administration's (FRA) initiation of the Environmental Impact Statement and Section 106 review process for the above-referenced project. We look forward to working with your agency and other involved parties to successfully complete the preservation requirements for the proposed undertaking.

The FRA will soon need to initiate detailed cultural resources studies so that significant historic properties within the project area are fully considered during the project planning process. We encourage early and frequent coordination with our office to ensure that the investigations are commensurate with the scale of the undertaking and consistent with our standards and guidelines. Considerable information already exists regarding identified historic and archeological resources in the project vicinity, as a result of multiple prior investigations for various projects. For example, the Baltimore & Potomac Railroad / Philadelphia, Baltimore & Washington Railroad (MIHP No. B-5164) has already been determined eligible for listing in the National Register of Historic Places. This evaluation was conducted in 2012 and includes the Baltimore & Potomac Tunnel. A copy of the determination of eligibility (DOE) form is included as an attachment to this letter. Our inventory also includes numerous individual structures, bridges and historic districts within the project area for the Baltimore & Potomac Tunnel project. Please consult the Trust's library and staff as part of the detailed investigations to obtain the existing survey documentation. We look forward to working with the project team to ensure a reasonable and appropriate level of effort is performed for the current project.

We suggest that the FRA continue to identify opportunities to involve the general public and any other interested parties throughout the project planning process. Trust staff can provide assistance in identifying consulting parties. Thank you for initiating consultation with the Trust early in project planning for this undertaking. If you have questions or require any assistance, please contact me (for the historic built environment) at tim.tamburrino@maryland.gov \ 410-514-7637 or Beth Cole (for archeology) at beth.cole@maryland.gov \ 410-514-7631.

Sincerely,

Tim Tamburrino
Preservation Officer

TJT / 20140
Attachment

cc: Michelle Fishburne (FRA) via email
B&P Tunnel Project Office

Martin O'Malley, Governor
Anthony G. Brown, Lt. Governor

Richard Eberhart Hall, AICP Secretary
Amanda Stakem Conn, Esq., Deputy Secretary

**MARYLAND HISTORICAL TRUST
DETERMINATION OF ELIGIBILITY FORM**

NR Eligible: yes _____
no _____

Property Name: Baltimore & Potomac RR/Phil., Baltimore & Wash. RR Inventory Number: B-5164
Address: Between Baltimore City/County Line & Penn Station (includes the Baltimore & Potomac Tunnel) Historic district: _____ yes ☒ no
City: Baltimore Zip Code: see below County: Baltimore City
USGS Quadrangle(s): Baltimore West
Property Owner: National Railroad Tax Account ID Number: N/A
Tax Map Parcel Number(s): _____ Tax Map Number: _____
Project: West Baltimore MARC Station Project Agency: Maryland Transit Administration
Agency Prepared By: RK&K, LLP
Preparer's Name: Christeen Taniguchi Date Prepared: 5/1/2012
Documentation is presented in: Enoch Pratt Library--Maryland Room, Maryland Historical Society, ProQuest Historical Newspapers Database, Sanborn Fire Insurance Maps
Preparer's Eligibility Recommendation: ☒ Eligibility recommended _____ Eligibility not recommended
Criteria: ☒ A ☐ B ☒ C ☐ D Considerations: ☐ A ☐ B ☐ C ☐ D ☐ E ☐ F ☐ G
Complete if the property is a contributing or non-contributing resource to a NR district property:
Name of the District/Property: _____
Inventory Number: _____ Eligible: _____ yes Listed: _____ yes
Site visit by MHT Staff _____ yes ☒ no Name: _____ Date: _____

Description of Property and Justification: *(Please attach map and photo)*

Architectural Description

This documentation expands upon a Determination of Eligibility (DOE) Form and an Addendum completed for the following sections of the Philadelphia, Wilmington & Baltimore (PW&B) Railroad in Baltimore City:

DOE Form -- Between Boston and O'Donnell streets, west of S. Haven Street, running southwest (eligibility concurred by the Maryland Historical Trust [MHT] on October 6, 2008)

Addendum -- Between O'Donnell Street and the Bayview Yard (eligibility concurred by MHT on June 9, 2010)

This DOE Form evaluates the National Register of Historic Places (NRHP) eligibility of the Baltimore & Potomac (B&P) Railroad/Philadelphia, Baltimore & Washington (PB&W) Railroad segment between the Baltimore City/Baltimore County line (in the community of Violetville) at the southwest to Baltimore's NRHP-listed Pennsylvania Station (B-3727) at the northeast. The

MARYLAND HISTORICAL TRUST REVIEW

Eligibility recommended ☒ Eligibility not recommended _____
Criteria: ☒ A ☐ B ☒ C ☐ D Considerations: ☐ A ☐ B ☐ C ☐ D ☐ E ☐ F ☐ G
MHT Comments:

Jim Tedlow
Reviewer, Office of Preservation Services

B. K. Smith
Reviewer, National Register Program

5/1/12
Date

9/11/12
Date

NR-ELIGIBILITY REVIEW FORM

B-5164

Baltimore & Potomac RR/Phil. Baltimore & Wash. RR

Page 2

station was not part of this evaluation. The evaluated alignment was originally built in 1872 as the B&P Railroad, merging with the PW&B Railroad to create the PB&W Railroad in 1902. Please note that the zip codes this railroad alignment runs through are the following (from southwest to northeast): 21229, 21223, 21216, 21217, and 21201.

The evaluated alignment includes the following building and structures:

•The Baltimore & Potomac Tunnel is a brick-round arch 7,499-foot-long tunnel with rough-cut stone retaining walls, beginning at N. Gilmor Avenue and Winchester Street in west Baltimore, continuing northeast and emerging just south of W. North Avenue near Interstate 83. The two track tunnel includes two round arch bridges, one carrying N. Fulton Avenue and the second carrying N. Vincent Street, leading up to the tunnel entrance at the southwest end. A builder's stone with the build date, the B&P name, and the president, vice-president, and directors names, is apparently mounted on a retaining wall adjacent to one of the tunnel entrance (completed in 1873)

•Four railroad tracks at the southwest portion of the segment until about W. Lafayette Avenue, and double tracks continuing northeast and into the B&P Tunnel, consisting of track beds with ballast and siding along some segments (widened to three and four tracks in the early 1930s; tracks likely replaced over the years)

•Overhead catenary lines along the alignment with what appears to be a traction power substation located at the northern end of the evaluated segment (circa 1935)

•Railroad bridges (listed from southwest to northeast):

1) one reinforced concrete arch bridge with metal railing over Gwynns Falls Park, Western Maryland Railroad, and W. Baltimore Street (built in 1914)

2) two steel-plate viaducts with concrete retaining walls over N. Franklinton Road and N. Warwick Avenue (built in the circa 1920s)

3) one reinforced concrete bridge, with Art Deco details and a cast-in-place image of the Pennsylvania Railroad's keystone symbol on either side, located over W. Mulberry Street (built in the circa 1920s)

4) one steel and concrete bridge with rough-cut stone retaining walls, located over W. Franklin Street (the steel bridge supports appear to date to the nineteenth century, with a concrete circa 1980s West Baltimore MARC Station platform above)

•Two-story brick Gwynn Junction Tower located on the northwest side of the 1914 bridge's southwest end. The building rests on a masonry base and is sheltered by a pyramidal hipped roof clad with asphalt shingles and a red brick chimney. The building has remnants of wood window sashes and frames. It is currently not being used, likely due to there no longer being interlocking tracks at this location, and in poor condition (built in the circa early twentieth century)

•The West Baltimore MARC Station is an open platform located west of N. Smallwood Street between W. Mulberry and W. Franklin streets (built in the circa 1980s)

•Various ancillary buildings including sheds located along the tracks at the northern end of the evaluated segment (appear to be mostly modern)

Note that Amtrak prohibited access to of the alignment; all observations and photographs were made from public rights-of-way due to this legal restriction.

MARYLAND HISTORICAL TRUST REVIEW

Eligibility recommended

Eligibility not recommended

Criteria: A B C D Considerations: A B C D E F G

MHT Comments:

Reviewer, Office of Preservation Services

Date

Reviewer, National Register Program

Date

NR-ELIGIBILITY REVIEW FORM

B-5164

Baltimore & Potomac RR/Phil. Baltimore & Wash. RR

Page 3

Historic Context

The evaluated segment of the Philadelphia, Baltimore & Wilmington (PB&W) Railroad was originally part of the Baltimore & Potomac (B&P) Railroad alignment completed in 1872 that travelled southwest from Baltimore, Maryland, to Washington, D.C. The B&P Railroad Company was chartered on May 6, 1853, after significant lobbying headed by Colonel William D. Bowie of Prince George's County. During an era when the railroad was quickly expanding and replacing ferry transportation, southern Maryland farmers and plantation owners saw rail as a necessary means to transport their agricultural goods and stay connected to the rest of the east coast. Railroad planning was delayed, however, until December 1858 when a board of directors and corporate officers were put into place. A survey of the proposed alignment was conducted in the following year. Pope's Creek at the Potomac River in Charles County was selected as the southern terminus, about 75 miles south of Baltimore. A ferry was planned to link Pope's Creek to Richmond, Virginia, via the Richmond, Fredericksburg & Potomac Railroad terminal in Aquia Creek, Virginia.

B&P Railroad construction began in 1861, and was slow due to limited capital and the Civil War's interference. After the war, Oden Bowie, son of William Bowie and president of the B&P Railroad Company, approached the Baltimore & Ohio (B&O) Railroad for funding assistance, but was denied. Instead, the big push for construction began when the Pennsylvania Railroad (PRR) and Northern Central Railway (NCR) acquired B&P Railroad in 1867. The PRR had earlier purchased NCR in their desire for growth southward that ultimately connected their tracks to Baltimore. Further growth linking Baltimore to Washington, D.C., however, was not immediately possible. Due to a relationship between the B&O Railroad and the Maryland state legislature since the mid-1830s, the B&O had a monopoly over rail connections between Baltimore and the nation's capital. The B&P Railroad's company charter allowed for lateral branches up to 20 miles long, a provision originally put into place to appease nearby towns afraid of being bypassed by the main alignment. The PRR saw this as their opportunity to circumvent the B&O and state, and establish their rail connection from Baltimore to Washington, D.C. The alignment would go from Baltimore to Huntington (today Bowie), Maryland, with its main alignment ending at Pope's Creek. The line would also connect to Washington, D.C. Via a "branch" called the Washington City or Magruder Branch. Oden Bowie used his position in the Maryland legislature to push this railroad construction through the legislature. Governor of Maryland from 1869 to 1872, Bowie would remain president of the B&P Railroad Company until his death in 1904.

B&P Railroad construction went into full force during the spring of 1868, with 35 miles of line graded by the end of the year. The B&P Railroad "branch" between Baltimore and Washington, D.C., opened on July 2, 1872, and the main alignment to Pope's Creek opened on January 1, 1873. The railroad cost nearly \$10 million. Although technically a branch, the alignment to the more heavily populated and larger city was obviously the primary route for the B&P Railroad. This is evident when comparing the lavish masonry Victorian Gothic Revival train station (now demolished) originally built on the National Mall at the Washington, D.C. terminus, with the small and modest wood station at Pope's Creek.

A significant engineering achievement of the alignment was the double-track brick B&P Tunnel, located to the west of Baltimore's Pennsylvania Station. A tunnel became the solution since condemnation proceedings for the right-of-way required for double-tracking would be too expensive in this heavily developed part of the city. Constructed between 1871 and mid-1873, this 7,499-foot long tunnel was built primarily using the cut-and-cover method, along with some drilling. Constructed on a significant grade, the tunnel was a challenge during the steam engine era. Smoke-blowing machinery was installed in the upper portion of the portal and a 160-foot smoke jack (demolished in 1969) was built on Eutaw Place to deal with this problem.

B&P's first Baltimore station was the Italianate Revival style Pennsylvania Avenue Station, built over an open cut within the tunnel route. When the B&P Railroad line was first completed, passengers in Baltimore needed to transfer via coach to continue north. The original Union Tunnel (an adjacent tunnel later built in 1933) and first Union Station (no longer extant), however, were

MARYLAND HISTORICAL TRUST REVIEW

Eligibility recommended

Eligibility not recommended

Criteria: ☐ A ☐ B ☐ C ☐ D Considerations: ☐ A ☐ B ☐ C ☐ D ☐ E ☐ F ☐ G

MHT Comments:

Reviewer, Office of Preservation Services

Date

Reviewer, National Register Program

Date

NR-ELIGIBILITY REVIEW FORM

B-5164

Baltimore & Potomac RR/Phil., Baltimore & Wash. RR

Page 4

completed soon thereafter, allowing for continued travel to the east on Union Railroad tracks to the Bayview junction where connections could be made with the Philadelphia, Wilmington & Baltimore (PW&B) Railroad. Access to these connections meant a continuous PRR link, including New York, Philadelphia, Baltimore, and Washington, D.C. P&B would soon utilize Baltimore's Union Station, with a second, larger Union Station replacing the original completed in 1886. The B&P Railroad merged with the PW&B Railroad in 1902 to create the PB&W Railroad, the new name also given to the evaluated alignment. The second Union Station building was replaced in 1911 by the Classical Revival building standing today, renamed Pennsylvania Station in 1928. The Edmondson Avenue Station was built in 1919, located at the intersection of the alignment with Edmondson Avenue. The ultimately underutilized station served local trains; the brick building still stands, although today it houses a restaurant. Junction towers were constructed in the circa early twentieth century, including one that still stands today (although abandoned) called the Gwynn Junction Tower at Gwynns Falls Park. The B&P Junction Tower built near Pennsylvania Station closed in 1987 and appears to no longer exist. Plans were announced in 1928 to electrify the PW&B Railroad and commence with an improvement project that included the elimination of grade crossings, widening the main line to three and four tracks, and new B&P and Union tunnels. The evaluated line was electrified by 1935. Thanks to financial assistance from the Public Works Administration, PW&B eliminated the grade crossings, widened the main line, and built the new Union Tunnel. A new B&P Tunnel, however, proved to be too expensive.

The PRR absorbed the New York Central Railroad, creating the Penn Central Transportation Company in 1968, and continued to own and operate the evaluated alignment. Although Penn Central declared bankruptcy two years later, it continued to operate the PB&W Railroad until Amtrak bought most of the railroad assets, including the evaluated alignment, in 1976. Today the alignment is an active part of Amtrak's Northeast Corridor. The MARC commuter trains, serving the Baltimore-Washington metropolitan area, have utilized the alignment since 1983; the West Baltimore MARC Station is located at 400 N. Smallwood Street. Norfolk Southern freight trains also have trackage rights to the alignment.

Significance Evaluation

The B&P Railroad/PB&W Railroad alignment, between the Baltimore City and County line to the west and Penn Station to the east, was evaluated for significance under National Register of Historic Places (NRHP) Criteria A, B, and C, using the guidelines set forth in the National Register Bulletin "How to Apply the National Register Criteria for Evaluation." The property was not evaluated for eligibility under Criterion D as part of this assessment.

The evaluated segment is a critical component of the B&P Railroad (later the PB&W Railroad) alignment that established a reliable connection between Baltimore and Washington, D.C., and ultimately to Philadelphia and New York, for the Pennsylvania Railroad. The segment was built during an era when the railroad became critical for both passenger and freight service, contributing to the continued growth and prominence of industrial cities like Baltimore. This link also connected to rural southern Maryland where people could now have better access to efficient transportation, and their agricultural products could be easily transported to major commercial markets like Washington, D.C, Baltimore and beyond. The railroad alignment has seen some modifications, most notably bridge replacements and catenary line additions during the first decades of the twentieth century; however, these changes do not diminish the railroad alignment's association with this historic context, and instead enhances it, because the importance of this railroad alignment to the social, economic, commercial, industrial and agricultural development of Baltimore and southern Maryland continued well into the twentieth century. Therefore, the B&P Railroad/PB&W Railroad is eligible under Criterion A.

Research has not shown that the alignment is associated with the lives of individuals significant in the past. Therefore, this segment of the B&P Railroad/PB&W Railroad is not eligible under Criterion B.

MARYLAND HISTORICAL TRUST REVIEW

Eligibility recommended _____

Eligibility not recommended _____

Criteria: ☐ A ☐ B ☐ C ☐ D Considerations: ☐ A ☐ B ☐ C ☐ D ☐ E ☐ F ☐ G

MHT Comments:

Reviewer, Office of Preservation Services_____
Date_____
Reviewer, National Register Program_____
Date

B-5164

Baltimore & Potomac RR/Phil. Baltimore & Wash. RR

Page 5

This B&P Railroad/PB&W Railroad segment opened in 1872. Although its tracks have likely been replaced over time, and related structures such as the smoke jack for the B&P tunnel have been demolished, the line retains many character-defining features, including its historic alignment, tunnel, early twentieth century railroad bridges, viaducts and junction tower, and circa 1935 catenary lines. In particular, the 1873 tunnel is a significant product of engineering that is 7,499-foot long, extending from west Baltimore to Pennsylvania Station. This tunnel is largely unchanged, retaining its original masonry construction, including its round arched openings, and its dual track alignment. Other features, such as the bridges at Gwynns Falls Park and Mulberry Street are also intact from their original construction. The bridge over the park is a sizeable reinforced concrete arch structure spanning the Western Maryland Railroad and W. Baltimore Street. Also made of reinforced concrete, the Mulberry Street bridge not only has Art Deco style details, but also carries imprints of the Pennsylvania Railroad's keystone logo. This railroad alignment is distinctive enough to be considered a true representative of railroad construction. Therefore, the B&P Railroad/PB&W Railroad is eligible under Criterion C.

Based on the evaluated criteria, this segment of the B&P Railroad/PB&W Railroad is eligible for listing in the NRHP under Criteria A and C. The period of significance is 1872 (when this alignment of the B&P Railroad first opened) to 1976 (last year the PB&W Railroad operated). The boundaries are limited to the railroad right-of-way. Except for the West Baltimore MARC Station and the ancillary buildings at the northeast end of the segment (likely modern buildings, although not confirmed due to limited access), all structures are contributors to this alignment.

Works Consulted

Baltimore, Maryland Quadrangle. USGS Topographic Map: 1890, 1892, 1899, and 1904.

Gunnarsson, Robert L. The Story of the Northern Central Railway: From Baltimore to Lake Ontario. Sykesville, Maryland: Greenberg Publishing Company, Inc., c1991.

Latrobe, Benjamin, Jr. Baltimore, Industrial Gateway on the Chesapeake Bay. Edited by Dennis M. Zembala. Baltimore, Maryland: Baltimore Museum of Industry, c1995.

Wearmouth, John M. Baltimore and Potomac Railroad: The Pope's Creek Branch. Baltimore, Maryland and Washington, D.C.: The Baltimore Chapter and The Washington D.C. Chapter, National Railway Historical Society, Inc., 1986.

Wrabel, Frank A. "Terminals, Tunnels and Turmoil: The History of Pennsylvania Station - Baltimore." The Keystone vol. 28, no. 1 (Spring 1995): 11-62.

Zeoli, Vanessa. "Union Railroad," Maryland Historical Trust Determination of Eligibility Form, 17 November 2010.

MARYLAND HISTORICAL TRUST REVIEW

Eligibility recommended

Eligibility not recommended

Criteria: ☐ A ☐ B ☐ C ☐ D Considerations: ☐ A ☐ B ☐ C ☐ D ☐ E ☐ F ☐ G

MHT Comments:

Reviewer, Office of Preservation Services

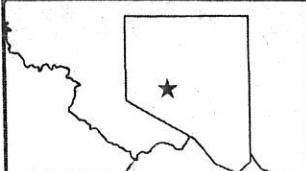
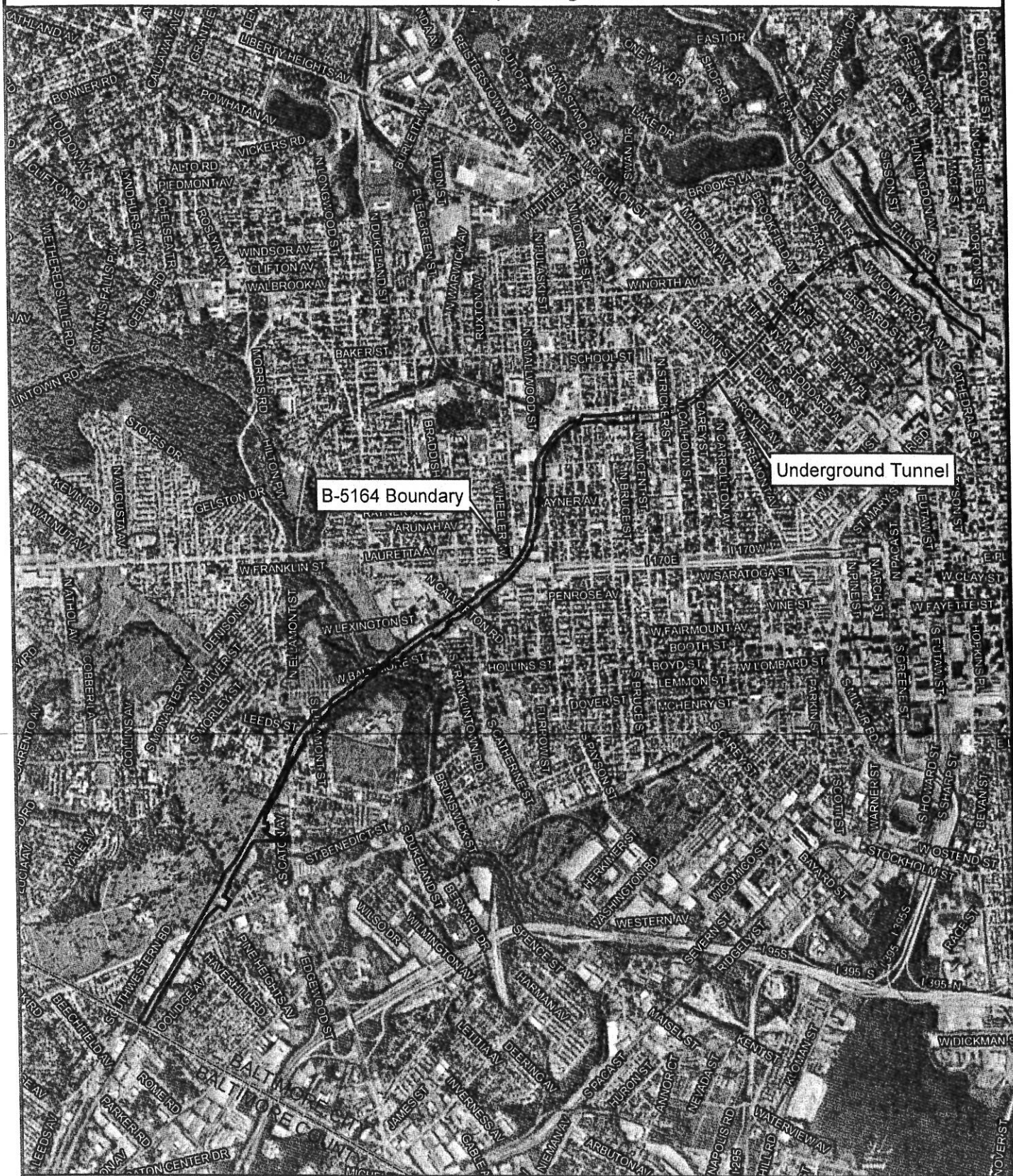
Date

Reviewer, National Register Program

Date

**Baltimore & Potomac Railroad/Philadelphia, Baltimore & Washington Railroad
(B-5164)**

Baltimore, Maryland

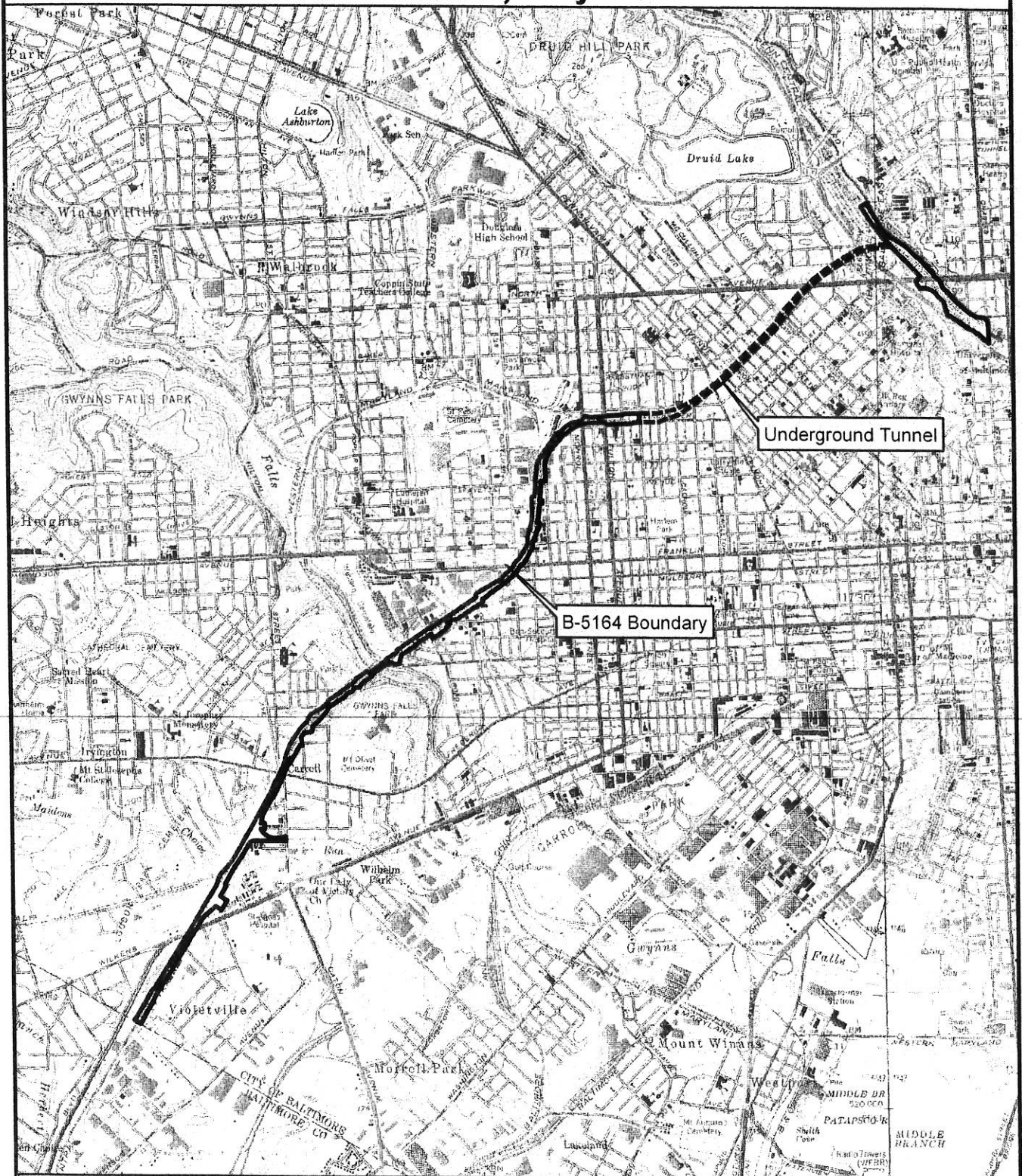


Site Plan

0 1,500 3,000 6,000
Feet

May 2012

**Baltimore & Potomac Railroad/Philadelphia, Baltimore & Washington Railroad (B-5164)
Baltimore, Maryland**



Location Map

0 1,500 3,000 6,000
Feet

May 2012

Baltimore and Potomac (B&P) Tunnel Project
Section 106 Strategy Meeting with the Maryland Historical Trust

February 4, 2015

8:30 am to 10:00 am

Maryland Historical Trust Offices

Crownsville, Maryland

Minutes

Attendees:

Name	Firm	E-Mail	Phone
Beth Cole	MHT	beth.cole@maryland.gov	(410) 514-7631
Tim Tamburrino	MHT	tim.tamburrino@maryland.gov	(410) 514-7637
Adam Denton (phone)	FRA	adam.denton@dot.gov	(202) 493-6329
Michelle Fishburne (phone)	FRA	michelle.fishburne@dot.gov	(202) 493-0398
Jacqueline Thorne	MDOT	jthorne@mdot.state.md.us	(410) 684-7060
Angela Willis	MTA	awillis1@mta.maryland.gov	(410) 767-4080
Jason Lodge (phone)	MTA	jlodge@mta.maryland.gov	(410) 767-2793
Odessa Phillip (phone)	Balt. City	odessa.phillip@baltimorecity.gov	(410) 396-6856
Alan Tabachnick	Dovetail	atabachnick@dovetailcrg.com	(215) 370-3579
Eric Almquist	RK&K	ealmquist@rkk.com	(410) 462-9135
Christeen Taniguchi	RK&K	ctaniguchi@rkk.com	(410) 462-9147
Jason Shellenhamer	RK&K	jshellenhamer@rkk.com	(443) 481-7875
Ryan Snyder (phone)	RK&K	rsnyder@rkk.com	(410) 462-9292
Brittany Rolf (phone)	RK&K	brolf@rkk.com	(410) 462-9204

The following summarizes the major discussion topics from the meeting:

B&P Tunnel Project Background

- The Federal Railroad Administration, Maryland Department of Transportation (including the Maryland Transit Administration), and Amtrak are involved with the project, as well as Baltimore City for the public involvement component.
- The B&P Tunnel Project Environmental Impact Statement (EIS) is a three-year study. The project would address solutions for the B&P Tunnel, which is reaching the end of its useful life.
- Alternatives screening took place in the fall of 2014. Three Build Alternatives (Alternatives 2, 3, and 11) and the No-Build Alternative (Alternative 1) have been carried forward for further study and development. Alternative 2 would make improvements to the existing B&P tunnel, and continue using it for rail services. Alternatives 3 and 11 would be on new alignment.
- The number of tracks for each alternative is still to be determined, although for the purposes of the study, four tracks are assumed.
- No improvements would take place at Penn Station, although there may be some reconfiguration of the West Baltimore MARC station.
- In general, Alternative 3 would lie deeper underground than Alternative 11.

- The majority of both Alternative 3 and 11 would involve construction using boring techniques. The portal areas would involve cut and cover construction. The number of vent shafts and their locations are unknown at this point, but perhaps one to three vent shafts may be expected along the entire alignment. It is anticipated that the location and general information about these vents would be known by the spring of 2015.

Identified Architectural Historic Properties

- There are a substantial number of historic architectural resources throughout the B&P Tunnel study area.
- The B&P tunnel was constructed in 1873, and is located between Penn Station and the West Baltimore MARC Station. The structure is a contributing element of the National Register of Historic Places (NRHP)-eligible Baltimore and Potomac Railroad.
- Historic properties identification efforts began in September 2014 when one large study area was used to collect background research of previously identified resources, including NRHP-listed and eligible, and Baltimore City landmark properties. As the number of alternatives were reduced, the study areas for historic properties identification were further refined, as shown on the map presented at the meeting. A 500-foot buffer on either side of each alternative was used for the study area boundaries; it is anticipated the large buffers would account for future alignment fluctuations and potential vent shaft locations. The buffers also extended 500-feet on either end of the alternatives.
- Most of the project alternatives would lie underground and not directly affect historic properties. The southern end of Alternative 11, however, would affect known and documented historic properties, namely the American Ice Company and contributing elements of the Monroe Riggs Historic District, both NRHP-eligible. Efforts are being made to refine Alternative 11 to avoid or lessen impacts on historic properties.
- MHT confirmed the American Ice Company is currently NRHP-eligible. They also pointed to public and Baltimore Heritage fondness for the historic property. MHT recognizes the importance of this building and would like to see effects to the building considered and minimized during development of Alternative 11.
- While both Alternatives 3 and 11 would cross the NRHP-eligible North Avenue Bridge and Howard Street Bridge, these historic properties are not expected to be physically affected by the undertaking.
- The Alternative 3 portal would be located within a modern asphalt plant.

Architectural Historic Properties Approach

- An overall historic study area (or “area of review”) would be examined based on the alternative alignments and an appropriate buffer. The review of this area would be at a “high level” and would incorporate the early property identification already completed by the study team. A historic architectural area of potential effects (APE) would be delineated to identify areas requiring more detailed review, and account for areas with surface disturbance caused by vent shafts, portals, and other features. Detailed field investigations and NRHP evaluations would take place within the APE.

- After the vent shaft locations have been identified, contributing and non-contributing elements of the districts would be determined as appropriate.
- There would be no need to identify contributing and non-contributing elements if the alignment lies wholly underneath those districts (no surface impacts).
- If resources have been previously identified as eligible for the NRHP, MHT would not require reevaluation of their eligibility or their boundaries.

Archeology

- A Phase IA archeological study is being conducted, based on a one-mile radius. Over 30 archeological sites were identified, although none within the alternative review areas. The four corridor areas vary from high, low to no archeological potential.
- Boring surveys would take place in late spring 2015. Coordination with MHT for boring would only be needed for areas where there are known archeological sites or with discoveries.
- While one historic Jewish cemetery was identified during the records search within the alternative area of review, no cemeteries were found that would be physically affected.
- Upon the completion of the Phase IA and the identification of a preferred alternative and location of ground disturbing activities, a Phase IB survey may be required to identify the presence or absence of archeological resources. This would take place prior to construction and locations and methodology will be coordinated with MHT.
- Depending on the results of the Phase IB, Phase II archaeological work may take place either prior to construction or during construction, depending on setting and conditions. Methodology and schedule for any Phase II evaluation studies will be coordinated with MHT.

Effects Assessment and Agreement Document

- MHT expressed a concern about potential physical changes to the B&P Tunnel because of its NRHP engineering significance. Mitigation, such as Historic American Engineering Record documentation, would be discussed as part of the Section 106 process should there be an adverse effect.
- A preliminary effects assessment in the project DEIS, with the final effects assessment in the FEIS for the preferred alternative was suggested. However, MHT and FRA agreed that the effects assessment would be completed for the DEIS; any alternatives carried through for detailed analysis in the DEIS would need a "formal" effect assessment, including concurrence from MHT.
- A Programmatic Agreement (PA) is likely for this project, with archaeological field investigations continuing during construction. MHT stated the Advisory Council on Historic Preservation prefers to have a PA prepared for complex projects and those where project effects are not necessarily clearly known at the time of the preparation of the environmental document. A PA, however, would not impact scheduling. A draft agreement document may be included in the DEIS.

Additional Consulting Parties and Public Involvement

- MHT suggested organizations such as Preservation Maryland, Baltimore Heritage, the Baltimore City Commission for Historical & Architectural Preservation (CHAP), and neighborhood

community organizations (e.g. Bolton Hill and Reservoir Hill) for potential additional consulting parties.

- The NEPA process can be used for Section 106 public involvement requirements.
- MHT indicated there was a lot of input from the public and consulting parties on cultural resources for the Red Line project, and noted that the B&P Tunnel project team be prepared for similar feedback.

Upcoming Actions

- MHT will check with their NRHP administrator to determine if there are any nominations pending in the study area.
- FRA/MTA/Amtrak will begin assembling a list of potential additional consulting parties. An invitation letter will be sent, indicating follow-up with additional Section 106 information and documents. These invitations will be sent before the next public meeting. Even those invitees that do not respond will be kept on the list to continue receiving information and documents.
- The APE will be delineated once the study team has more information on the portals and vent shafts. Unless specific guidance is needed, there will be no meeting with MHT before the APE submittal.
- Consultation materials will be sent to the additional consulting parties at the same time as MHT.

From: Holcomb, Eric [<mailto:Eric.Holcomb@baltimorecity.gov>]
Sent: Wednesday, April 29, 2015 12:50 PM
To: Fishburne, Michelle (FRA)
Subject: Section 106 Consulting Party Invitation Baltimore and Potomac Tunnel Project

Dear Ms. Fishburne

Please include the Commission for Historical and Architectural Preservation as a consulting party on this project.

Thank you,

Eric Holcomb

Executive Director

Commission For Historical And Architectural Preservation Division

Baltimore City Department of Planning

8th Floor, 417 E Fayette St

Baltimore MD 21202-3416

t 443-984-2728 f 410-396-5662

e-mail: eholcomb@baltimorecity.gov

MISSION

TO PROVIDE THE HIGHEST LEVEL OF SERVICES AND LEADERSHIP IN URBAN AND STRATEGIC PLANNING, HISTORICAL AND ARCHITECTURAL PRESERVATION, ZONING, DESIGN, DEVELOPMENT, AND CAPITAL BUDGETING TO PROMOTE THE SUSTAINED ECONOMIC, SOCIAL, AND COMMUNITY DEVELOPMENT OF THE CITY OF BALTIMORE.

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From: Ngongang, Theo [<mailto:Theo.Ngongang@baltimorecity.gov>]

Sent: Thursday, April 30, 2015 2:32 PM

To: Fishburne, Michelle (FRA)

Cc: Stosur, Tom

Subject: Baltimore and Potomac Tunnel Project

Dear Michelle,

On behalf of Director Tom Stosur, I'm writing you in response to your email/letter to him dated April 23rd.

I'll be the point of contact for the Planning Department, so please add me to your list.

I look forward to participating in the consultation.

Thank you,

T

N. Theo Ngongang | Assistant Director | ***Baltimore City Department of Planning***
417 E. Fayette St. 8th Floor Baltimore, MD 21218 | **Direct: 410.396.8337**

From: Johns Hopkins [<mailto:hopkins@baltimoreheritage.org>]

Sent: Thursday, April 30, 2015 9:48 AM

To: Fishburne, Michelle (FRA)

Cc: Cole, Beth

Subject: B&P Tunnel Section 106 Consulting Party

Ms. Fishburne - Thank you for your letter inviting us to be a Section 106 consulting party on the Baltimore and Potomac Railroad Tunnel project. We indeed would like to do so and look forward to the first meeting whenever that is scheduled.

Thank you again and we look forward to participating. Johns

Johns Hopkins, Executive Director

[Baltimore Heritage](#)

11 ½ West Chase Street, Baltimore, MD 21201

office 410.332.9992

From: Jason Vaughan [mailto:jvaughan@baltimoreheritagearea.org]

Sent: Thursday, June 18, 2015 12:50 PM

To: Christeen Taniguchi

Subject: RE: Baltimore and Potomac Tunnel Project: Invitation and Upcoming Consulting Parties Meeting

Hi Christeen,

Thank you for the invitation. The heritage area is honored to be involved in the process. I have added the 7/16 meeting to my schedule.

Sincerely,

Jason

=====

Jason Vaughan, MHP

Director, Historic Preservation and Interpretation

Baltimore Heritage Area Association, Inc.

100 Light Street, 12th Floor

Baltimore, MD 21202

Office: 410-878-6411 Ext 3 | Cell: 202-320-0283

Visit us online at www.explorebaltimore.org | www.facebook.com/baltimoreheritagearea



Delaware Tribe Historic Preservation Representatives
Department of Anthropology
Gladfelter Hall
Temple University
1115 W. Polett Walk
Philadelphia, PA 19122
temple@delawaretribe.org

June 14, 2015

US Department of Transportation
Federal Railroad Administration
Attn: Michelle Fishburne
1200 New Jersey Avenue, SE
Washington, DC 20590

Re: Baltimore and Potomac Tunnel Project in Baltimore, Maryland

Dear Michelle Fishburne,

Thank you for informing the Delaware Tribe regarding the above referenced project. The Delaware Tribe is committed to protecting historic sites important to our tribal heritage, culture and religion.

We are interested in learning more about the above project and look forward to receiving the results of the engineering and environmental studies. We would also like to continue as a consulting party on this project. We appreciate your cooperation and look forward to working together on our shared interests in preserving Delaware cultural heritage.

If you have any questions, feel free to contact this office by phone at (609) 220-1047 or by e-mail at temple@delawaretribe.org.

Sincerely,

Blair Fink
Delaware Tribe Historic Preservation Representatives
Department of Anthropology
Gladfelter Hall
Temple University
1115 W. Polett Walk
Philadelphia, PA 19122

From: Carl Young [<mailto:carl.m.young@gmail.com>]
Sent: Sunday, April 26, 2015 9:22 PM
To: Fishburne, Michelle (FRA)
Cc: Carl Young; Jason Stover
Subject: Re: Baltimore and Potomac Tunnel Project

Dear Ms. Fishburne -

The Historic Mount Royal Terrace Association [HMRTA] accepts the invitation to participate in the B&P Tunnel project as a consulting party. HMRTA is the neighborhood association that represents homeowners of the Mount Royal Terrace Historic District, which is Site Number B-4251 of the Maryland Inventory of Historic Properties. As such our district meets substantially all of the requirements for listing of historic districts in the National Register of Historic Places.

Please continue to send email correspondence to our Association email address - historicmountroyal@gmail.com

Thank you for contacting us.

Sincerely,
Carl Young
board member, HMRTA
m: 410-456-3415

From: Agnes M. Smith -GOCI- [<mailto:agnes.smith@maryland.gov>]
Sent: Tuesday, May 12, 2015 12:15 PM
To: Fishburne, Michelle (FRA)
Cc: Lisa Savoy; Keith Colston -GOCI-
Subject: Section 106 Consulting Party Invitation

STATE OF MARYLAND
Maryland Commission on Indian Affairs

Larry Hogan
Governor

E. Keith Colston
Administrative Director

Commissioners

Chair
Lisa Savoy

Vice Chair
Ashley Munner

Donna Abbott

Virginia Busby

Bob Gajdys

Robert F. Killen

Rico Newman

Rebecca Stone

Leannora E. Winters



Boyd K. Rutherford
Lt. Governor

May 12, 2015

Greetings Ms. Michelle Fishburne,

On behalf of the Maryland Commission on Indian Affairs, I would like to state comments and concerns of our commissioners.

- What impact will the project have on lower income people who live in the area and/or rely on existing transportation systems in the area?
- How many Native Americans/Indigenous Peoples live in the area will be affected?
- How many Native Americans/Indigenous Peoples use the existing transportation systems?
- Could census data be utilized to supply the appropriate data?
- Have there been any Native American/Indigenous remains found during the construction?
- COMMENT: At a minimum the human impact on the people disrupted by the magnitude and length of a project of this size must be taken into consideration.
- COMMENT: There is a concern if any native remains are found during the construction. MCLIA with assistance from the DNR and MHT were able to place over 180 unidentified remains in appropriate places of repose" back to Mother Earth, but MCLIA would need an existing procedure to address this issue with the Maryland Historical Trust. Recommendations were previously provided to MHT to develop new procedures but no action has been taken that we are aware of.
- COMMENT: Commission members strongly agree that MCLIA should consult.
- COMMENT: If 106 is being required, MCLIA should be listed as "party of interest" that we will be informed if items of native cultural interest are uncovered, and MCLIA should comment on any project that could potentially affect our communities

As Chair of the Maryland Commission on Indian Affairs (MCLIA), I respectfully share the questions and comments above concerning participation as a consulting party in the Section 106 (36 CFR Part 800.3(f)) process for the Baltimore and Potomac (B&P) Tunnel Project in Baltimore Maryland.

Sincerely,

Lisa Savoy, Chair MCLIA

301 West Preston Street, Suite 1500, Baltimore, Maryland 21201
TELEPHONE: 410-767-7631 • FAX: 410-333-5957 • TTY: 1-800-735-2258
WEBSITE: www.americanindian.maryland.gov

--

Agnes M. Smith
Project Coordinator, Governor's Ethnic Commissions
Governor's Office of Community Initiatives
301 W. Preston Street, Suite 1500
Baltimore MD 21201
410-767-7491 (Office)
410-333-5957 (Fax)
Agnes.Smith@maryland.gov

From: Steve Howard [<mailto:pres@boltonhill.org>]
Sent: Thursday, April 23, 2015 08:48 AM
To: Fishburne, Michelle (FRA)
Subject: Re: Baltimore and Potomac Tunnel Project

Ms. Fishburne,

I am in receipt of your invitation to participate in the consulting party for the BP Tunnel project.
I would like to participate.

Thank you.

Steve Howard
President, Mount Royal Improvement Association



PRESERVATION
MARYLAND

April 29, 2015

Ms. Michelle Fishburne
Environmental Protection Specialist
Department of Transportation
1200 New Jersey Avenue, SE
Washington, DC 20590

Re: Baltimore and Potomac Tunnel Project

Dear Ms. Fishburne:

Preservation Maryland is pleased to serve as a Section 106 Consulting Party for the Baltimore and Potomac Tunnel Project in Baltimore, Maryland.

Thank you for the invitation and I look forward to hearing more from you about this project.

Sincerely,

Margaret De Arcangelis
Preservation Services Director

From: Kim Jumper [<mailto:kim.jumper@shawnee-tribe.com>]
Sent: Tuesday, April 28, 2015 10:54 AM
To: Fishburne, Michelle (FRA)
Subject: RE: Baltimore and Potomac Tunnel Project

The Shawnee Tribe is interested in consulting on this project.

Kim Jumper
Shawnee Tribe THPO



U.S. Department
of Transportation

1200 New Jersey Avenue, SE.
Washington, D.C. 20590

**Federal Railroad
Administration**

JUL 28 2015

Ms. Elizabeth Hughes
Acting State Historic Preservation Officer
Maryland Historic Trust
100 Community Place
Crownsville, MD 21032-2023

Attention: Ms. Elizabeth Cole

Subject: Section 106 Consultation
Historic Architectural and Archeological Technical Reports
Baltimore and Potomac (B&P) Tunnel Project

Dear Ms. Cole:

The Federal Railroad Administration (FRA) is pleased to submit the enclosed Architectural Historic Properties Survey and Phase IA Archeological Study technical reports for the Baltimore and Potomac (B&P) Tunnel Project located in Baltimore City, Maryland. The documents were prepared in accordance with Section 106 of the National Historic Preservation Act of 1966, as amended, and its implementing regulations at 36 CFR Part 800, and the National Environmental Policy Act (NEPA). FRA initiated the Environmental Impact Statement (EIS) and Section 106 review process with the Maryland Historical Trust (MHT) and other agencies by letter on June 11, 2014, with a response received from MHT on August 4, 2014.

FRA requests your review and concurrence of the enclosed historic architectural and archeological technical reports. Findings include the delineation of the historic architectural area of potential effects; the identification of historic properties and historic district contributing elements; evaluations for historic significance; and the assessment of archeological potential. Please respond to Ms. Michelle Fishburne, FRA Environmental Protection Specialist, at michelle.fishburne@dot.gov or the mailing address above. By receipt of this letter, the ten additional consulting parties (carbon copied below) will also obtain the enclosed reports, and any comments received from them will be immediately forwarded to you for your consideration.

If you require further information or clarification, please contact Ms. Fishburne at (202) 493-0398 or the email address noted above. We thank you in advance for your efforts and look forward to our continued coordination throughout the Section 106 process for this undertaking.

Sincerely,



for

David Valenstein
Chief, Environment and Systems Planning Division
Federal Railroad Administration

Enclosures: B&P Tunnel Project Architectural Historic Properties Survey and Phase IA Archeological Study Technical Reports

cc: Mr. Bradley Decker, FRA
Ms. Laura Shick, FRA
Ms. Jacqueline Thorne, MDOT
Ms. Jean Wolfers-Lawrence, MTA
Mr. Eric Almquist, RK&K

Carbon copied additional consulting parties:

- | | |
|--|---|
| 1) Baltimore City Commission for Historical and Architectural Preservation | 6) Historic Mount Royal Terrace Association |
| 2) Baltimore City Planning | 7) Maryland Commission on Indian Affairs |
| 3) Baltimore Heritage | 8) Mt. Royal Improvement Association |
| 4) Baltimore Heritage Area Association, Inc. | 9) Preservation Maryland |
| 5) Delaware Tribe of Indians | 10) Shawnee Tribe |



Maryland Department of Planning
Maryland Historical Trust

Larry Hogan, Governor
Boyd Rutherford, Lt. Governor

David R. Craig, Secretary
Wendi W. Peters, Deputy Secretary

September 8, 2015

Ms. Michelle Fishburne
Environmental Protection Specialist
Federal Railroad Administration
1200 New Jersey Avenue, SE
Washington, DC 20590

Re: Baltimore and Potomac (B&P) Tunnel Project
Section 106 Review of Historic Architectural and Archeological Technical Reports
Baltimore City, Maryland

Dear Ms. Fishburne,

Thank you for providing the Maryland Historical Trust (Trust) with copies of the Federal Railroad Administration's (FRA) technical reports for historic architectural resources and archeology. The reports present a delineation of the historic architectural area of potential effects (APE), identification of historic properties and historic district contributing elements, determinations of eligibility for the National Register of Historic Places, and archeological potential. The Trust has reviewed the materials as part of our ongoing consultation for this undertaking, pursuant to Section 106 of the National Historic Preservation Act of 1966, as amended. We offer the following comments and recommendations.

Archeology: Thank you for providing us with a copy of the following draft report, for review and comment: *B&P Tunnel Project, Baltimore, Maryland – Phase IA Archeological Study* (July 2015). The draft presents useful information regarding the project itself, the area's environmental setting and cultural history, previous investigations in the project vicinity, and an assessment of the archeological potential of the study area. We agree that portions of the study area have a high potential for containing National Register eligible archeological resources that have not yet been identified, particularly resources reflecting its varied uses during the historic period. Given the area's urban setting and constraints, we agree with the report's conclusions that Phase I archeological field investigations should be deferred until selection of a Locally Preferred Alternative. We await further consultation as project planning proceeds to determine an appropriate level of effort to identify and evaluate archeological resources that may be impacted by the undertaking.

We ask that you please incorporate the following changes in the final document:

1. The report must contain a title page that clearly identifies the name and mailing address of the author(s) and project sponsor.
2. The report should add a brief section that succinctly states the professional qualifications of the author(s).

Historic Built Environment: Trust staff reviewed the *Architectural Historic Properties Survey* (July 2015) and Determination of Eligibility (DOE) Forms prepared by Dovetail Cultural Resources Group and RK&K. Prior investigations of the project area have generated considerable information regarding historic resources. This current study identified and documented six (6) additional historic architectural resources. The study also identified contributing elements located within the project's APE for the nine (9) historic districts along the project's alignment. Our comments regarding the eligibility of historic properties for listing in the National Register of Historic Places are provided below.

The following properties are **eligible** for listing in the National Register of Historic Places:

1. B&O Railroad Baltimore Belt Line (MIHP No. B-5287);
2. B&O Baltimore Belt Bridge over Jones Falls Valley (MIHP No. B-5288).

The following properties are **not eligible** for listing in the National Register of Historic Places:

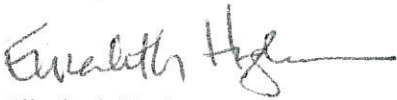
1. Baltimore Car Wheel Works, 2001 Winchester Street (MIHP No. B-5291);
2. Baltimore DOT North Avenue Maintenance Yard, 560 W. North Avenue;
3. Baltimore Clay Products Company, 2113 W. Lafayette Avenue;
4. B. Green & Co. Grocery Warehouse, 2200 Winchester Street.

As noted above, there are nine (9) historic districts that are eligible or listed in the National Register of Historic Places within the project's APE. The quality and depth of existing information available for each historic district varies. The existing documentation often does not identify contributing and non-contributing resources within each district. In an effort to refine our knowledge of the historic districts, FRA has undertaken the identification of resources within the project's APE that contribute to the significance of the historic districts.

The Trust has conducted a cursory review of the contributing resources lists. We believe that the majority of buildings within the historic districts contribute to the significance of the districts. They are integral parts of the urban streetscape and are recognizable as historic buildings. Even if the buildings have been altered over time and possess modest amounts of integrity, they sufficiently convey their historic associations within the district's period of significance. We expect that the contributing resources lists include all properties that date to the district's period of significance that have not been radically altered.

We look forward to ongoing consultation with MTA and other involved parties to successfully complete the Section 106 review of the Baltimore & Potomac Tunnel project as planning progresses. If you have questions or require any assistance, please contact Tim Tamburrino (for the historic built environment) at tim.tamburrino@maryland.gov \ 410-514-7637 or Beth Cole (for archeology) at beth.cole@maryland.gov \ 410-514-7631. Thank you for providing us this opportunity to comment.

Sincerely,



Elizabeth Hughes
Acting Director/State Historic Preservation Officer

TJT / 201503793

cc: Laura Schick (FRA)
Jacqueline Thorne (MDOT)
Jean-Wolfers-Lawrence (MTA)
Erik Almquist (RK&K)
Johns Hopkins (Baltimore Heritage)
Jason Vaughan (Baltimore National Heritage Area)
Margaret De Arcangelis (Preservation Maryland)
Lauren Schiszik (CHAP)
Kyle Leggs (Baltimore City Department of Planning)
Steve Howard (Mount Royal Improvement Association) – via email



81 Mosher Street
Baltimore, MD 21217
Phone 410.728.2900
Fax 410.225.3863

LETTER OF TRANSMITTAL

To: Ms. Elizabeth Hughes
Acting State Historic Preservation Officer
Maryland Historical Trust
100 Community Place
Crownsville, MD 21032-2023

Sheet: 1 of 1 **Total Pages:** _____
Date: September 11, 2015
Job No.: _____
Project: Baltimore & Potomac Tunnel

Attention: Mr. Tim Tamburrino

We are sending you:

- ☐ Plans ☐ Specifications ☐ Samples
☐ Shop Drawings ☐ Prints ☒ 12 DOE Forms
☐ Copy of Letter ☐ Change order

VIA:

- ☐ US Mail ☒ Messenger (PH)
☐ Overnight
☐ FAX

In-House Circulation

COPIES	DWG NO.	DESCRIPTION
		12 Maryland Historical Trust Determination of Eligibility Forms (printed, photos, and archival gold discs)

These are transmitted as checked below:

- ☐ For approval ☐ Approved ☐ Please acknowledge receipt of this material
☐ For your use ☐ Approved as noted ☐ Acknowledgment of receipt not required
☐ As requested ☐ Disapproved ☒ For review and comment
☐

Remarks:

On behalf of the Federal Railroad Administration (FRA), please find enclosed twelve (12) Determination of Eligibility Forms for the Baltimore and Potomac Tunnel Project. Please consider this an addendum for additional Section 106 coordination with the Maryland Historical Trust, attached to our previous submittal requesting concurrence, including National Register eligibility. The formal cover letter from FRA for this submittal will be sent separately. Please let me know of any questions or comments, and thank you!

Copy: Ms. Michelle Fishburne, FRA
Mr. Bradley Decker, FRA
Mr. Eric Almquist, RK&K

Rummel, Klepper & Kahl, LLP

Signature:

Christeen Taniguchi
Project Architectural Historian



Maryland Department of Planning
Maryland Historical Trust

Larry Hogan, Governor
Boyd Rutherford, Lt. Governor

David R. Craig, Secretary
Wendi W. Peters, Deputy Secretary

September 24, 2015

Ms. Michelle Fishburne
Environmental Protection Specialist
Federal Railroad Administration
1200 New Jersey Avenue, SE
Washington, DC 20590

Re: Baltimore and Potomac (B&P) Tunnel Project
Section 106 Review of Historic Architectural and Archeological Technical Reports
Baltimore City, Maryland

Dear Ms. Fishburne,

Thank you for providing the Maryland Historical Trust (Trust) with Federal Railroad Administration's (FRA) addendum to the previous technical report for historic architectural resources. The Trust has reviewed the materials as part of our ongoing consultation for this undertaking, pursuant to Section 106 of the National Historic Preservation Act of 1966, as amended.

Historic Built Environment: Trust staff reviewed twelve (12) new DOE forms prepared as an addendum to the *Architectural Historic Properties Survey* (July 2015). Our comments regarding the eligibility of these historic properties for listing in the National Register of Historic Places (National Register) are provided below.

1. Ward Baking Company (MIHP No. B-5112-2): It is the Trust's opinion that this property is **individually eligible** for listing in the National Register under Criterion A. The property also contributes to the Midtown Edmondson Historic District;
2. Baltimore & Potomac Railroad, Edmondson Avenue Station (MIHP No. B-5112-3): We agree that this property is **not individually eligible** for listing in the National Register but it does contribute to the Midtown Edmondson Historic District;
3. Fire Department Engine House No. 36 (MIHP No. B-5112-4): We agree that this property is **individually eligible** for listing in the National Register and contributes to the Midtown Edmondson Historic District;
4. Sinclair Filling Station (MIHP No. B-5118-1): We agree that this property is **not individually eligible** for listing in the National Register but it does contribute to the Midtown Edmondson Historic District;
5. Atlas Safe Deposit & Storage Company Warehouse Complex (MIHP No. B-5118-2): It is the Trust's opinion that this property is **individually eligible** for listing in the National Register under Criterion A and C. The property also contributes to the Midtown Edmondson Historic District;
6. Continental Oil Company Gas Station (MIHP No. B-5118-3): We agree that this property is **not individually eligible** for listing in the National Register but it does contribute to the Midtown Edmondson Historic District;
7. West End Motors, Inc. (MIHP No. B-5118-4): We agree that this property is **not individually eligible** for listing in the National Register but it does contribute to the Midtown Edmondson Historic District;
8. Baltimore & Potomac Railroad, West Mulberry Street Bridge (MIHP No. B-5164-1): We agree that this property is **not individually eligible** for listing in the National Register but it does contribute to the Baltimore & Potomac Railroad;
9. Western Maryland Railroad, Owings Mills Division (MIHP No. B-5293): We agree that this property is **eligible** for listing in the National Register under Criteria A and C;

10. Carver Vocational-Technical High School (MIHP No. B-5294): We agree that this property is eligible for listing in the National Register under Criteria A and C;
11. Mount Royal Reservoir Pipe Vault (MIHP No. B-5295): We agree that this property is not eligible for listing in the National Register;
12. Warehouse at 2020 Mosher Street (MIHP No. B-5296): We agree that this property is not eligible for listing in the National Register;

We look forward to ongoing consultation with MTA and other involved parties to successfully complete the Section 106 review of the Baltimore & Potomac Tunnel project as planning progresses. If you have questions or require any assistance, please contact Tim Tamburrino (for the historic built environment) at tim.tamburrino@maryland.gov \ 410-514-7637 or Beth Cole (for archeology) at beth.cole@maryland.gov \ 410-514-7631. Thank you for providing us this opportunity to comment.

Sincerely,



Elizabeth Hughes
Acting Director/State Historic Preservation Officer

TJT / 201504062

cc: Laura Schick (FRA)
Jacqueline Thorne (MDOT)
Jean-Wolfers-Lawrence (MTA)
Erik Almquist (RK&K)
Johns Hopkins (Baltimore Heritage)
Jason Vaughan (Baltimore National Heritage Area)
Margaret De Arcangelis (Preservation Maryland)
Lauren Schiszik (CHAP)
Kyle Leggs (Baltimore City Department of Planning)
Steve Howard (Mount Royal Improvement Association) – via email

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APPENDIX D:

Photographs

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B&P Tunnel Project: Architectural Historic Properties Effects Assessment Report

Appendix D: Photographs



Photograph 1 -- 3A, 3B, and 3C: North Portal -- View northwest from the North Avenue Bridge towards the Baltimore and Ohio Belt Line Railroad and Baltimore and Ohio Belt Line Bridge over Jones Falls Valley; the alternatives are identical at the north portal, running underneath the railroad and bridge, and removing one of the limestone piers



Photograph 2 -- 3A, 3B, and 3C: North Portal -- View northwest from the Howard Street Bridge towards the Baltimore and Potomac Railroad and North Avenue Bridge; the alternatives are identical at the north portal, with track and signal work in this area

B&P Tunnel Project: Architectural Historic Properties Effects Assessment Report

Appendix D: Photographs



Photograph 3 -- 3A, 3B, and 3C: North Portal -- View southeast from the North Avenue Bridge towards the Baltimore and Potomac Railroad and Howard Street Bridge; the alternatives are identical at the north portal, with track and signal work in this area



Photograph 4 -- 3A, 3B, and 3C: Mid-Tunnel Ventilation Plant -- View east within the Reservoir Hill Historic District towards the potential ventilation plant area along Whitelock Street

B&P Tunnel Project: Architectural Historic Properties Effects Assessment Report

Appendix D: Photographs



Photograph 5 -- 3A, 3B, and 3C: Mid-Tunnel Ventilation Plant -- View northwest within the Reservoir Hill Historic District from the potential ventilation plant area along Whitelock Street looking toward the David Bachrach House (at center, not visible behind tree line)



Photograph 6 -- 3A, 3B, and 3C: Mid-Tunnel Ventilation Plant -- View southeast within the Reservoir Hill Historic District from the potential ventilation plant area (to the right) along Brookfield Avenue

B&P Tunnel Project: Architectural Historic Properties Effects Assessment Report

Appendix D: Photographs



Photograph 7 -- 3C: South Portal -- View south from the athletic field of Carver Vocational-Technical High School towards the portal and ventilation plant location (on the other side of the trees behind the field)



Photograph 8 -- 3C: South Portal -- View west from the P. Flanigan asphalt plant towards the east end of the Western Maryland Railroad, Owings Mills Division and the Carver Vocational-Technical High School situated beyond the wooded area to the right; the portal and ventilation plant would be located to the left

B&P Tunnel Project: Architectural Historic Properties Effects Assessment Report

Appendix D: Photographs



Photograph 9 -- 3A and 3C: South Portal -- View south from the portal and ventilation plant area within the P. Flanigan asphalt plant; the American Stores Company Warehouse, a district contributing element of the Midtown Edmondson Historic District, is visible in the background



Photograph 10 -- 3A, 3B, and 3C: South Portal -- View east towards the Baltimore and Potomac Railroad and underneath Bridge BC 2410; the original piers of the bridge would be modified to accommodate the new track work

B&P Tunnel Project: Architectural Historic Properties Effects Assessment Report

Appendix D: Photographs



Photograph 11 -- 3A, 3B, and 3C: South Portal -- View northwest from Bridge BC 2410 towards the Baltimore and Potomac Railroad and the American Stores Company Warehouse, a contributing element of the Midtown Edmondson Historic District; the railroad tracks and catenary lines would be altered for an open cut area for Alternatives 3A and 3C, and this segment would be bypassed and located within the indirect APE for Alternative 3B; the warehouse would be clipped by Alternative 3A, located within the indirect APE for Alternative 3B, and demolished by Alternative 3C



Photograph 12 -- 3A, 3B, and 3C: South Portal -- View southwest from Bridge BC 2410 towards the Baltimore and Potomac Railroad, with the Midtown Edmondson Historic District to the left and the Greater Rosemont Historic District and Edmondson Avenue Historic District to the right; the railroad tracks and catenary lines would be altered for an open cut area for Alternatives 3A and 3C; the railroad alignment would be within the indirect APE in the foreground and altered for an open cut area in the background

B&P Tunnel Project: Architectural Historic Properties Effects Assessment Report

Appendix D: Photographs



Photograph 13 -- 3A, 3B, and 3C: South Portal -- View southwest from the Warehouse at 2020 Mosher Street towards the Baltimore and Potomac Railroad and the American Stores Company Warehouse, both located on the other side of the fence; the warehouses are contributing elements of the Midtown Edmondson Historic District; the railroad tracks and catenary lines would be altered for an open cut area for Alternatives 3A and 3C, and would be located within the indirect APE for Alternative 3B; both warehouses would be clipped by Alternative 3A, Alternative 3B would demolish 2020 Mosher Street, and Alternative 3C would demolish American Stores



Photograph 14 -- 3A, 3B, and 3C: South Portal -- View east towards the Midtown Edmondson Historic District, with the Warehouse at 2020 Mosher Street, a contributing element of the district, to the left; the warehouse would be clipped by Alternative 3A, demolished by Alternative 3B, and located in the indirect APE for Alternative 3C; the contributing rowhouses in the distance (on the west side of N. Payson Street) would also be demolished by Alternative 3B

B&P Tunnel Project: Architectural Historic Properties Effects Assessment Report

Appendix D: Photographs



Photograph 15 -- 3B: South Portal -- View northwest from within the Midtown Edmondson Historic District towards rowhouses on the west side of N. Payson Street at Mosher Street, contributing elements to the district, that would be demolished



Photograph 16 -- 3B: South Portal -- View south from Bridge BC 2410 towards N. Brice Street within the Midtown Edmondson Historic District; the district's contributing rowhouses to the right would be demolished

B&P Tunnel Project: Architectural Historic Properties Effects Assessment Report

Appendix D: Photographs



Photograph 17 -- 3B: South Portal -- View east from N. Pulaski Street towards W. Lanvale Street within the Midtown Edmondson Historic District; the district's contributing rowhouses to the left and right would be demolished for Alternative 3B



Photograph 18 -- 3B and 3C: South Portal -- View south at 2100 W. Lanvale Street, a former industrial building contributing to the Midtown Edmondson Historic District; this and the non-contributing building on N. Pulaski Street in the background would be demolished for Alternative 3B and located within the indirect APE for Alternative 3C

B&P Tunnel Project: Architectural Historic Properties Effects Assessment Report

Appendix D: Photographs



Photograph 19 -- 3B and 3C: South Portal -- View south along N. Pulaski Street toward Rayner Avenue from within the Midtown Edmondson Historic District; the district's contributing rowhouses (left foreground) and warehouse (right background) would be demolished under Alternative 3B, with the warehouse located in the indirect APE for Alternative 3C



Photograph 20 -- 3A, 3B, and 3C: South Portal -- View east towards the Baltimore and Potomac Railroad from the Ward Baking Company, which is a contributing element of the Midtown Edmondson Historic District; the pictured garage building is a contributing element of the baking company; the garage and surrounding land is located within the indirect APE of Alternative 3A and 3B, and demolished by Alternative 3C

B&P Tunnel Project: Architectural Historic Properties Effects Assessment Report

Appendix D: Photographs



Photograph 21 -- 3A, 3B, and 3C: South Portal -- View north towards the Baltimore and Potomac Railroad from atop Bridge BC 2405, which is a contributing element to the Midtown Edmondson Historic District (flanking the railroad at left and right); track, signal work, and an open cut would be located within the railroad right-of-way for Alternative 3A; an open cut would cross the railroad for Alternatives 3B and 3C; the Atlas Safe Deposit and Storage Company Warehouse Complex (right), which is also a contributing element of the historic district, would be demolished for Alternative 3B and located within the indirect APE for Alternatives 3A and 3C



Photograph 22 -- 3B and 3C: South Portal -- View southeast within the Midtown Edmondson Historic District along Edmondson Avenue, east of the current Amtrak railroad alignment; West End Motors, Inc. to the right, a contributing element of the district, would be demolished under Alternative 3B, while the other buildings on the same side of the street, namely the district contributing Continental Oil Co. Gas Station and rowhouses, would be within the indirect APE; roadway work would also take place under Alternative 3B; the West End Motors and the gas station would be within the indirect APE for Alternative 3C

B&P Tunnel Project: Architectural Historic Properties Effects Assessment Report

Appendix D: Photographs



Photograph 23 – 3A, 3B, and 3C: South Portal -- View north from Edmondson Avenue, east of the current Amtrak railroad alignment, at the Atlas Safe Deposit and Storage Company Warehouse Complex and Sinclair Filling Station, both contributing elements of the Midtown Edmondson Historic District; these buildings would be demolished under Alternative 3B, and located within the indirect APE for Alternatives 3A and 3C; roadway work would also take place under Alternative 3B



Photograph 24 – 3A, 3B, and 3C: South Portal -- View northeast from Edmonson Avenue within the Midtown Edmondson Historic District towards Bridge BC 2405, which contributes to the historic district; the bridge would be demolished and rebuilt at a higher elevation for Alternatives 3B and 3C; the Atlas Safe Deposit and Storage Company Warehouse Complex (background, center) and the adjacent Sinclair Filling Station would be demolished for Alternative 3B and would be located within the indirect APE for Alternatives 3A and 3C

B&P Tunnel Project: Architectural Historic Properties Effects Assessment Report

Appendix D: Photographs



Photograph 25 – 3A, 3B, and 3C: South Portal -- View north from Edmondson Avenue within the Midtown Edmondson Historic District and Greater Rosemont Historic District towards the Ward Baking Company, also a contributing element of both historic districts; the building would be demolished under Alternative 3C, and the driveway would be clipped under Alternative 3B; most of the property is in the indirect APE for Alternative 3A



Photograph 26 -- 3B and 3C: South Portal -- View southwest towards contributing elements of the Midtown Edmondson Historic District, Greater Rosemont Historic District, and Edmondson Avenue Historic District; (left to right) the Baltimore & Potomac Railroad, Edmondson Avenue Station; a former trade school; Fire Department Engine House No. 36; and three rowhouses are all contributing elements of historic districts, and would be demolished as part of Alternative 3C; Alternative 3B would demolish the railroad station and trade school, and clip the engine house property but not the building

B&P Tunnel Project: Architectural Historic Properties Effects Assessment Report

Appendix D: Photographs



Photograph 27 -- 3B and 3C: South Portal – View west along Laretta Avenue from N. Bentalou Street towards contributing elements to the Greater Rosemont Historic District and Edmondson Avenue Historic District; Alternative 3C would demolish a number of these rowhouses nearest Bentalou, and these buildings would be within the indirect APE for Alternative 3B



Photograph 28 -- 3B and 3C: South Portal – View northeast, with the Baltimore and Potomac Railroad to the left, and the American Ice Company, which is within the Midtown Edmondson Historic District, to the right; the railroad also includes its bridge over W. Franklin Street, a contributing element of the railroad district; Alternative 3B would involve an open cut area along the railroad alignment, and the ice company building would be clipped; Alternative 3C would be located to the west; the railroad bridge would be demolished under both alternatives

B&P Tunnel Project: Architectural Historic Properties Effects Assessment Report

Appendix D: Photographs



Photograph 29 -- 3B and 3C: South Portal – View north at the Baltimore and Potomac Railroad's W. Franklin Street bridge, a contributing element of the railroad, which would be demolished under both alternatives



Photograph 30 -- 3B and 3C: South Portal -- View south at the Baltimore and Potomac Railroad, including the deck of its bridge over W. Mulberry Street, a contributing element of the railroad, which would be demolished under both alternatives; an open cut area would be located within the existing railroad alignment under Alternative 3B, and to the west under Alternative 3C

B&P Tunnel Project: Architectural Historic Properties Effects Assessment Report

Appendix D: Photographs



Photograph 31 -- 3B and 3C: South Portal -- View west at the Baltimore and Potomac Railroad's W. Mulberry Street bridge, a contributing element of the railroad, which would be demolished under both alternatives



Photograph 32 -- 3A, 3B, and 3C: South Portal -- View west at the Baltimore and Potomac Railroad's Pennsylvania Railroad Viaduct, both individually eligible and a contributing element of the railroad; track and signal work would take place within the railroad right-of-way